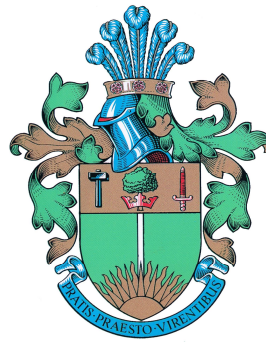


EAST GRINSTEAD NEIGHBOURHOOD PLAN



Plan Adopted November 2016



East Grinstead Neighbourhood Plan



FOREWORD

East Grinstead is an attractive town located within the heart of the southeast of England. It has a unique heritage and provides a pleasant place to live and work with ample opportunity to enjoy both town and country alike. However, like many sought after locations, East Grinstead suffers from major pressures for growth and is heavily constrained by its existing infrastructure limitations. Due to a number of circumstances outside of the community's control, the town has suffered from unplanned and ad hoc development proposals in past years.

With these pressures in mind, the East Grinstead Neighbourhood Plan sets out a vision for the area that reflects the thoughts and feelings of local people. Whilst we cannot remedy the errors of the past, and cannot resolve all existing problems overnight, the plan sets out a series of objectives and policies to provide a more coordinated response to future development proposals to provide a better-planned future for our town.

East Grinstead Town Council and Kember Loudon Williams LLP have led the preparation of the Neighbourhood Plan, with the advice and assistance of Mid Sussex District Council, and with the support and input of local residents. All have contributed to what we believe is a well-coordinated land use strategy to guide the future growth of the town. We are grateful to those that have assisted and contributed to the process.

This plan once "made" by Mid Sussex DC in November 2016 following a public referendum in October 2016 became part of the legal planning process. It will assist the District Council Planning officers when making decisions on planning applications for East Grinstead Parish.



Cllr Bob Mainstone
Town Mayor 2016/17

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Policy EG2	Areas of Development Constraint
Policy EG3	Promoting Good Design
Policy EG4	Heritage Assets
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Policy SS1	Railway Approach
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Policy SS6	Queen Victoria Hospital
Policy SS7	St. Margaret's Loop
Policy SS8	Land South of Birches Industrial Estate and West of Imberhorne Lane

1 INTRODUCTION

The Context of the Neighbourhood Plan

- 1.1 The neighbourhood planning system presents an opportunity for local communities to create a new type of plan to deliver and regulate development within their area. The aims are to give local people the power to develop a shared vision for their neighbourhood and to deliver the sustainable development needed to ensure that the right type of development is created in the most suitable locations. It also provides the opportunity to develop specific planning policies to be used in determining planning applications.
- 1.2 The right for communities to prepare a Neighbourhood Plan was established through the Localism Act in 2011. Upon adoption of the East Grinstead Neighbourhood Plan it will become part of the statutory Development Plan for the district of Mid Sussex and will sit alongside higher order plans prepared by the District Council.
- 1.3 The Mid Sussex District Plan will remain the overriding strategy for the District and our Neighbourhood Plan must be in general conformity with the strategic objectives of the adopted development plan. Consequently this draft of the East Grinstead Neighbourhood Plan has been assessed and prepared against the 2004 Mid Sussex Local Plan: this being the adopted policy document for the District.
- 1.4 The District Council is reviewing the adopted plan and is in the early stages of preparing a new replacement plan to cover the period to 2031. A Pre-Submission draft of the plan was published in June 2015 and contains higher-level strategic policies for the District. Once the new plan has been formally adopted it will provide an updated framework for all planning documents, including our Neighbourhood Plan.
- 1.5 However, once the emerging District Plan has passed through the rigours of public examination and on to adoption, a review of our Neighbourhood Plan will be considered so that the document can be updated in light of any changes to the higher order plan. Under current legislation this will involve repeating the same process as this Plan – i.e. public consultation, examination and referendum.
- 1.6 Our plan must also comply with national planning policy set out in the National Planning Policy Framework (NPPF). Whilst this can be challenging, the preparation of the Neighbourhood Plan provides an exciting opportunity to inform and guide land use planning matters that are important to the community. It, therefore, provides a genuine opportunity to improve the built and natural environments in and around East Grinstead. That said it must be borne in mind that the Localism Act does not allow the Plan to take a negative stance or to prohibit development.
- 1.7 Finally, it is important to stress that Neighbourhood Plans must also comply with European Union regulations on strategic environmental assessment and habitat regulations and must be based on robust and realistic evidence.

Why East Grinstead Needs a Neighbourhood Plan

- 1.8 The Town Council has prepared a plan because of its heartfelt view that there is a need to consider all future development together rather than react to individual or piecemeal development proposals. We draw this conclusion because three important constraints seriously affect the amount of development, which the town can accommodate.
- 1.9 The first constraint is relevant to the character and high visual quality of the area, and in particular the surrounding countryside. Three particular, longstanding, land use designations restrict the potential for future development and growth to take place in East Grinstead in relation to the first constraint. Areas to the south and east of the town fall within the High Weald Area of Outstanding Natural Beauty (AONB), a nationally protected landscape where the primary purpose is to conserve and enhance natural beauty. The area to the west of the town between East Grinstead and Crawley, and the area to the east between East Grinstead and Ashurst Wood, have historically fallen within 'strategic gaps', whilst the area to the north of East Grinstead lies within the adjoining county of Surrey, where it forms part of the Metropolitan Green Belt.
- 1.10 The second constraint is significant and reflects the fact that East Grinstead lies within the 7km zone of influence of the Ashdown Forest. Ashdown Forest is classified as a Special Protection Area (SPA) and designated as a Special Area of Conservation (SAC) and is, therefore, fully protected by the European Habitats Directive.
- 1.11 The third major constraint relates to infrastructure and, in particular, the road network. In 2012 Atkins published the East Grinstead Traffic Management Study on behalf of West Sussex County Council. This study revealed that the A264 Copthorne Road is operating in excess of operating capacity during peak hours. The A22 through the town is also close to operating capacity and some of the junctions in excess of capacity. In November 2014, March and July 2015 reports prepared by Jubb on behalf of a local resident were published. These presented surveys and conclusions in relation to more recent survey data. This confirmed that all A22 junctions surveyed were operating on or over theoretical capacity. New highway provision and upgrading at East Grinstead has not kept pace with the rate of development and general traffic growth and the existing highway network is no longer able to cope with the traffic demands. Until significant improvements are made further large-scale growth will be extremely difficult to accommodate.
- 1.12 Whilst infrastructure improvements and environmental protection are our communities' key priorities, there are also other important issues that need to be addressed via the plan making process. The town centre is not realising its potential and is vulnerable to competition from out-of-centre facilities and other town centres: most notably Crawley and Tunbridge Wells. Likewise, 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 encourage an improvement to the town to meet the locally determined vision of a more self-sufficient and thriving community.
- 1.13 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 needed and the Plan seeks to be as positive towards growth as it can be within the context of the above-mentioned

constraints.

- 1.14 Finally, without a Neighbourhood Plan there is a danger that piecemeal development will continue without contributing to the improvement of infrastructure, or the quality of the town. The overarching vision, therefore, is to positively plan for and meet the needs and aspirations of the town's residents, within the acknowledged environmental and infrastructure constraints and strained infrastructure of the town. In this particular case, the Neighbourhood Plan period will run between 2014 and 2031.

How the Plan Was Prepared

- 1.15 The Town Council resolved to apply for a Neighbourhood Plan in May 2012, which was agreed by Mid Sussex District Council on 9th July 2012.
- 1.16 At the start of the process consultants (AR Urbanism) were appointed by the Town Council in July 2012 to assist with the preparation of the Plan. The consultants assisted with the initial drafting process, including discussions with a steering committee of the Council and were heavily involved in the early rounds of public consultation.
- 1.17 In advance of the formal consultation on the draft Plan, the programme of public engagement and consultation featured two 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 three surveys.
- 1.18 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 parties representing different interests. 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.
- 1.19 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.
- 1.20 A number of further meetings were organised with stakeholders. 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).*

- 1.21 Finally in Autumn of 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.
- 1.22 Whilst good progress was made between 2012 and 2014, the Town Council had to take the difficult decision to step back from the process and halt progress on preparation of the Plan. This was a consequence of the experiences of other organisations including Mid Sussex District Council and Slaugham Parish Council and the Town Council's desire to ensure that the plan stood the best possible chance of succeeding through the preparation process.
- 1.23 As part of the review and to build on the work already carried out, planning consultants Kember Loudon Williams LLP were appointed in September 2014 to further guide the Town Council with the Neighbourhood Plan process. Since this time the Town Council has revisited the findings of earlier consultations to ensure that the plan is founded on the objectives and aspirations of residents and to ensure that the 'objectives' of the plan best reflect the collective wishes of our community. In parallel, the Town Council and its advisors have actively liaised with Mid Sussex District Council, and have received valuable guidance and support in preparing the Neighbourhood Plan.
- 1.24 A Sustainability Appraisal was prepared which assesses the policies and objectives of the plan and reviews the alternative solutions/options. In addition Mid Sussex District Council will conduct an appropriate assessment of the East Grinstead Neighbourhood Plan. This Sustainability Assessment has been undertaken at Regulation 14 and 16 Stages and will be undertaken again prior to 'making' the plan in order to comply with the Habitat Regulations. The next steps include:
- Obtaining further views from the Community;
 - Amendments to the Plan;
 - Approval of the submission draft by East Grinstead Town Council
 - Submission to Mid Sussex District Council who will consult for a further six weeks
 - External examination
 - Referendum
 - Adoption
- 1.25 Between 27th July and 21st September 2015, the Town Council published a Consultation version of the Neighbourhood Plan and also its Sustainability Appraisal. The consultation resulted in around 170 respondents covering a whole range of policy matters. The Town Council has reviewed each and where appropriate amended the Plan and also the Sustainability Appraisal. The next stage will be to submit the amended Plan to Mid Sussex District Council for final review against the relevant legislation before being consulted upon and referred for independent examination.

How to read this Document

- 1.26 In order to achieve the above-mentioned objectives the Town Council has drafted a number of policies that seek to achieve the outcomes our Community desires. These policies will form part of the development plan for the area once the Plan is made and are highlighted within the green text boxes.

East Grinstead Neighbourhood Plan Policy

- 1.27 As our Neighbourhood Plan must be consistent with national planning policy set out in the NPPF there are certain core elements of these strategies that we have highlighted and do not need repetition. The advice is included within the orange text boxes.

NPPF Planning Guidance (with which our plan must comply)

2 ABOUT EAST GRINSTEAD

- 2.1 East Grinstead is one of the three main towns in Mid Sussex with a population of over 28,500.
- 2.2 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 and, in the majority of cases, are listed.
- 2.3 The town is set in very attractive countryside, which extends to the edges of the built up area and includes, to the south and east, part of the High Weald Area of Outstanding Natural Beauty. Ashdown Forest with its 25 square miles of wood and heathland is close by.
- 2.4 The town has been developed on a flat-topped ridge, which extends from Ashurst Wood in the southeast to Imberhorne Lane in the west. A ridge also extends along Holtye Road to the northeast, and southwards towards Saint Hill Green. Steep-sided wooded river valleys to the south of the town dissect these ridges. This physical form has given the town a distinctive character and setting in relation to the surrounding area.
- 2.5 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 southeast, 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.
- 2.6 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. Figure 1 overleaf shows the Neighbourhood Plan area, which includes the town and the rural areas to the west, east and south.

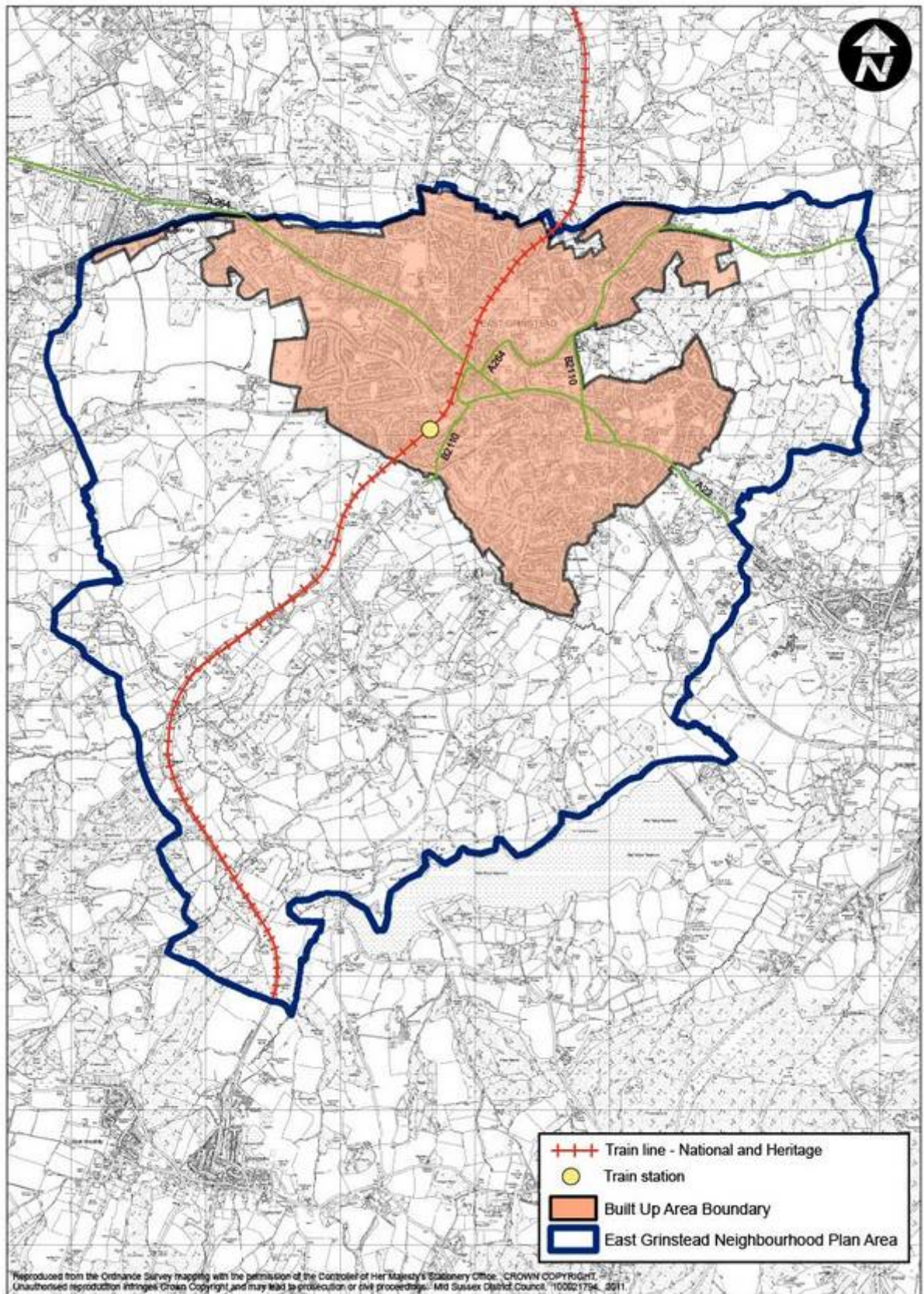


Figure 1 – East Grinstead Neighbourhood Plan Area & Built Up Area Boundary

3 OUR VISION AND OBJECTIVES

- 3.1 Following close examination of all public consultation responses to date the Town Council has worked closely with the local community to develop a community vision for East Grinstead.

