East Grinstead Cycleway Feasibility Study

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P01

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EAST GRINSTEAD CYCLEWAY FEASIBILITY STUDY PRELIMINARY ENVIRONMENTAL INFORMATION REPORT

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1. INTRODUCTION

1.1 Background

The East Grinstead Cycleway Project (also known as the St Margaret's Loop) is a development proposed by East Grinstead Town Council (EGTC) aimed at providing a shared use pedestrian/cycleway through a disused area of land in the town of East Grinstead, as shown in Figure 1.

SYSTRA was commissioned by EGTC to undertake a review of the proposed scheme to understand whether it is viable and to highlight key environmental obstacles and risks.

This Preliminary Environmental Information Report (PEIR) presents a summary of the baseline environmental information along with a preliminary assessment of the potential environmental constraints within the vicinity of the shared use pedestrian/cycleway, hereafter referred to as the Proposed Scheme.

Figure 1. Location and extents of the Proposed Scheme area.

1.2 Aims and Objectives

In line with best practice, the aims and objectives of this report are:

- To describe the Proposed Scheme, the wider location and the context in which it is to be developed
- Identify known and possible environmental constraints and opportunities
- Compile reasonable information for consultation bodies to develop an informed view of the likely significant effects of the Proposed Scheme
- Identify requirements for further assessment.

In addition, East Grinstead Town Council requested focus on several key elements to inform the next phase of decision making. Questions posed were:

- Is the scheme likely to achieve planning permission?
- Is the scheme more likely to achieve planning permission using existing levels or as an infill scheme?
- What impact will Biodiversity Net Gain have on the scheme
- What would be approximate cost of the scheme
- What are the significant issues?

Throughout the report these key elements are discussed and summarised in Section 7.

2. METHODOLOGY

2.1 Background

A desk-based study was undertaken to identify the environmental constraints in the vicinity of the Proposed Scheme location and to assess their likely impacts. This report determines the environmental impacts likely to need further consideration, through both assessment and reporting.

This report can be used to agree the proposed scope of further survey and assessment work with key stakeholders, where further investigation into potential environmental constraints and impacts can be defined. This will ensure that all key stakeholder concerns are taken into account at an early stage, and where practicable, mitigation and avoidance measures can be built into early detailed design.

2.2 Sources of Information

This desk-based study has been informed by a review of web-based information and experience of similar projects.

Desk based searches to identify environmental constraints were conducted using the sources listed in Table 1.

Table 1. Sources of Information.

SOURCE OF INFORMATION	INFORMATION OBTAINED
Magic https://magic.gov.uk/	Areas of Outstanding Natural Beauty Green Belt Local Nature Reserves National Nature Reserves Ramsar Sites Sites of Special Scientific Interest Special Areas of Conservation Special Protection Area Ancient Woodlands Ponds/ Waterbodies Priority Habitat Inventory Source Protection Zones Granted European Protected Species Applications (England) Great Crested Newt Class Survey Licence Returns
Historic England https://historicengland.org.uk/	Listed Buildings Registered Parks and Gardens Registered Battlefields Scheduled Monuments World Heritage Sites
Environment Agency https://flood-map-for-planning.service.gov.uk/	Flood risk Surface water

SOURCE OF INFORMATION	INFORMATION OBTAINED
	Main Rivers
Catchment data explorer https://environment.data.gov.uk/catchment-planning/WaterBody/GB106040018070	Water Framework Directive waterbodies, status and objectives
Association of Drainage Authorities https://www.ada.org.uk/idb-map/	Internal Drainage Boards
British Geological Survey GeoIndex Onshore	Sites of Special Scientific Interest (SSSI) Special Areas of Conservation (SAC)
Department for Environment Food & Rural Affairs https://uk-air.defra.gov.uk/aqma/maps/	Air Quality Management Areas
Google Maps http://www.google.co.uk/maps	Land use and observations
Mid Sussex District Council https://www.midsussex.gov.uk/	Tree Preservation Orders (TPOs) Conservation Areas Planning
West Sussex County Council https://www.westsussex.gov.uk/	Public Rights of Way Landscape Character Map
Natural England https://nationalcharacterareas.co.uk/	National Character Areas
The National Archives The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 The Town and Country Planning (General Permitted Development) (England) Order 2015 Town and Country Planning Act 1990	Planning
Sussex Biodiversity Record Centre	Non-statutory designated site information, ancient woodland locations, and Section 41 habitat information
Map Impact	BiodiversityView™ mapping for BNG and habitat classifications

2.3 Study Area

The spatial scope of the assessment focusses primarily on indicative land required for the shared use pedestrian/cycleway and operation of the Proposed Scheme, hereafter referred to as the 'development area'.

Whilst the boundary of the development for the operational phase is available (shown in Figure 1), the area required for construction remains unknown as such information is not available at this stage. To accommodate for this, data searches will extend beyond the development area for up to 1km, hereafter referred to as the 'study area'.

The development area lies within the town of East Grinstead in West Sussex, England. The Proposed Scheme is located in the centre of the town, to the west of the existing railway line. It spans an approximate length of 0.8km, starting to the south of the A22 London Road and extending northwards, as shown in Figure 1. The development area is heavily wooded and sits between areas of residential and commercial properties, such as those on Maypole Road to the east and Park Road, that crosses the development area via an overbridge.

Key environmental constraints are discussed in the relevant topic sections in Section 4. Environmental constraints mapping is included in Appendix A.

2.4 Assessment Process

For the majority of the environmental topics in this report, the effects and impacts of the Proposed Scheme are not assessed in detail, as this is not appropriate in the feasibility stage. However, where possible and applicable, indicative timescales of effects have been provided. Temporal definitions of effects are described as:

- "temporary" or "short-term": considered to last the duration of the construction works or have a duration of under one year
- "permanent" or "long-term": considered to last beyond a year or indefinitely.

Mitigation measures are proposed for each of the identified impacts of the Proposed Scheme, where possible. These measures are specific to addressing the impacts of the Proposed Scheme and follow standard mitigation hierarchy (avoid, reduce, remediate, compensate).

Where it was deemed that insufficient information was available to fully assess the impacts of the Proposed Scheme on certain receptors, further studies and investigations are recommended as necessary.

2.5 Limitations and Constraints

This report relies primarily on desk-based information. Most of the data was obtained from publicly available data sources. This report is not based on any detailed surveys or monitoring of the site.

Environmental permissions, controls and enhancement opportunities included in this report will require engagement with the relevant environmental bodies and landowners to determine the feasibility of delivering the suggested measures.

3. THE PROPOSED SCHEME

3.1 The Proposed Scheme

The Proposed Scheme aims to provide a shared use pedestrian/cycleway through a disused area of land in the town of East Grinstead, West Sussex, at approximate central grid reference TQ 38620 38530, as shown in Figure 1.

The development area is currently a disused area of land that sits in a natural cutting between areas of business and residential use. It was previously a railway track that was decommissioned in 1967 and the land is now heavily vegetated with numerous large trees lining its entirety.

The land required for the proposed shared use path is understood to have multiple owners (including the Town Council, Railway Paths Limited and a private owner).

Access to the site is proposed off Charlwoods Road, a mostly commercial area. It is anticipated that material for the development would be imported to site via this route, although the exact access location would need to be