Our Vision

'To provide for a positive future for East Grinstead that is socially inclusive for all, vibrant, economically robust and will allow residents to live with a high degree of self-sufficiency in a town with a first rate natural, built and historic environment'.

- 3.2 In formulating this vision it has been made clear that the community requires coordinated and well-planned development, in the right location, to help sustain one of the finest historic market town environments in England. To do this we must balance the considerations of the European Habitat Directives on Ashdown Forest and the longstanding infrastructure limitations that have given rise to notable traffic congestion, with the benefits of securing new investment in retail, employment, culture and community activities with the cumulative aim of making East Grinstead a more attractive and pleasant place to live and work.
- 3.3 The community wishes for priority to be given to addressing 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. This Plan will outline where new development can occur and the requirements necessary to meet such new development. Once the basic highway conditions improve there will be greater scope and desire to promote the growth needed to support future generations. Consequently land has been identified with the potential to come forward for development in the future but which is necessarily subject to the identified infrastructure and related constraints being overcome.
- 3.4 Alongside creating a high quality place to live, our community wishes to maintain and improve a town centre that it can be proud of and to attract visitors and investment to the area.
- 3.5 We all attach great weight to the protection and improvement of the urban and rural environment and the conservation of its natural and created resources. To us this means resisting development that destroys or unacceptably damages the environment and creating opportunities to remedy the underutilised areas of our town that could be better improved through redevelopment.
- 3.6 Our community is keen to encourage high standards of design wherever new development is proposed, and to reduce the negative impact of development to a minimum. It also aims to conserve buildings of architectural and historic interest and to

preserve and enhance the special character and appearance of its conservation areas. Finally we wish to safeguard open space as an important social and visual amenity, and an integral part of the built environment.

Taking all of the above into consideration our Plan's core objectives are to:

- ***Improve the town's urban, rural and historic environment and protect it from harmful development;***
- ***Make prudent use of natural resources by promoting development on previously developed sites within the built up area boundary;***
- ***Improve highway and infrastructure conditions, reduce the reliance on car use and provide attractive alternative means of travel;***
- ***Provide quality new homes for existing and future residents within existing environmental and infrastructure constraints;***
- ***Promote development that will provide sustainable economic growth, including business and tourism related development and maintain a prosperous town centre; and***
- ***Protect the countryside and urban open spaces for their landscape, wildlife, agricultural, recreational and natural resource value, specifically including Ashdown Forest and Areas of Outstanding Natural Beauty.***

DEVELOPMENT POLICIES

4 CONSERVING EAST GRINSTEAD'S ATTRACTIVE ENVIRONMENT

- 4.1 East Grinstead has the benefit of being located in a spectacular location with quick and easy access into London, making it an attractive place to live and work. However, it is the town's green surroundings that make it a particularly desirable location and, therefore, preservation of these open areas is a key priority for the local community. The landscape and environmental designations are presented below in figure 2 for ease of reference.
- 4.2 Three environmental designations restrict the potential for future development in East Grinstead. Areas to the south and east of the town fall within the High Weald Area of Outstanding Natural Beauty (AONB), the limits of which extend to the edges of the built up area. The primary purpose of AONB designation is to conserve and enhance natural beauty. Significant new development could prejudice this objective and would therefore be inappropriate.
- 4.3 The area to the west of the town between East Grinstead and Crawley, and the area to the east between East Grinstead and Ashurst Wood, has historically fallen within strategic gaps. While not necessarily of the same high landscape quality as the AONB these areas of countryside fulfill a vital role by preventing the coalescence of these settlements and maintaining their separate identity. The policies in this plan therefore seek to strongly discourage inappropriate development, which might contribute to coalescence and the merging of settlements.

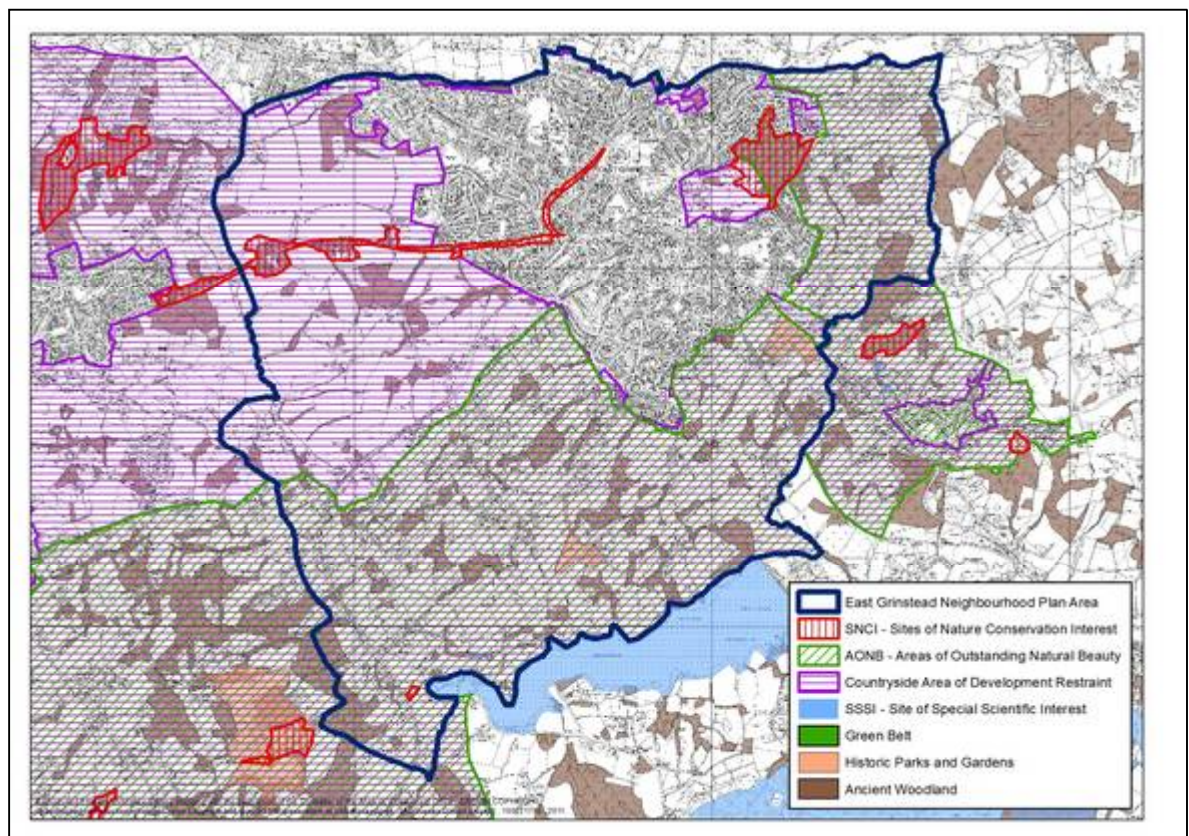


Figure 2 – Landscape and Environmental Designations

- 4.4 Finally, the area to the north of East Grinstead lies within the adjoining County of Surrey where it is designated as Metropolitan Green Belt. Although outside of the scope of this Neighbourhood Plan it does have an effect on the town by increasing the pressure for new development within and on the town's periphery.

Protection of the High Weald AONB

- 4.5 The extent of the High Weald AONB that affects East Grinstead is shown in Figure 2. The character of the High Weald is contained in a pattern of distinctive ridged countryside and hedged fields, together with scattered shaws and larger blocks of woodland. Large areas remain quiet and unspoilt but are threatened by the cumulative impact of small-scale development. That said it is not the purpose of this Plan to prevent agricultural development needs or the sympathetic re-use of redundant rural buildings.
- 4.6 As the AONB offers both beauty and tranquility with magnificent views both towards and away from the town, the Plan seeks to protect and manage the highest possible form of protection from harmful development. We also wish to promote and conserve the locally distinctive features of this part of the High Weald.

National Planning Policy states, at Paragraph 14, that there is a presumption in favour of sustainable development. However, this presumption in favour is removed where a site lies within the AONB and footnote 9 of NPPF confirms that this is the case.

National Planning Policy goes on to state at Paragraph 116 of the NPPF...

'Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;***
- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and***
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated'.***

- 4.7 Notwithstanding the Town Council and community's desire to conserve and enhance the AONB, the National Planning Policy Framework already provides a clear assessment of how development proposals in the AONB should be considered and therefore this Plan cannot impose a more onerous approach to restrict development. In the case of development that is not defined as major (and this might include recreational proposals, agricultural development and the conversion of existing buildings), the policy sets out a series of criteria which must be met.
- 4.8 Nonetheless, Policy EG1 seeks to enhance the consideration given to applications in the AONB by requiring a comprehensive assessment of any likely impact on features of the AONB that are locally important.

EG1

Within the High Weald Area of Outstanding Natural Beauty planning permission will be refused for major development proposals unless the development is demonstrably required in the public interest and meets the exceptional circumstances criteria outlined in the NPPF.

Planning permission for other forms of development will be granted where the proposals are for the:

- (i) Conversion of redundant buildings;
- (ii) Replacement, on a like for like basis, of existing buildings; or
- (iii) Extension of an existing dwelling house, relate to agricultural development or some other minor recreational use;

Provided that for each of the above (i, ii and iii) all of the following criteria are met:

- The highest standards of Design are achieved;
- The natural and scenic beauty of the landscape is conserved or enhanced;
- The proposals do not result in an obtrusive feature in the landscape.

The onus is on the applicant to demonstrate that the scheme would not negatively impact on the existing quality of the protected landscape and its setting taking account of locally important features. Proposals that have not fully considered and addressed the impact on the AONB will normally be refused.

Countryside Area of Development Restraint

- 4.9 Since 2004 Strategic Gaps have been redefined as Countryside Area of Development Restraint. This affects all land to the west, northwest and southwest of East Grinstead outside of the built up area boundary. It specifically covers Hill Place Farm, the large Imberhorne Lane and Farm sector, Great Wood, Tilkhurst Farm, Crockshed Wood, Furze Field Wood plus the Crawley Down Road land areas on the border with Tandridge, around Tandridge Water and the area towards Ashurst Wood, as shown on Figure 2.
- 4.10 The Town Council considers it important to protect such areas in order to ensure that development does not result in the merging or coalescence of settlements and the gradual accretion of development at the urban fringe.

Policy EG2 – Areas of Development Constraint

Planning permission will normally be granted for the sympathetic conversion of redundant rural buildings, limited small-scale new development and extensions to existing buildings within the Countryside Areas of Development Constraint provided they comply with the following criteria:

- (1) In the case of replacement dwellings, the proposal is no more obtrusive than

the dwelling it replaces and is of an appropriate design for its location and setting;

(2) In the case of extensions, the proposal is subservient in scale and form to the original dwelling along with the coherent use of materials;

(3) In the case of converted buildings, the new use has minimal impact on the openness of the countryside, in terms of the new curtilage, and parking; in the case of outdoor sport, recreation and community uses of land, the proposals support the objective of keeping land open;

(4) The proposal comprises essential small-scale proposals for agricultural or sport and recreation such as pavilions and changing rooms; or

(5) It is essential to meet specific necessary utility infrastructure needs and no alternative feasible site is available.

Policy EG2a – Preventing Coalescence

Planning permission will not normally be granted for development which:

(1) Results in the coalescence of East Grinstead with Crawley Down or Ashurst Wood;

(2) Results in the perception of openness being unacceptably eroded within this area; or

(3) Contributes towards the ad hoc or isolated development of dwellings outside the built up area, including infilling of built up frontages or linear development along roads.

Promoting Good Design

- 4.11 As well as being critical to our community, one of the Government's core planning principles is to always seek to secure high quality design and to protect the amenity of all existing and future occupants of land and buildings.

National Planning Policy States at Paragraphs 56 and 57 of the NPPF...

'The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes'.

- 4.12 The Town Council fully endorses the Government's position and believes that all development should demonstrate high quality and compatibility with the area, whilst demonstrably embracing sustainability principles. Following engagement with our local community, detailed design criteria have been worked into a specific localised policy, EG3.

Policy EG3 – Promoting Good Design

Planning permission will normally be granted where development proposals meet the following criteria:

- a) The form of the proposed development is proportionate and in keeping with the scale, height, materials and site coverage of the surrounding area;
- b) The layout of the proposed development respects the topography and character of the site, protects important landscape features and does not harm adjoining amenity;
- c) The proposal does not result in the loss of buildings or spaces that would have an unacceptable impact on the character of the area;
- d) The proposal ensures satisfactory means of access for vehicles and pedestrians and provides adequate parking, cycle storage and refuse facilities on site;
- e) The design of new buildings and the layout of spaces, including footways, car and cycle parking areas, should be permeable and provide connectivity with neighbouring areas;
- f) New development must be inclusive and where appropriate make satisfactory provision for the safe and easy access for those with mobility impairment; and
- g) The design of new developments must result in the creation of a safe and secure environment and incorporate adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour; and
- h) Proposals make provision for green infrastructure and biodiversity enhancement.

Due to infrastructure constraints within the town, all new development proposals, which generate a net increase in traffic (excluding householder applications), will be required to contribute towards improving the walking and cycle network related to the development and be of a recognised acceptable standard.

Heritage Assets

- 4.13 'Heritage Assets' are valued components that make up the historic character of the town, including important buildings, monuments, woodland, particular street scenes or areas, and spaces or outstanding views. Within East Grinstead Heritage Assets include:
- Listed Buildings/structures;
 - Conservation Areas;
 - Ancient Woodland and Ancient Trees; and
 - Areas of Outstanding Natural Beauty (AONB)
- 4.14 National legislation provides for the protection of Listed Buildings/Structures under the Planning (Listed Buildings and Conservation Areas) Act 1990. There is a presumption in favour of retaining Listed Buildings so permission to demolish will be the exception, and only allowed if all other options to retain the building are demonstrated to have been thoroughly explored.
- 4.15 Planning permission for alterations and extensions will be permitted where the proposal would respect the original building's scale, form, mass and appearance and would not harm the historic importance of the building or its visual relationship with its setting.
- 4.16 Conservation Areas are designated on the basis of their overall quality, mix of uses, historic layout, characteristic materials, scale and detailing of buildings and open spaces. They also take into account the need to protect trees, hedges, walls, railings and other characteristic features. Once designated, special attention must be paid in all planning decisions to the desirability of conserving or enhancing its character and appearance.

- 4.17 The Conservation Area centered on the High Street (figure 3 refers) was originally designated in 1969 and was identified as 'outstanding' by the Department of the Environment in 1976. As well as the High Street it includes Middle Row, part of Ship Street and West Street, and the east side of Church Lane. It was extended in 1985 to include an area known as 'The Portland's' to the south, and again in 2003 to include properties on the west side of Ship Street. The High Street contains the longest continuous run of 14th century timber-framed buildings in England. Other buildings date from the 15th and 16th centuries, together with examples from the Georgian and Regency periods. Particularly notable buildings include St Swithun's Church and Sackville College, the latter being a Grade I listed building dating from Jacobean times. Despite the intrusive effects of traffic, the High Street has retained its outstanding distinctive and historic character and appearance.

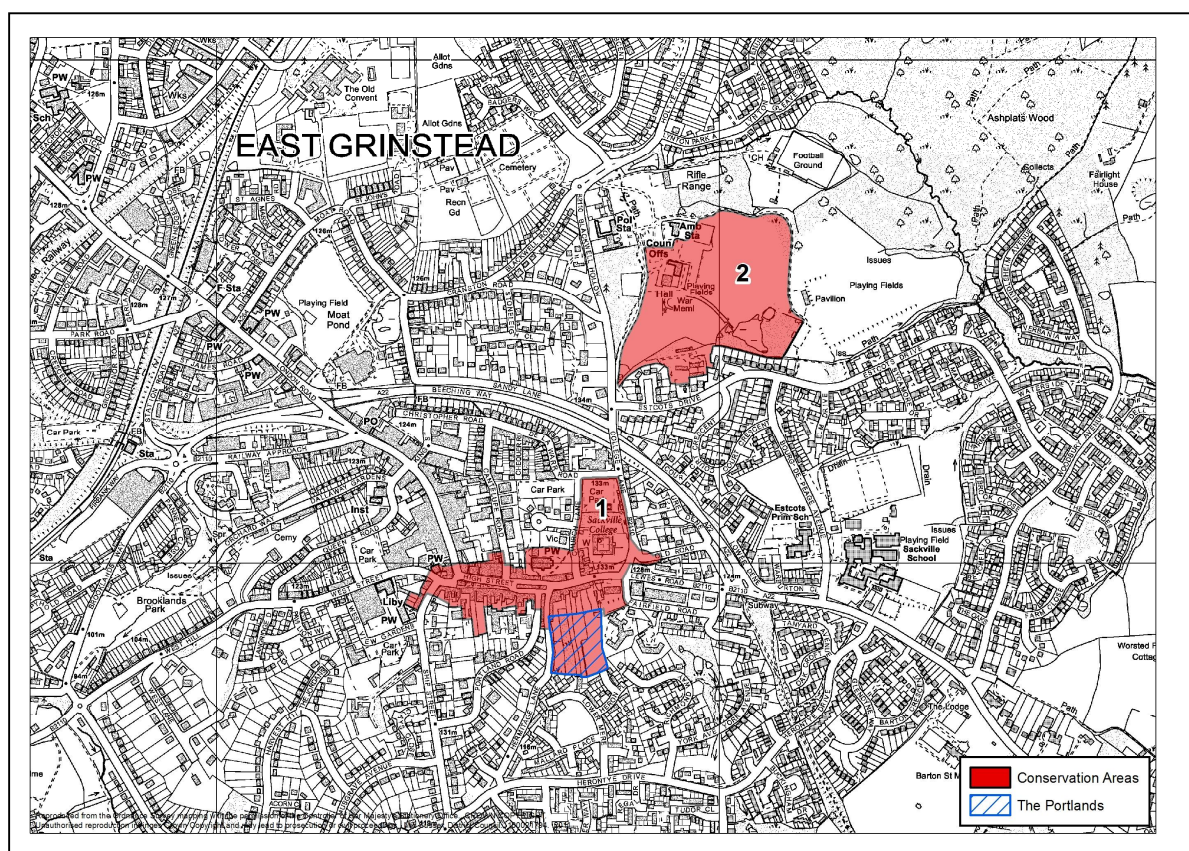


Figure 3 – East Grinstead Conservation Area (1) High Street and (2) East Court and Estcots

- 4.18 Land at East Court and Estcots, College Lane, was designated a Conservation Area in 2003 – figure 3 refers. The area includes East Court Mansion and its parkland, East Court Lodge at the entrance to East Court and the area of Estcots Farmhouse, Estcots Barn and Estcots Cottage. In particular the open rural quality of the area, the East Court Grade II listed building, its attractive grounds and landscaped gardens contribute to the character of this Conservation Area and its sensitive open setting.

National Planning Policy States at Paragraphs 132 of the NPPF...

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its

setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building; park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II registered parks and gardens, and World Heritage Sites, should be wholly exceptional’.

- 4.19 In addition to the referencing the Conservation Areas and Listed Buildings/Structures, the policy makes specific reference to the 'Portlands' area to the south of 58-84 High Street, which has known archaeological interest. The area is identified in figure 3 and is a very important legacy of the medieval layout of the town. There were originally forty-seven long strips of land extending behind each property to the south of the High Street. Their primary use was for domestic agriculture comprising mostly arable farming with some animal husbandry. The Portlands began to be enclosed in the fourteenth century and buildings were constructed on some of them. The section to the rear of numbers 58-84 represents the only surviving block of whole and undeveloped medieval Portlands within the town and as such is an important surviving feature of the early urban landscape. Their undeveloped character and appearance is an important visual feature of the town centre and the High Street Conservation Area.

Policy EG 4 – Designated and Non Designated Heritage Assets.

Applications affecting designated and non-designated heritage assets must be supported by an appropriately detailed assessment of their heritage significance and the impact of the proposals on that significance.

EG4a

Proposals for development within The Portlands area of 58 to 84 High Street will be subject to rigorous assessment having regard to their impact on the area's character and appearance, and the contribution of its archaeological evidence to the special historic interest importance and contribution to the significance of the Conservation Area, including the evidence of medieval property boundaries and use for agricultural production.

- 4.20 The Bluebell Railway runs along the border between East and West Sussex and is an important facility/feature for the local community and the town. The railway has been in community use for many years, but the Grade II listed Imberhorne Viaduct and the extension of the line to East Grinstead were only recently brought back into use in 2013. The railway forms part of the Bluebell Railway Heritage Line and has historic significance for the growth of East Grinstead. The Town Council will seek to protect it.

5 HOUSING IN EAST GRINSTEAD

- 5.1 East Grinstead is subject to a series of constraints. These include the effect of Ashdown Forest and the Habitats Regulations Assessment, which affects new development both individually and cumulatively, the role of the countryside in preventing coalescence, the traffic and road conditions around the town that limits the amount of new development that may be accommodated and the infrastructure needs generated by new development. As a consequence, this section of the Plan will consider those sites, which can be allocated, and whether there are any conditional requirements that must first be met before the sites come forward for new housing.
- 5.2 In relation to Ashdown Forest a large area of land has been identified in the emerging Mid Sussex District Plan as a Site for Suitable Alternative Natural Green Space ("SANG"). This is located at East Court and Ashplats Wood to the east of the town. This SANG has been assessed by the District Council in its Habitat Regulation Assessment. After discounting pre-existing use of the site and based on a SANG standard of 8 ha per 1000 population, it is estimated that this SANG could provide capacity for a total of 1,507 dwellings to be accommodated across the 7km zone of influence (not just in the East Grinstead Parish) as mitigation for potential recreational impact on Ashdown Forest. Contributions towards Strategic Access Management and Monitoring ("SAMM") strategy will also be required.
- 5.3 Notwithstanding this, care needs to be taken over new development, not least because the existing highway infrastructure is running at or close to operating capacity and in some cases beyond operating capacity (see Atkins Report 2012, and the more recent three Jubb Reports of 2014 and 2015). Policy EG5, therefore, provides a framework for how housing proposals will be considered and, the criteria by which the Town Council would expect the proposals to be judged. Policy EG6 is divided into two parts. EG6A outlines those sites that already have planning permission, but which have not yet come forward. In April 2015, 560 dwellings had full or outline planning permission in East Grinstead – Appendix 2. EG6B identifies sites, which the Town Council would encourage to come forward subject to appropriate mitigation. Of the EG6A and 6B sites the quantum of housing is 515 dwellings over the life of the Plan, in accordance with the Mid Sussex District Council Settlement Sustainability Appraisal February 2015. The sites are identified in Figure 4, Housing Sites, on page 27.

Policy EG5 – Housing

The East Grinstead Neighbourhood Plan area is subject to significant environmental and infrastructure constraints and as a result new housing development on land defined as 'previously developed,' where the site is predominantly previously developed or is green infrastructure that can be demonstrated to be surplus to requirements will be supported subject to the criteria below and compliance with other policies within the plan.

Other proposals for new housing development will only be supported if:

- a) The proposed development contributes to sustainable development;**
- b) An application is supported by robust assessment of the environmental and visual impact of the proposal and include as necessary appropriate mitigation measures.**
- c) An application is supported by a robust assessment of the impact of the**

- proposal upon the local highway network and it can be demonstrated that the proposal will not cause a severe cumulative impact in terms of road safety and increased congestion after proposed mitigation is taken into account;
- d) The proposal complies with design guidance contained in policy EG3 or a relevant Development Brief;
 - e) The proposal provides a mix of tenure types including private, social rented and shared equity (intermediate);
 - f) Contributions are made towards SANG and Strategic Access Management and Monitoring (SAMM); and
 - g) The proposal meets its own infrastructure needs.

Where proposals comply with Policy EG5, relevant site-specific policies and mitigate their highway and other infrastructure impacts, the following sites (EG6A and EG6B) will be encouraged to come forward for residential development.

Policy EG6A – Housing Sites that are committed via planning permissions

1. *St Lukes House and St Lukes Church, Holtye Avenue (0.14ha, Shlaa ref 439). This site has been previously promoted for development but proposals will need to justify the loss of this piece of community infrastructure. A development similar in scale to the new apartments opposite could be developed. Development should not exceed three storeys and two storeys near adjoining houses. A suitable soft landscaping and boundary treatment, consisting of native species, will be required along the southern boundary to provide appropriate screening in order to protect neighbouring residential amenity. The site could achieve up to 15 units and permission was granted under 12/00439/FUL for 14 units.*
2. *1-25 Bell Hammer (0.35ha, Shlaa ref 696). This site has an extant planning permission (13/01343/FUL for 28 sheltered housing units but could be suitable for housing.*
3. *Warrenside, College Lane (0.17ha, Shlaa ref 444). An existing dwelling adjacent to Beeching Way. Scope exists for 14 units subject to important trees being protected and the amenity of residents adjoining the site. Outline permission granted 12/01877/OUT.*

Policy EG6B – Housing Sites which could be brought forward include:

4. *Meadway Garage, Lowdells Lane (0.16ha, Shlaa ref 324). This site has some tree coverage but historically was used as a garage. It is now redundant and dilapidated. To conform to the character of the area some 9 dwellings is considered appropriate in two storey buildings.*
5. *Land at junction of Windmill Lane and London Road (0.4ha, Shlaa ref 102). This site is on a prominent corner where a flatted scheme would be appropriate. The scale of the development should not exceed 3 storeys in height and frontage trees of significance should be retained. This site could achieve 30-35 dwellings and is identified in the Small-scale Housing Allocation Document (SSH/2).*
6. *Imberhorne Lane Car park (0.18ha, Shlaa ref 510). The redevelopment of this site is subject to evidence being submitted that the car park is no longer needed. A flatted scheme providing up to 18 dwellings would be suitable. Two storey buildings would be an appropriate scale of development, although if a higher scale building were proposed a visual and amenity impact assessment would be required.*
7. *67-69 Railway Approach (0.09ha, Shlaa ref 441). This site is subject to a site specific Policy SS1. It could accommodate up to 7 units.*
8. *Post Office and delivery office, 76 London Road (0.15ha, Shlaa ref 559). This is a listed building with a much later extension and service yard at the rear. Development for up to 12 dwellings would be supported subject to (i) a ground floor*

retail use on the London Road frontage and (ii) the removal of the rear brick extension which detracts from the listed frontage.

- 9. Cantelupe House, Cantelupe Road (Shlaa ref 608) An older 1960's office building of limited architectural merit. Close to existing residential units. Given its elevated position a maximum of 3-Storeys would be appropriate. Designs should reflect the Victorian character of the residential street. The number of units could be 10-12 depending on design.**
- 10. Imberhorne Lower School, Windmill Lane (7ha, Shlaa ref 81). This site is subject to Policy SS3. Subject to Policy EG5 relating to highway infrastructure mitigation, the site could accommodate circa 200 dwellings. Prior to planning permission being granted a development brief should be prepared, consulted upon and adopted. The Town Council, with stakeholders, proposes to take a lead on its preparation.**
- 11. Ashplats House, off Holtye Road. This site would be suitable for between 35 and 45 dwellings being that it is now surrounded on 3 sides by existing development and partly constitutes previously developed land. Access Could be appropriate off Greenhurst Drive.**
- 12. Queens Walk between Queensway and London Road. This site is subject to pre-application discussion and the owners have confirmed their intention to deliver a mixed-use scheme. The site could achieve up to 120 dwellings subject to design and mix use considerations.**

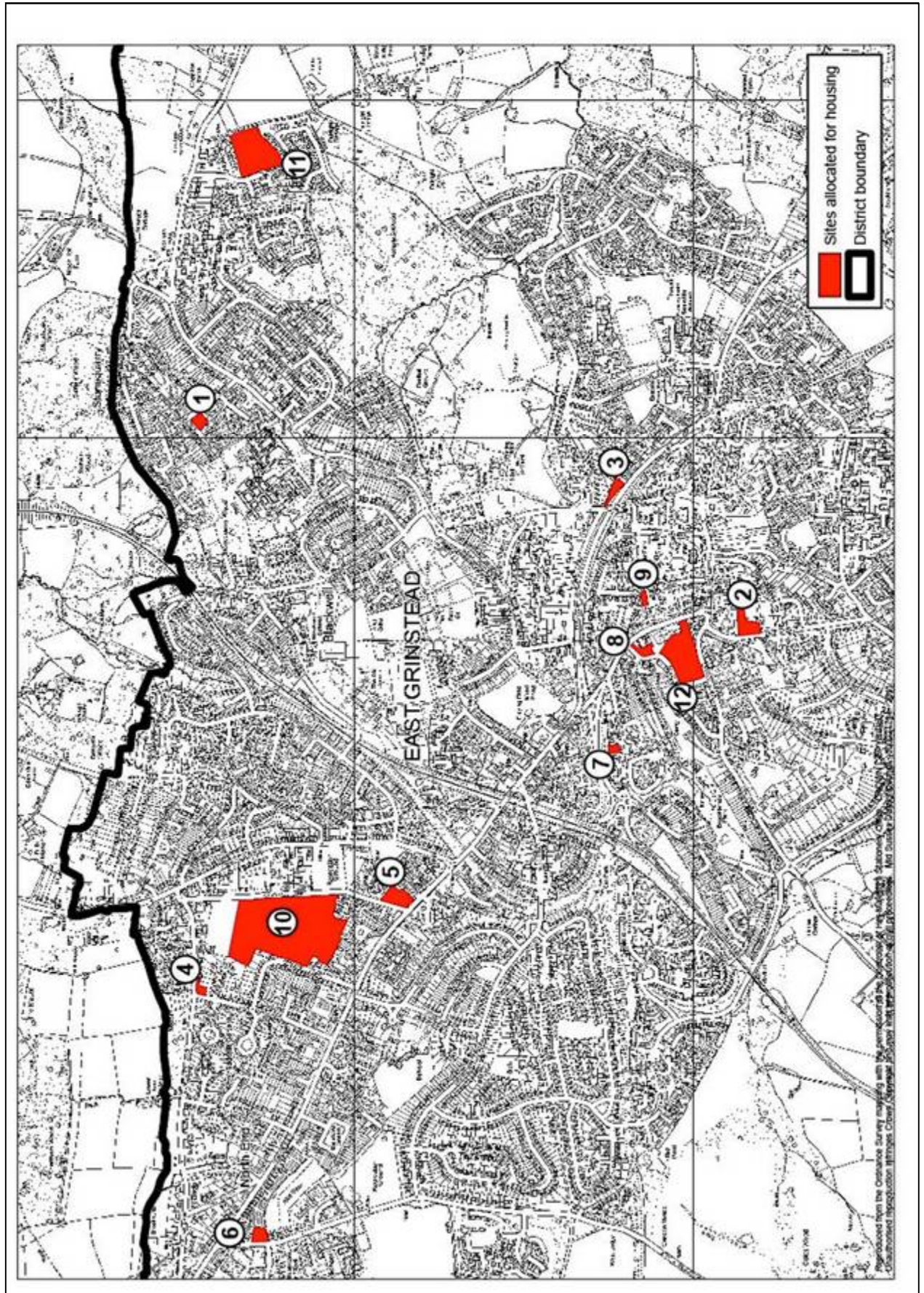


Figure 4 - Housing Sites

Summary Table for Policies EG6A and 6B

Site Dwelling number

<u>1 St Lukes Hospital and Church</u>	<u>15</u>
<u>2 1-25 Bell Hammer</u>	<u>28</u>
<u>3 Warrenside</u>	<u>14</u>
<u>4 Meadway Garage</u>	<u>9</u>
<u>5 Windmill Lane/London Road</u>	<u>35</u>
<u>6 Imberhorne lane car park</u>	<u>18</u>
<u>7 67-69 railway Approach</u>	<u>7</u>
<u>8 Post Office</u>	<u>12</u>
<u>9 Cantelupe House</u>	<u>12</u>
<u>10 Imberhorne Lower School</u>	<u>200</u>
<u>11 Ashplats House</u>	<u>45</u>
<u>12 Queens Walk</u>	<u>120</u>
<u>Total</u>	<u>515</u>

Housing Mix and Density

- 5.4 With land resources being finite and infrastructure being at capacity it is important that any new homes that do come forward meet the needs of both current and future residents. This will include affordable housing in line with adopted development plan policy. It is therefore important not only that housing is designed to a high quality and creates an attractive environment but also they represent the types of homes where people want to live.

National Planning Policy States at Paragraphs 50 of the NPPF...

'To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes); and***
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand'.***

- 5.5 Over the recent past a significant number of large family dwellings and small flats have been built. The latter have been influenced, particularly, by the changes to the permitted development regime that enable offices to be converted to residential use without the need for formal planning permission. This has created a further 219 apartments within East Grinstead and the plan area.
- 5.6 Whilst smaller flats and apartments continue to be appropriate in certain locations, such as the Town Centre, the District Council's Housing and Economic Development Needs

Assessment (HEDNA), dated March 2015, also notes that by 2031 there will be a higher proportion of older people in the District and, whilst some younger age groups are predicted to grow, the overall age profile is ageing (Figure 26 of the HEDNA refers). The HEDNA notes that the District has a below average proportion of single person households but there is growth in single person households (paragraph 4.118 to 4.119 of the HEDNA). The HEDNA notes at Table 28 that Mid Sussex has the lowest stock of 1-2 bedroom dwellings and 2-3 bed dwellings are also below the West Sussex, South East and England average. Family homes that are larger executive homes of 4 + bedrooms are well above the West Sussex, South East and England average. Consequently, it is considered appropriate to encourage smaller homes through Policy EG7.

Policy EG7 – Housing Mix and Density

Planning permission will be granted for new housing schemes where they meet the following criteria:

- (1) Achieve a minimum density of 30 dwellings per hectare unless local character indicates a different density level and this justification is provided;***
- (2) On sites of 5 or more dwellings, provide a minimum of 20% small family accommodation in the form of 2 and 3 bedroom units;***
- (3) Variations in the above mix will only be considered where a viability assessment has been provided to justify a departure from this policy or there are clear design and location reasons which indicate a higher density is appropriate; and***
- (4) Provides affordable housing in accordance with District policy.***

6 BUSINESS AND RETAILING IN EAST GRINSTEAD

- 6.1 East Grinstead is the most important retailing centre in the northern part of Mid Sussex. It provides a range of shops in both the food and non-food retail sectors.
- 6.2 The main shopping frontage is in London Road between the High Street and King Street junctions, and includes a small-pedestrianised area, Queens Walk. To the north of King Street, London Road and Railway Approach comprise an important secondary shopping area, while the High Street, the historic core of the town and a Conservation Area, provides a very attractive area of shopping mixed with a range of other uses.
- 6.3 East Grinstead performs relatively well with vacancy rates low and a steady demand for premises from prospective retailers. However, continued enhancement and promotion of the town centre is very important to residents, and the business community, who seek to further encourage the vitality and viability of East Grinstead town centre through improved access for pedestrians, civic landscaping, management and diversification, and looks to retain and broaden the range of shopping facilities.

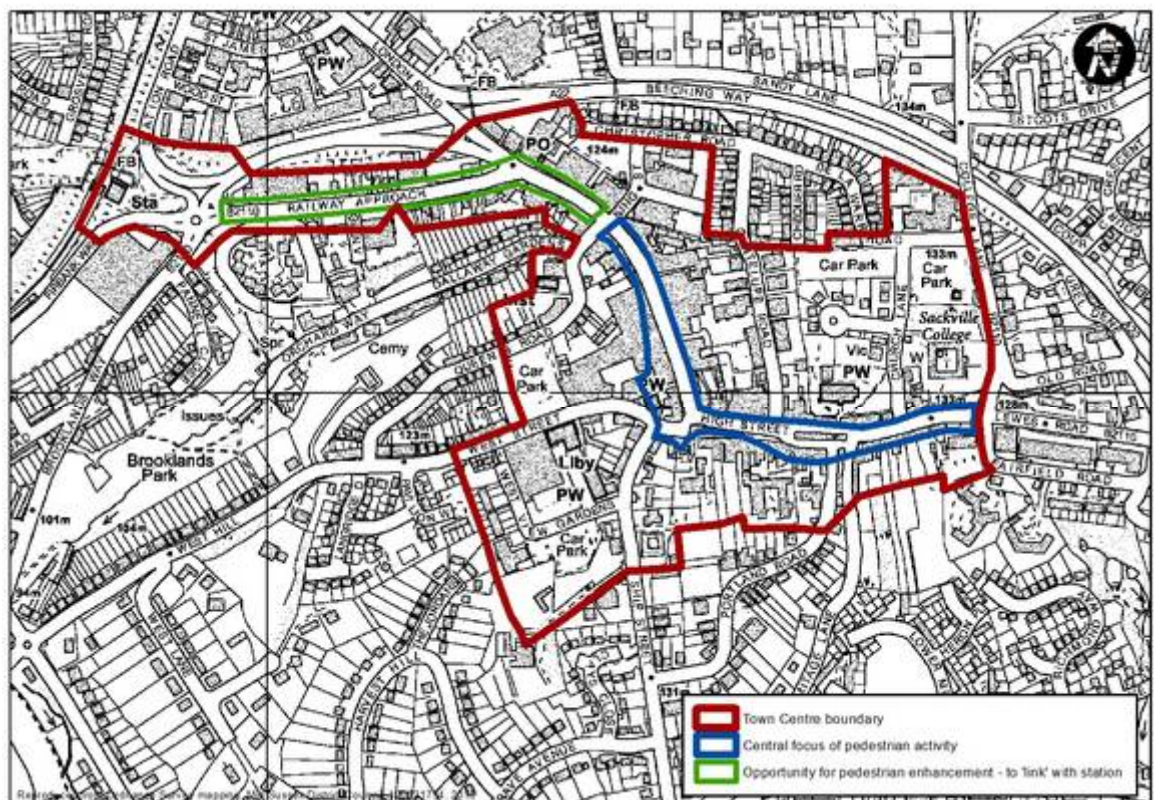


Figure 5 – Town Centre Boundaries and existing Central Pedestrian Areas

- 6.4 With this in mind, the Plan seeks to encourage a strong retail offer within primary shopping areas, and some degree of flexibility in the types of uses that could move in to secondary and other town centre areas. Upper floors are considered to offer plenty of scope and the Town Council is keen to encourage a flexible approach to the type of uses on upper floors.

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

The following list gives an indication of the types of use that may fall within each use class in order to better aid the understanding of policy EG8.

A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

A2 Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.

A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).

A5 Hot food takeaways - For the sale of hot food for consumption off the premises.

B1 Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.

B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

B8 Storage or distribution - This class includes open-air storage.

C1 Hotels - Hotels, boarding and guesthouses where no significant element of care is provided (excludes hostels).

C2 Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

C3 Dwelling houses

C4 Houses in multiple occupation - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training.

D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Policy EG8 – East Grinstead Town Centre

Planning permission for changes of use of ground floor shop type units within the Town Centre will be permitted subject to the following criteria being met:

- a) The retention of a shop window display;**
- b) The use falls within the A1 to A5 use classes, D2 and other cultural/arts and community type uses or uses which enhance the vitality and viability of the Town Centre;**

Proposals that seek to amalgamate small units into larger units will generally be resisted because they would be contrary to the small shop unit character of the Town Centre. However in exceptional circumstances, where the proposals result in a qualitative benefit to the Town Centre, such amalgamations will be permitted if the shop front design presents the perception of small shop units.

Vacant Uses

- 6.5 Even the best performing retail centres are rarely at 100% occupancy and a degree of 'churn' makes for a healthy town centre. However, long-term vacant uses can have a negative impact upon the appearance and perception of the town centre. For this reason the plan seeks to support temporary uses that improve the visual perception of the town or provide a valuable community led use. Such examples include opportunities to use vacant shop fronts as galleries for local artwork or for community led projects.

Policy EG9 – Temporary Community Uses

Within the town centre of East Grinstead the temporary use of long term vacant commercial and retail premises will be permitted where they would provide a community based use compatible with the wider surroundings and would not impact upon the amenities of neighbouring properties or impinge upon the attractiveness of the town centre.

Business and Economic Development

- 6.6 East Grinstead is an important centre for business and is the focus for employment in the northern part of the Mid Sussex District. There is a wide range of businesses in the town and a number of firms have established their main or regional headquarters here. Among the attractions of the town for business are its location midway between London and the south coast, its road and rail links, and its proximity to other important centres such as Crawley and Gatwick Airport.
- 6.7 Although the majority of employment is in the service sector there is still a significant manufacturing base. However, while East Grinstead is an important source of jobs for many people in the town and the surrounding area, it has to compete with other employment centres nearby as well as further afield. A number of local residents work elsewhere, commuting to centres such as London, Crawley and Gatwick Airport.

- 6.8 One recent characteristic, however, has been the conversion and redevelopment of offices to residential uses within East Grinstead. A number of office sites have been promoted through the Strategic Housing Land Availability Assessment (SHLAA) and some have obtained planning permission for residential redevelopment totaling, to date, 219 apartments. In other cases, the changes to the General Permitted Development Order have allowed offices to convert to residential. The Town Council regrets the loss of such employment land since employment opportunities for those who live in the town are important and help create a sustainable settlement and minimise the need to travel. That said there are some office and employment sites, which are older and less suited to meet modern office requirements that could be redeveloped. Inter alia these include the Post Office site on London Road and Cantelupe House on Cantelupe Road, which is an older 1960's building.
- 6.9 Due to the environmental and infrastructure constraints affecting the level of future development at East Grinstead the town can make only a modest contribution to the overall provision of new business development in the immediate future and the priority must be to protect the existing stock of good quality office and other commercial buildings. With this in mind, the aim of the town's economic development strategy is to promote the continued economic and social well-being of its existing and future inhabitants and the retention of existing employment floorspace. The intention is to sustain existing jobs and make provision to supply sufficient jobs for the resident workforce and sufficient workforce for the local economy to grow and adapt to new products, processes and changing demographics and ways of working.
- 6.10 Of great importance to economic development is the protection of the environment and social and physical amenities that make East Grinstead attractive to business. It is essential, therefore, that the location and construction of new development respects the principles of sustainable development. New employment generating development should be located close to existing transport infrastructure and allow for opportunities to minimise the need to travel.

Policy EG10 – Employment Provision

Planning permission will be granted for the redevelopment, extension or alteration of existing B use category business premises. Applications will be granted where they:

- (1) Are on a site defined as previously developed land;**
- (2) Meet the parking requirements of the adopted Development Plan;**
- (3) Provide a high quality landscape setting;**
- (4) Demonstrate that the residual cumulative impacts of development on the transport network are not severe;**
- (5) Meet their own infrastructure needs; and**
- (6) Are in a location and of a scale, form and design which is in character with its surroundings.**

Proposals for mixed-use redevelopment of 'previously developed' business sites will be permitted providing the proposal includes a qualitative enhancement in the business floorspace being provided.

Policy EG10a

The loss of lawful business premises and sites within the existing settlement confines will be generally resisted. Planning permission will only be granted if it can be

demonstrated that the site has been unsuccessfully marketed for employment/business re-use for a period of at least 6 months; the building is unsuitable or unviable for continued business use; there is no reasonable prospect of the take up or continued use for business use at the site/premises in the longer term; and the proposal meets other policies of the Development Plan.

7 EAST GRINSTEAD'S TRANSPORT & INFRASTRUCTURE

- 7.1 The constrained nature of East Grinstead's current infrastructure is by far the greatest challenge facing the town in the immediate future, with existing roads and junctions already over capacity. In addition it has to absorb further traffic coming onto the road network from the 560 dwellings already approved and committed. This is well documented in recent studies including the Atkins Report 2012 and the Jubb Reports (published in 2014 and March and July 2015). That the key junctions along the A22 within the town and the A264 between Crawley and East Grinstead are operating at or very close to capacity. In many cases junctions are operating over capacity. The strategy being adopted by the Town Council therefore, is to provide policy guidance on sites and development proposals with the caveat that highway mitigation has to be provided in order to allow new development to proceed.
- 7.2 The nature of the existing highway network has a significant impact on East Grinstead and on its potential for future development. The principal highway issue is the relief of traffic congestion on the way into and within the town, and the removal of through traffic from the built up area and, in particular, unsuitable routes through the town's residential areas.
- 7.3 The Town Council will support the implementation of highway related improvements that improve existing driving conditions. Likewise, it will support proposals designed to enhance the environment for pedestrians and to provide better and safer facilities for cyclists, dropped kerb and safety surfaces, finger post signing, secure cycle stands, and other footway design improvements.
- 7.4 Whilst we are mindful of the limits of existing infrastructure we are also bound by the guidance of national and district wide planning policies and, therefore, cannot provide an absolute block to any form of future growth, not least because windfall development is permissible.

National Planning Policy States at Paragraphs 32 of the NPPF...

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- Safe and suitable access to the site can be achieved for all people; and**
- Improvements can be undertaken within the transport network that effectively limits the significant impact of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.**

- 7.5 The aim of the plan therefore, is to ensure that any new development makes maximum provision for any new and improved infrastructure. Where existing infrastructure is inadequate or not available, development will not normally be permitted, unless the

infrastructure required to service it can be provided. This will need to be directly provided by the developer by means of financial contributions to the appropriate infrastructure and statutory service providers.

- 7.6 Likewise, the Plan seeks to influence decisions towards reducing the need for travel, and to encourage alternative options to the car. Specifically we seek to encourage and expand the use of rail and other public transport, such as the bus routes and cycle networks and aim to ensure that new development is located close to existing transport infrastructure, including public transport routes.
- 7.7 Key to this is the promotion of greater use of public transport, cycling and walking through the provision of priority measures, improved facilities, travel plans, and general education. Car restraint measures in the form of controlling parking provision (CPZ) and traffic calming are also encouraged. Some zero parking schemes may be acceptable subject to appropriate mitigation. Car club initiatives and car-sharing arrangements will be encouraged, as will electronic parking availability systems. Encourage efficient and safe traffic movements by significant junction improvements on the A22 and A264, and traffic management measures to reduce congestion and improve road safety.
- 7.8 The Town Council endorses and supports the increased use of cycling as a sustainable means of transport and as a direct alternative to the private car – known now as modal shift. It therefore supports the completion of the national cycle route, as well as promoting the expansion of other town wide cycle routes.

Policy EG11 – Mitigating Highway Impact

Due to the identified highway constraints within the Neighbourhood Plan Area all new housing and business development proposals will be expected to:

- 1. Be supported by an appropriate assessment of the impact of the proposal on the highway network. Proposals, which cause a severe cumulative impact in terms of road safety and increased congestion, which cannot be ameliorated through appropriate mitigation will be refused. Appropriate mitigation could be in the form of a zero car development (where justified in a transport assessment), a travel plan, the provision of footpath and cycle links, junction and highway improvements or contributions to the Highway Authority to carry out junction and highway improvements;**
- 2. Include access arrangements that are appropriately designed and include adequate visibility splays.**

Car Parking

- 7.9 Car parking generated by new development should be accommodated on the site in order to protect surrounding areas. Developers will be required to provide car parking spaces in accordance with the relevant standards set out by Mid Sussex District Council and West Sussex County Council.

Policy EG12 – Car Parking

Planning permission will only be granted where vehicle-parking provision, including cycle parking, is in accordance with West Sussex County Council adopted parking standards

and it does not dominate the street scene.

In exceptional circumstances, a departure from the adopted standards will be supported if the applicant can demonstrate specific local circumstances require a different level of parking provision, including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems. For this to be accepted a Transport Assessment will be required together with a set of proposals to justify this alternative provision.

Promoting New Technology

- 7.10 The Town Council and local community are keen to promote a sustainable future and to embrace future technology. This ranges from a switch from traditional fuel to electric vehicles to more significant advances in respect of advance traffic management systems that seek to encourage and promote bus priority measures to improve reliability and journey times. Likewise we acknowledge modern communication needs focused around broadband and high-speed Internet connections. We would therefore encourage such technologies to be factored into development proposals at the concept stage in order to retrofit development in the future.

Policy EG13 Modern Technology

All new business and residential development will be required to include details of how the provision of modern technology interfaces, including broadband connection and other digital connections, can be incorporated into the development.

On major business and housing schemes, proposals will be expected to include measures such as solar generation, ground source heat pumps, and home electric charging points where practical.

Community Infrastructure Levy

- 7.11 The Community Infrastructure Levy (CIL) was introduced by the Government in 2010. The CIL is a new system of planning charges for the funding of a wide range of infrastructure and will largely replace the existing system of Section 106 obligations.
- 7.12 The District Council will produce a 'Community Infrastructure Levy Charging Schedule' to set the charges that will have to be paid to fund new infrastructure.
- 7.13 When CIL and this Neighbourhood Plan is adopted 25% of receipts from development within the Town Council area will be passed on to East Grinstead Town Council for spending on local infrastructure. The Town Council will publish a list of works which it considers is necessary to deliver infrastructure and this will be regularly updated and subject to consultation.

8 OPEN SPACE AND LEISURE

- 8.1 East Grinstead benefits from a range of attractive open spaces that make it an appealing place to live and work. With this in mind the Plan aims to preserve and protect these places for the contribution they make to our environment, in line with national planning guidance.

National Planning Policy States at Paragraphs 74 of the NPPF...

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- ***an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or***
- ***the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or***
- ***the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.***

- 8.2 The Town Council also recognises that all open space is important to those that live nearby or use it on a regular basis. The Town Council is aware that the East Grinstead Society has prepared a survey of open spaces which forms a useful background resource. Of noteworthy importance are the following open spaces; East Court, Brooklands Park, King George's Playing Field, The Green at Mallard Place, Worth Way, Forest Way, Lingfield Road Recreation Ground, Sunnyside Recreation Ground, Turners Hill Recreation Area, Mount Noddy and Imberhorne Lane Recreation Ground. The policy seeks to preserve all existing open space within the settlement boundary. This policy recognises that such assets can be categorised as community assets and it may be that a register is prepared to identify such assets to assist in decision-making.

Policy EG14 – Protection of Open Space

Existing public open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- ***an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or***
- ***the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or***
- ***the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.***

- 8.3 In addition to safeguarding amenity open space, the Town Council recognises that sports pitches and playing field provision is extremely important in promoting healthy lifestyles. The Mid Sussex Playing Pitch Strategy has assessed existing provision and has found

that active participation in the District has declined but remains one of the highest in West Sussex. The strategy recommends protection and enhancement but also relocation of pitches if enhancements are delivered as a result. Proposals in the Playing Pitch Strategy recommend new changing facilities at Imberhorne Lane Recreation Ground.

- 8.4 The Plan therefore seeks to make the most efficient use of sport, recreation and community facilities and buildings, including Chequer Mead Theatre and community centre, and to seek adequate provision in new residential developments. In particular, the Town Council attaches great weight to the Sports Facilities & Development Plan adopted in February 2011 – and the continued dedicated work of the Sports Facilities & Development Group (Sports Council) to continue to promote and expand the level of sports participation and investment across a wide range of sports clubs throughout the town. A good example of the type of facilities the Town Council would support include the sports facilities at Saint Hill Road and the exceptionally close coaching and competitive activity links to the fourteen primary schools and two comprehensive colleges within East Grinstead.

Policy EG15 - Sport, Recreation and Community use Provision Policy

The following sites are identified for children's equipped open space:

- ***Estcot Estate, off Court Crescent; East Court off College Lane; Manor Glade; Heron Ghyll off Richmond Way; Newton Avenue; Sunnyside Recreation Ground; Lister Avenue; Pavilion Way off Dakins; Orchard Way; Copyhold Road; Brooklands Park Play Area; Imberhorne Lane; The Stennings; Lingfield Road; Mount Noddy Play Area; Kings Centre Play Area; King Georges Field Skate Park; Hollands Way; and East Court Estate off Estcots Drive.***

The following sites are identified for informal open space and play space:

- ***Ashplats Wood; Land between Southlands and Dunnings Mill; Land between St Leonard's Park and Brooklands Park; Sackville Gardens, land at Mallard Place, East Court; Turners Hill Recreation Ground; and land at Spring Copse.***

Planning permission will only be granted for proposals that result in the loss of playing fields, allotments, community uses and other sports facilities where it can be demonstrated that they are surplus to requirements or alternative provision of the same quality and amount can be provided elsewhere.

Proposals to provide new and extended playing fields, allotments, cemetery, community use and other sports provision will be granted planning permission providing they do not result in any significant conflict with environmental and countryside policies.

Ashdown Forest Special Area of Conservation and Special Protection Area

- 8.5 Ashdown Forest is a Special Area of Conservation and Special Protection Area. It is subject to the Habitats Directive.
- 8.6 The main potential impacts that are likely to have a significant effect on Ashdown Forest are recreational disturbance to breeding birds from an increase in visitors to Ashdown Forest and atmospheric pollution affecting the heathland habitat from increased traffic.

- 8.7 The Habitats Regulations Assessment carried out by Mid Sussex District Council for the emerging District Plan identifies that proposed new housing in areas close to Ashdown Forest is likely to increase the number of visitors, with associated impacts on bird populations. This 'zone of influence' is within a 7km straight-line distance from the boundary of Ashdown Forest identified from the 'Visitor Access Patterns on Ashdown Forest' survey published in October 2009. For this reason it will be important to mitigate any potential adverse effects from new residential development in this zone, and to put in place appropriate measures which reduce visitor pressure.
- 8.8 Suitable Alternative Natural Greenspaces (SANGs), such as the 33-hectare strategic SANG at East Court & Ashplats Wood, have been identified. SANGs are sites that cater for the recreational needs of communities in order to reduce the likelihood of increasing visitor pressure and disturbance on important nature conservation areas and should be supported by access management and monitoring measures on the Ashdown Forest itself. The provision of SANGs will be over and above that for public open space and should be of a suitable design and size to provide an alternative to visiting the Ashdown Forest.
- 8.9 The Town Council supports this approach and objectives of the SANGS policy. Within the 7km zone of influence, identified within Figure 6 overleaf, all residential development will need to contribute to enhancements to this SANG. A separate financial contribution towards a Strategic Access Management and Monitoring (SAMM) strategy will also be required.
- 8.10 The Ashdown Forest SAMM strategy will set out measures for the management of visitors to Ashdown Forest in such a way that reduces the impact on features of interest of the designated site together with a programme for monitoring birds and the impacts of visitors.

Policy EG16 - Ashdown Forest Special Area of Conservation and Special Protection Area

Within a 7km zone of influence around the Ashdown Forest SPA, all residential development leading to a net increase in dwellings will be required to:

- ***contribute towards the enhancement and improvement of the Suitable Alternative Natural Greenspace (SANGs)***
- ***contribute towards the Strategic Access Management and Monitoring (SAMM) Strategy.***

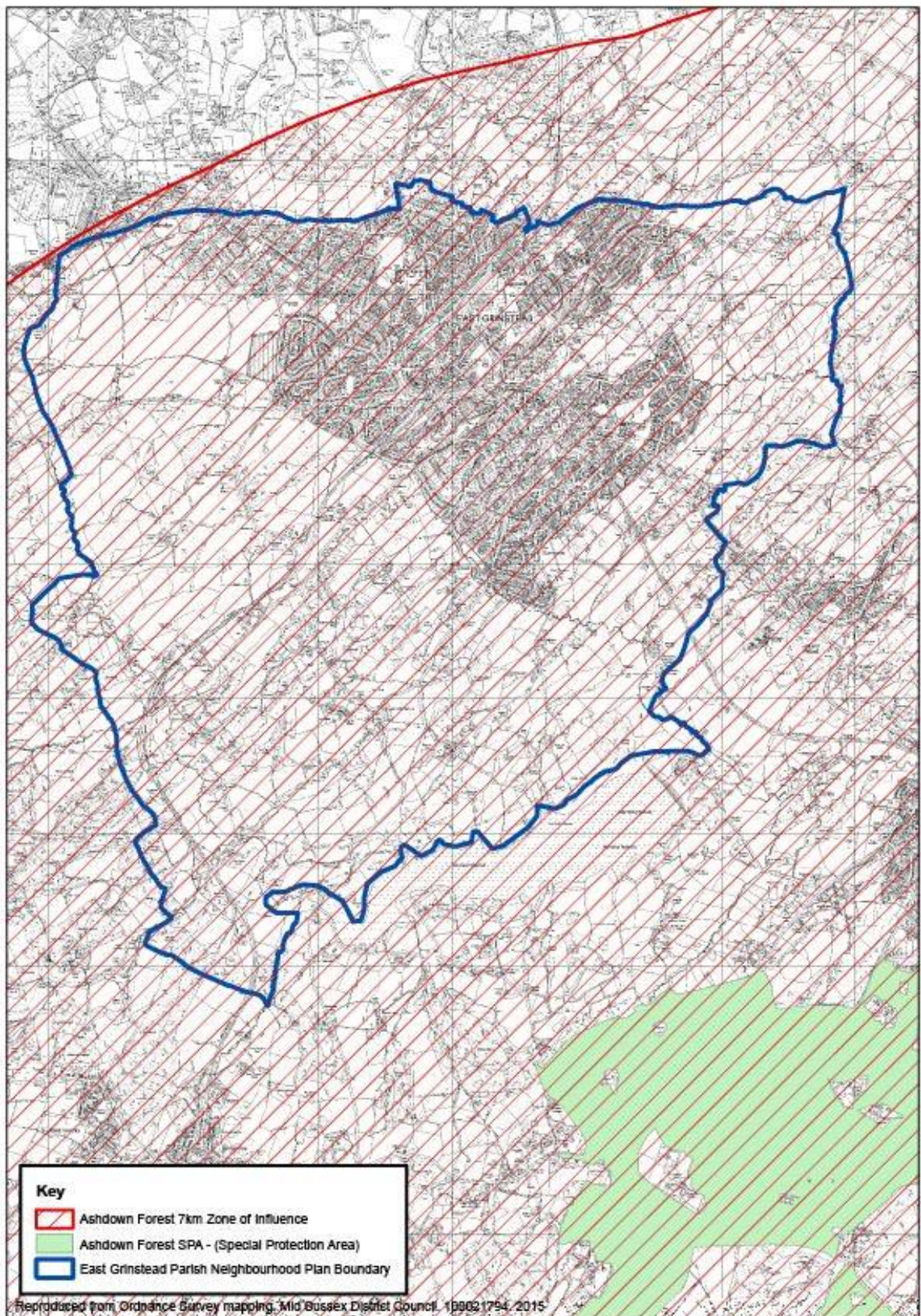


Figure 6: Ashdown Forest SPA – 7 km zone of influence

9 SITE SPECIFIC POLICIES

The Town Council is of the view that a development brief should be prepared for Railway Approach, Queens Walk, Imberhorne Lower School and Charlwoods Industrial Estate. The Town Council will prepare briefs for adoption by the District Council and will engage fully with the community and all relevant stakeholders.

Railway Approach

- 9.1 Railway Approach is located to the northwest of the town centre and comprises a mix of commercial, residential and secondary shopping land uses. The area is identified in figure 7 overleaf and 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. 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 to better link with the town. On this basis proposals for the redevelopment of Railway Approach that contribute to, or enable the creation of an improved link between the railway station and the town centre will be welcomed.



View South on Arrival by Train – Little sense of Arrival/Legibility, Car Dominated Space

- 9.2 Whilst some existing retail uses are located along this road, it is felt that the area might also be well suited to hotel and tourism related uses. In relation to the environmental enhancements, the Town Council will encourage relevant stakeholders to implement new pedestrian paving, signage, tree planting, seating and information boards that would contribute to the areas role as an important link.

Policy SS1 – Railway Approach

Planning permission will be granted for the redevelopment of the site for a mixed use scheme providing the following criteria are met:

- (1) The ground floor should comprise predominantly A Class type uses along the Railway Approach frontage to encourage an active street scene;***
- (2) The upper floors and any development to the rear should comprise residential uses***

in the form of flats and apartments

- (3) *The development should, where possible, retain the existing building line and include proposals to enhance the pedestrian environment through new surfacing and landscaping.*
- (4) *Development should not exceed three storeys unless a compelling case can be made via a visual and amenity impact assessment, which has regard to local character and context.*

Alternative mixes of uses, including leisure and community buildings will be considered where evidence is provided that they meet a particular need and would not cause harmful amenity impacts to nearby and proposed residential development.

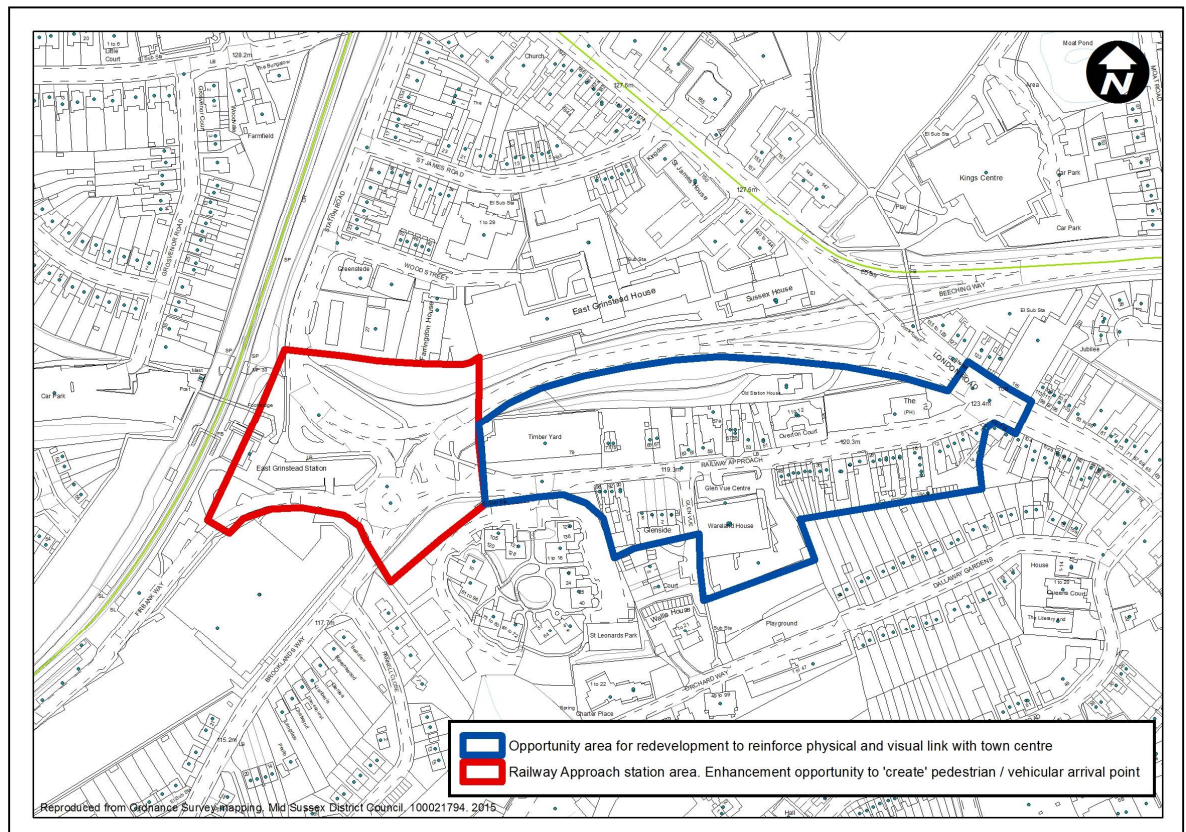


Figure 7 – Railway Approach – Area Identified for Redevelopment

Queens Walk

9.3 The Queens Walk area comprises a small-pedestrianised shopping mall, car park and array of buildings that area located on the west side of London Road within the identified town centre. The area is highlighted in figure 8 overleaf. The 1985 Local Plan of the time identified the mall and adjoining land as a site for a mixed-use development of shopping and offices, together with multi-storey car parking. Planning permission was subsequently granted in 1989 for a new pedestrianised shopping precinct with car parking on three levels, but this was not implemented. Following the relocation of the Sainsbury's foodstore to a new site elsewhere in the town centre the south side of Queens Walk was refurbished with new shop units.



9.4 In 1996 outline planning permission was granted for a comprehensive retail development on the remainder of the allocated site, which this time also comprised an enlarged surface level car park. This scheme comprised a range of shop units of varying size, and totaling approximately 4,900 sq.m. of new retail floorspace.



9.5 Since then new shop units have been developed on the London Road frontage, and Queens Walk itself has been partially upgraded with new surfacing, entrance canopy and kiosks. More recently pre-application discussions have taken place between Mid Sussex District Council and developers for the redevelopment of part of the site for a mix of uses. The Town Council is supportive of a mix of uses on the site and recognizes that a scheme may come forward on part of the site only. Provided the development of part of the site does not prejudice other site areas from coming forward then the whole site could yield up to 120 new dwellings, in a higher density scheme.

9.6 The Town Council continues to support the redevelopment of Queens Walk as it will not only enhance considerably the amount of shopping provision but will also greatly improve the environment and appearance of this part of the town centre. The Town Council would also support proposals, which include residential development.

Policy SS2 – Queens Walk

Planning permission will be granted for the comprehensive redevelopment of Queens Walk for a mix of uses comprising retail, restaurant/café uses at ground floor, office and/or residential uses at upper floor level. Proposals should:

- (1) Be of a design and use materials which enhance the pedestrian environment;**
- (2) Include details of how the proposals physically integrate and link with the rest of the Town Centre to encourage pedestrian movement;**
- (3) Meet its demand for car parking, having regard to the Town Centre character of the site and opportunities to promote more sustainable modes of travel;**
- (4) explain that where comprehensive development is not possible, the designs do not prejudice the development potential of any remaining land.**

Within this area some ground floor leisure uses in lieu of retail will be supported where it can be demonstrated that this will enhance the viability and vitality of East Grinstead Town Centre and reinforce it as the principal retailing and leisure location.

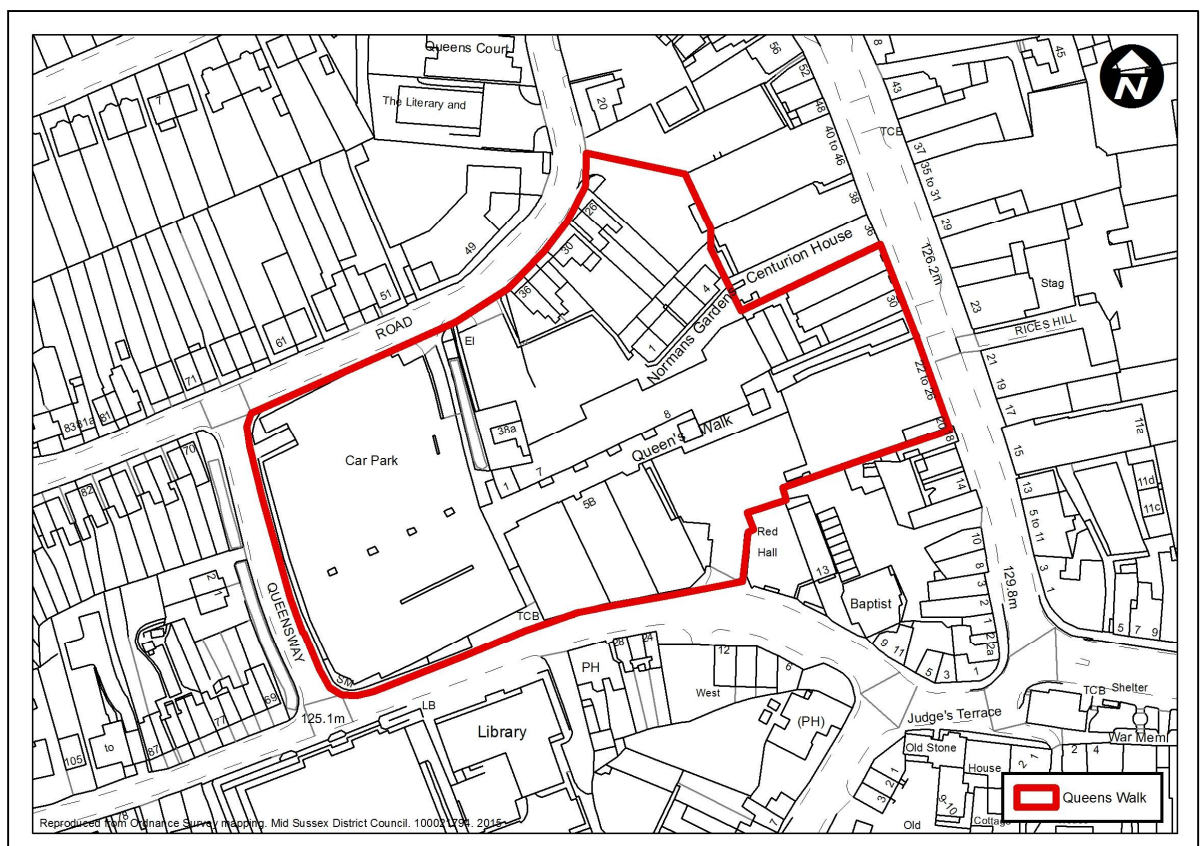


Figure 8 – Queens Walk: Area Identified for Redevelopment

Imberhorne Lower School, Windmill Lane

- 9.7 At present Imberhorne Lower School is located over two separate campus sites: Imberhorne Lane and the other in Windmill Lane. However, strategic proposals by West Sussex County Council have been put forward for the consolidation of the site and closure of the Windmill Lane site. The site is well located and suited to the provision of new housing and the continued provision of an area of open space for community use. The site is identified in figure 9 overleaf.



- 9.8 The Imberhorne School Head Teacher, Board of Governors, West Sussex County Council, and East Grinstead Town Council are working together in partnership to support and deliver the objective of achieving one consolidated School campus at the existing Imberhorne Lane site. A development consultant team has been appointed by the School to prepare initial designs for a single school on the site of the Upper School. This will involve the incorporation of the eight hundred and ten students currently at the separate Windmill Lane lower school building, thereby releasing this land for future housing development as allocated within Policies EG6B and SS3.
- 9.9 Significantly, this will support the creation of a new school that is fully fit for purpose on single unified campus. A joint venture development delivery board will be formed to agree design proposals, coordinate the joint site planning process and deliver the new school buildings.

SS3 – Imberhorne Lower School, Windmill Lane

Planning permission will be granted for the redevelopment of the site for residential uses, provided that:

- (1) A development brief has been prepared, which explains the design approach for the site, including the mix of uses, any phased development and highway mitigation;***
- (2) The school site can be demonstrated to be surplus to requirements and alternative school provision has been secured elsewhere;***
- (3) The proposals include an element of public open space and children's play facilities; and***
- (4) The proposals include a mix of dwelling types including a meaningful proportion of***

family dwelling units of 2 and 3 bedrooms.

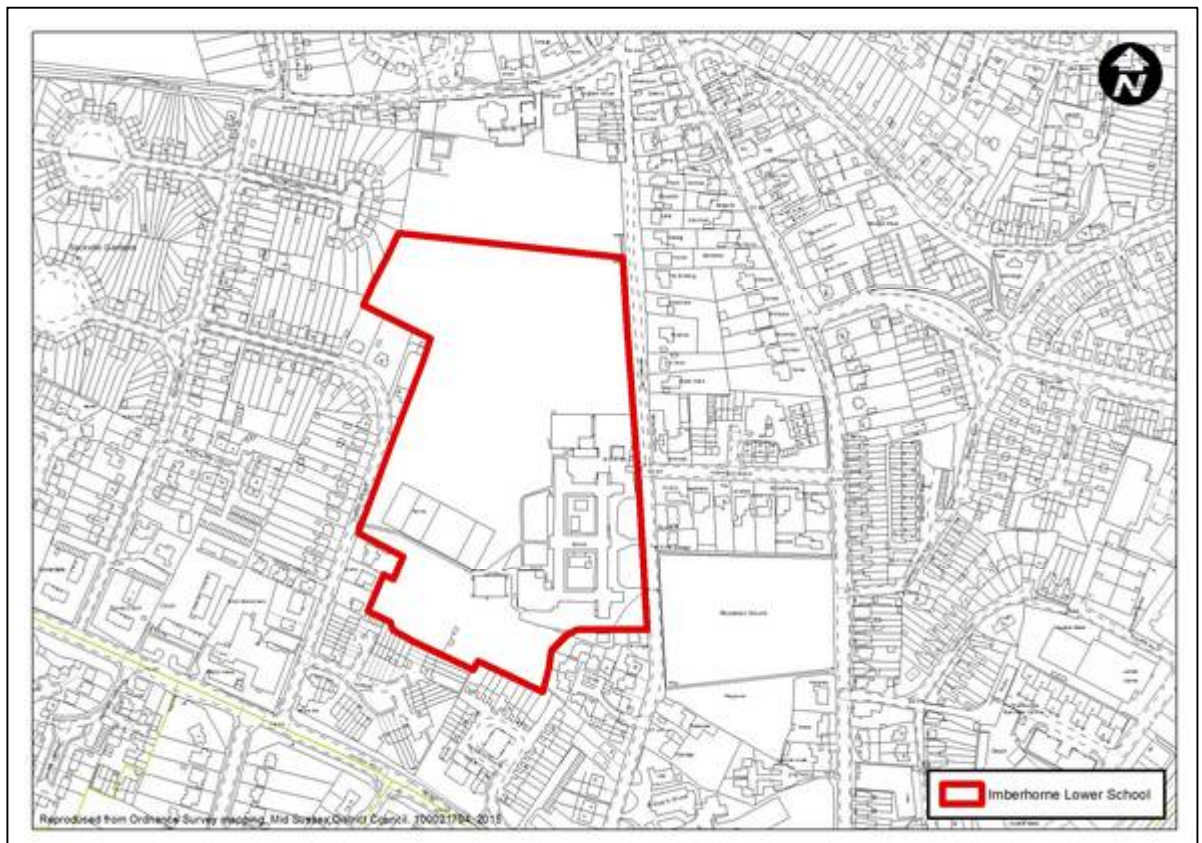


Figure 9 – Imberhome Lower School, Windmill Lane: Area Identified for Redevelopment

Birches Industrial Estate

- 9.8 Located to the northwest of East Grinstead, the Birches Industrial Estate is part of the town's largest industrial complex - the estate is identified in figure 10 overleaf. Previously allocated extensions to the estate have now been implemented, together with associated infrastructure improvements. This estate has steadily expanded over the past five years, especially to the far northern boundary, where some large high technology units have been added. However, the landscape setting of buildings is not as good as it could be and on street parking is a characteristic of this area. It is accepted that it would be appropriate to make some further limited provision for additional development within the existing estate in the future, and this will help to provide a degree of flexibility and choice of sites for firms wishing to relocate or move in to the town.



- 9.9 It is considered that the Birches Industrial Estate is the most appropriate location in East Grinstead for such development. Whilst the whole site is allocated for business use, future development within the estate will be encouraged. This should be phased and sympathetically positioned in relation to the surrounding woodland (some of which is ancient woodland), in order that new infrastructure can be planned accordingly.

SS4 – Birches Industrial Estate

Planning permission for extensions to existing buildings or the creation of new employment related development will be permitted within the Birches Industrial Estate subject to the following criteria:

- (1) The proposals are accompanied by a landscape strategy for the site;***
- (2) The proposals meet the adopted parking standards;***
- (3) Appropriate highway and infrastructure mitigation is provided;***
- (4) Proposals for new development include a proportion of smaller start up units for new business use; and***
- (5) Where possible an additional highway access should be provided to the north to alleviate pressure on vehicles turning from the A22 southbound onto the current access road and the agreement of the Highway Authority will be required.***

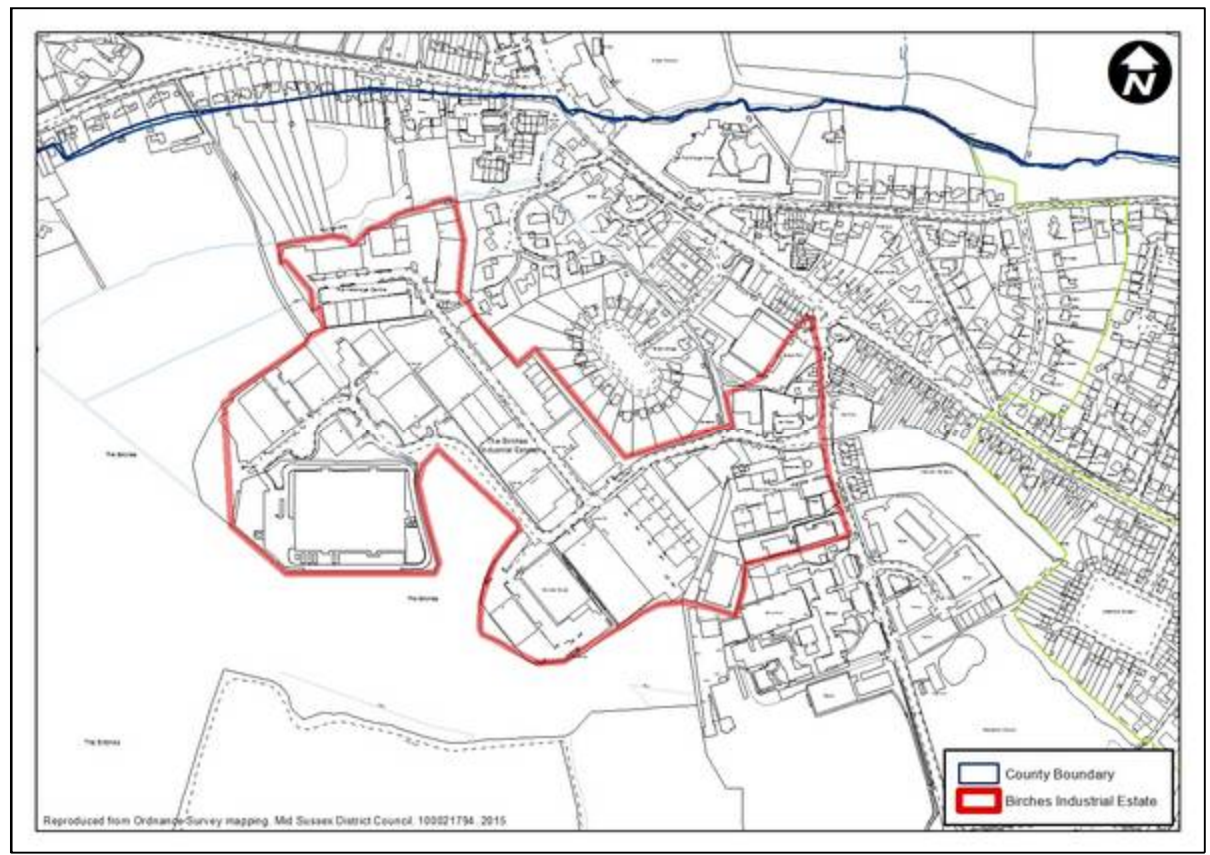


Figure 10 – Birches Industrial Estate

Charlwood's Industrial Estate

- 9.10 Charlwood's Industrial Estate is located in the centre of the town and is highlighted in figure 11 overleaf. The estate is an old-established and slightly run-down amalgamation of manufacturing, storage, distribution, general offices, and many empty units. These businesses were established in the 1960s and 1970s. The single narrow and very busy access road, which leads on to the congested Lingfield Road T-junction, is now classified as below standard in terms of infrastructure provision.



- 9.11 Charlwood's Road is now predominantly a well-established large residential estate area - especially at the far northern end - and the traffic from these houses, particularly at peak times, makes the congestion problem even more acute.
- 9.12 It is considered inappropriate for the Town Council to support the continued expansion of the old industrial unit uses. Their sensible and planned relocation to alternative business use areas within the town, such as Birches Industrial Estate and/or Imberhorne Lane Industrial Estates, is a better and more sustainable strategy that would make for better planned employment growth.
- 9.13 Over the longer term it is the Town Council's view that this area should be redeveloped to provide a mix of uses, including housing.

SS5 – Charlwood's Industrial Estate

Planning permission will be granted for proposals for the comprehensive redevelopment of the Charlwood Industrial Estate for a mix of uses including housing, open space, community uses and smaller B1 business units and suites which range in size up to 300 sq. m.

The Town Council will prepare a development brief in association with other stakeholders to guide the development of this site in order to assist where proposals may come forward in smaller parcels due, to amongst other things, land ownership.

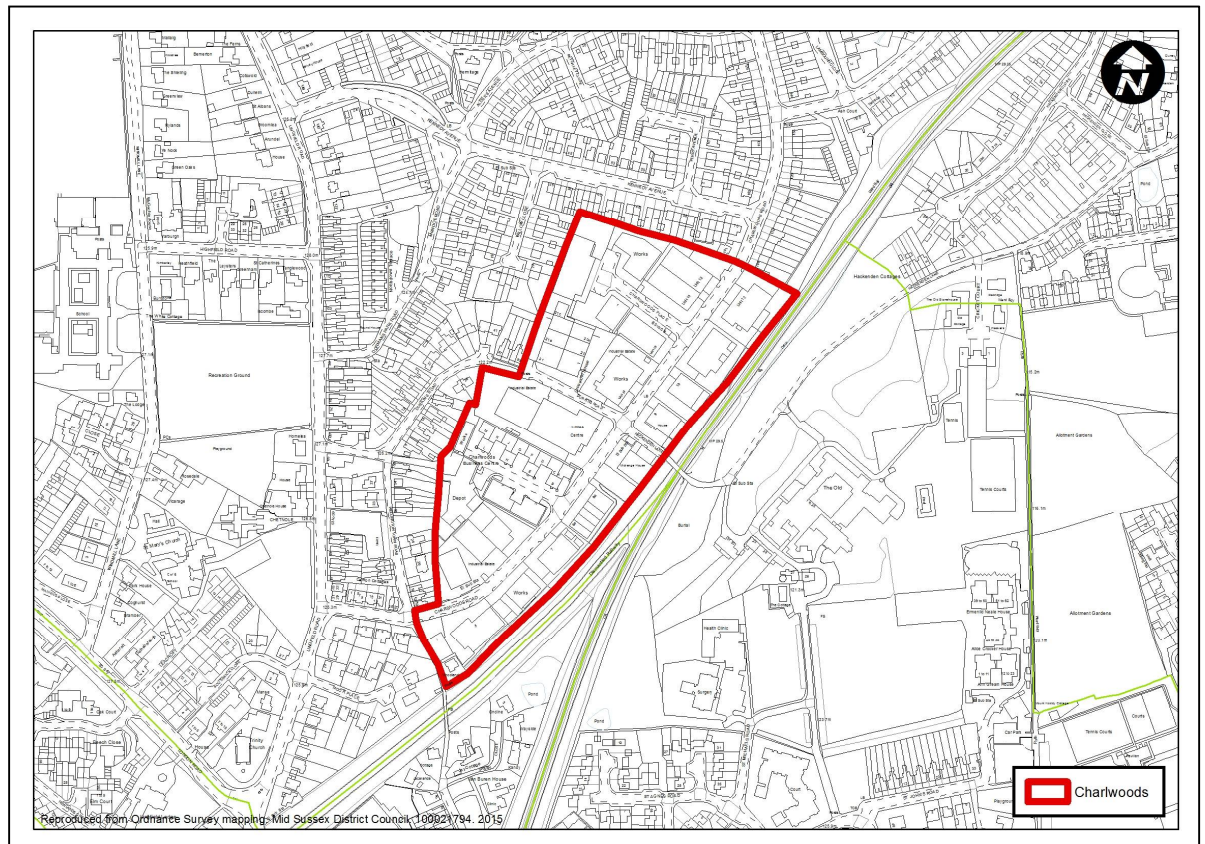


Figure 11 – Charwood's Industrial Estate

Queen Victoria Hospital

- 9.14 East Grinstead Town Council and our local community acknowledge the important role that the Queen Victoria Hospital plays in respect of both its function as a major employer, but also as a feature of architectural quality. On this basis the Town Council will support the retention of the site in a health related use and to seek to maintain 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 burns victims. The site is identified overleaf in figure 12.



Policy SS6 – Queen Victoria Hospital

The loss of the hospital use will be resisted.

Proposals for new and extended hospital facilities and general practitioners services will be supported, including ancillary uses, subject to:

- (1) The design conserving and complementing the historic and architecturally significant elements of the hospital and protecting the character of the cottage hospital, tower and World War Two additions;”**
- (2) The new buildings of up to four storeys in height subject to design justification and protecting the character of the cottage hospital, tower and World War Two additions;**
- (3) Appropriate landscaping with native species;**
- (4) Provision of adequate parking, drop off and pick up facilities, public transport infrastructure such as bus stops, taxi rank facility and travel plans for staff will need to be implemented.**

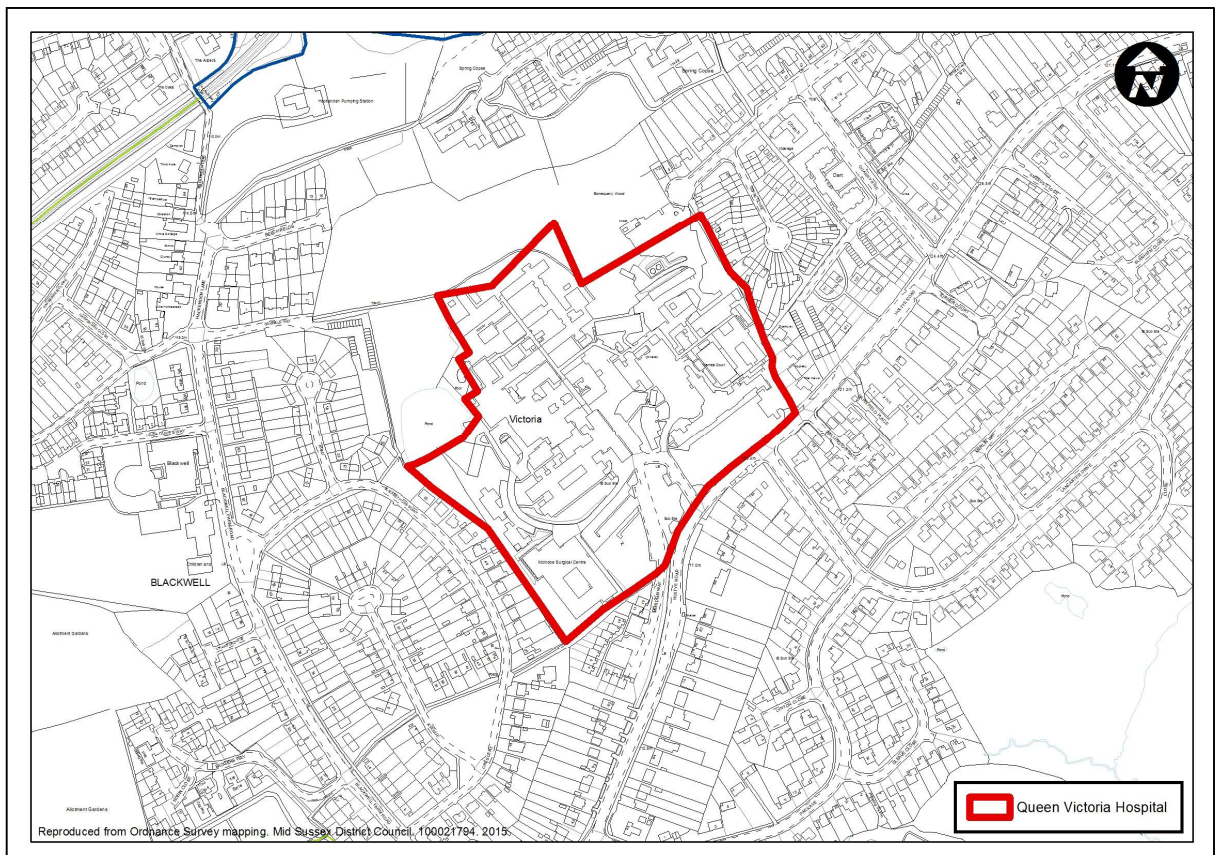


Figure 12 – Queen Victoria Hospital

St Margaret's Loop

- 9.15 The former railway cutting known as 'St Margaret's Loop' is a green area with biodiversity and ecological value and, therefore, the community believes that it should be retained – figure 13 refers. However, the land is in many ownerships, including that of the Town Council. The aim is to secure better public access and to use as a pedestrian way or cycle route connecting the railway station and the town centre from the A22 London Road and Lingfield Road area. Therefore these opportunities will be explored throughout the Plan process.

Policy SS7 – St Margaret's Loop

Planning permission for any new buildings or for the change of use of St Margaret's Loop to domestic curtilage will be resisted.

Proposals that would provide a new combined pedestrian and cycle route through St Margaret's Loop connecting the Railway Station and the town centre from the A22 London Road and Lingfield Road area will be supported. Proposals for a new access should provide details of the materials to be used in creating the access track and an environmental management plan for this area.

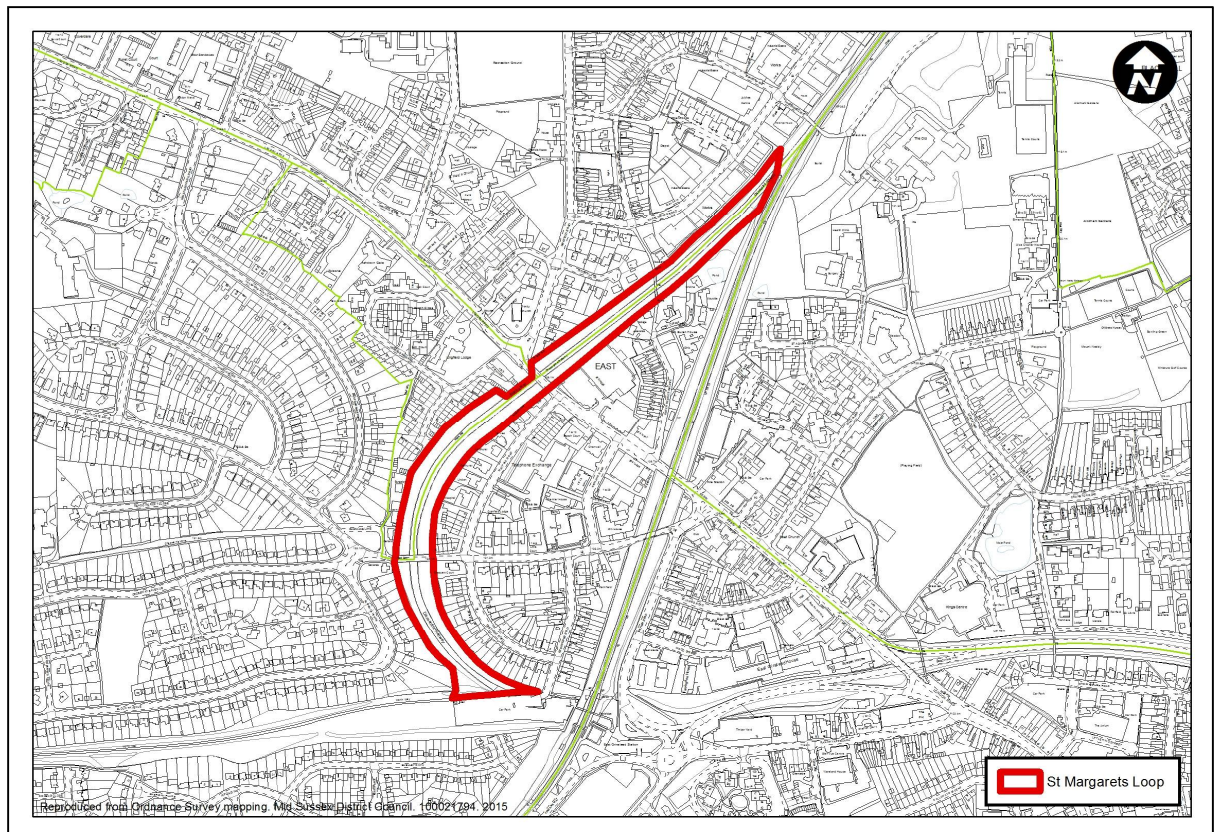


Figure 13 – St Margaret's Loop

Land South of Birches Industrial Estate and West of Imberhorne Lane

- 9.16 The land to the south of Birches Industrial Estate and west of Imberhorne Lane is located outside of the existing settlement boundary and has, in the past, been promoted for significant levels of housing development. This area is within the Countryside Area of Development Constraint (Policy EG2 refers) where its development would erode its openness and contribute to the coalescence of East Grinstead with Crawley Down and Copthorne. The area also contributes to the setting and rural context of East Grinstead. Whilst it is recognised that the land is not constrained by the AONB designation, it has considerable value as an open area of countryside that the local community wish to retain.
- 9.17 Nevertheless, modest proposals for open space uses, including SANGS (suitable alternative natural green space), playing fields and allotments may be appropriate in the right location. However, given the prevailing policy and constraints on the western side of East Grinstead, a specific site or area of land has not been identified in this instance. Instead a broad location in the vicinity of Imberhorne Farm and its environs has been identified in figure 14. The area is considered suitable for public open space, modest recreation and amenity and civic uses that are consistent with the aim of maintaining the openness of the landscape and preventing the coalescence of East Grinstead with neighbouring settlements to the west.

Policy SS8 – Land South of Birches Industrial Estate and West of Imberhorne Lane

Planning permission for modest development in the form of public open space, including SANGS (suitable alternative natural green space), which is subject to meeting the relevant criteria for their provision and to the approval of MSDC, playing fields, allotments, cemetery uses and ancillary support buildings such as small pavilions, kiosks or sheds will be supported where it can be demonstrated that the open character of the area will be retained.

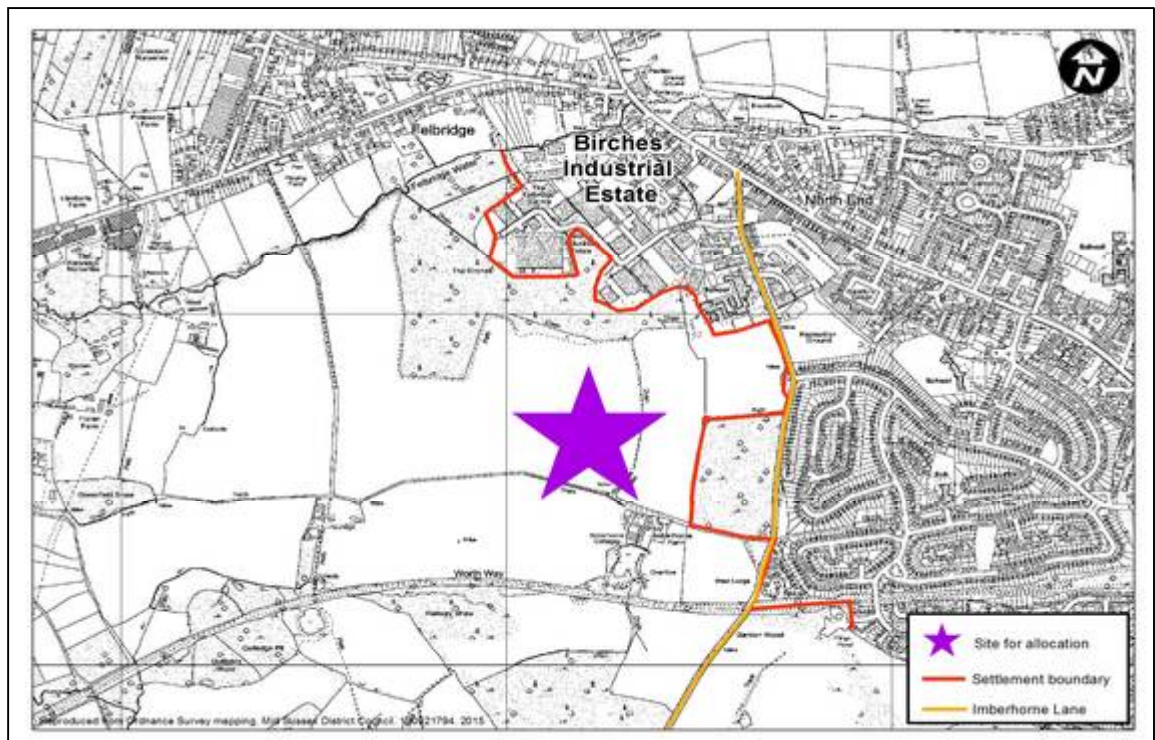


Figure 14 – Imberhorne Farm

Appendix 1 Built Up Area Boundary

**Appendix 2 Mid Sussex District Council: Commitment
Schedule as at 1st April 2015 – large sites (6+ units) over Plan
Period**

GLOSSARY

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

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

Birds and Habitat Directives - European Directives to conserve bird's natural habitats and wild fauna and flora, often referred to as Special Protection Areas (SPA's).

Community Infrastructure Levy (CIL) - A levy set by MSDC that allows local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

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.

Development Plan - This includes adopted Local Plans, Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Existing Settlement Boundary – This defines the extent of the built up area where there is a presumption in favour of the principle of development, unless material circumstances indicate otherwise. As defined, the boundary aligns with the 'existing town boundary from the 2013 East Grinstead Neighbourhood Draft Plan.

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).

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

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.

National Planning Policy Framework (NPPF), 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.

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.

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 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.

SAMM (Strategic Access Management and Monitoring);

SANGS (Site of Alternative Natural Green Space);

Suitable Alternative Natural Green Space (SANGS) - Green Space that is of a quality and type suitable to be used as mitigation for the potential impact of recreational disturbance to the Ashdown Forest Special Protection Area.

Sheltered Housing – includes housing which is suitable for older and/or disabled or other vulnerable people.

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

Strategic Housing Land Availability Assessment (SHLAA) – The NPPF requires local authorities to produce an assessment of sites that are sufficient to meet their housing need over the Plan period.

Supplementary Planning Documents - Documents which add further detail to the policies in the Local Plan.

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.

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 – An assessment of transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel.

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.

Zero Car Development – a development where no car parking is provided on site.

EVIDENCE BASE

A Landscape Character Assessment for Mid Sussex 2005;

Assessment of Open Space, Sport and Recreation – Mid Sussex District Council 2006;

Atkins EG Traffic Management Study Stage 3 Final Report – WSCC 3rd May 2012;

East Grinstead Neighbourhood Plan Public Meetings;

East Grinstead Neighbourhood Plan Questionnaire;

East Grinstead Neighbourhood Plan, Scoping Report for Sustainability Appraisal;

East Grinstead Strategic Development Transport Advice 2009 – “The Atkins Report”;

Emerging Mid Sussex District Council Local Plan;

Habitat Regulation Assessment 2015;

Housing Land Supply 2014;

Housing Land Supply paper, June 2015;

Infrastructure Development Plan (Draft 2015);

Jubb Report, East Grinstead and Surrounds November 2014 Survey and Review of Traffic Conditions – Headline Summary Report V3;

Jubb Supplementary Report, East Grinstead and Surrounds March and July 2015;

Mid Sussex District Council Housing and Economic Development Needs Assessment 2015;

Mid Sussex District Council Playing Pitch Strategy 2015-2031;

Mid Sussex District Council SHLAA – Review of Landscape and Visual Aspects of Site suitability – prepared by LUC 15th January 2015;

Mid Sussex Landscape Capacity Study 2007 and Capacity of Mid Sussex to Accommodate Development, 2014;

Mid Sussex, Neighbourhood Plans Strategic Environmental Assessment, Screening Report, June 2013;

Mid Sussex Retail Study 2014;

Mid Sussex Settlement Sustainability Review 2015;

Mid Sussex Transport Study (produced by Amey with advice from West Sussex County Council, 2013);

Northern West Sussex Economic Growth Assessment 2014;

Play Pitch Strategy, Mid Sussex District Council, 2015;

Strategic Housing Land Availability Assessment (SHLAA 2013 and 2015);

Technical Housing Standards, DCLG;

The Sussex Extensive Urban Survey; and

West Sussex Strategic Housing Market Assessment and Northern West Sussex Update Population, Housing and other Statistics from the 2011 Census for East Grinstead and Mid-Sussex District on www.nomisweb.co.uk/census2011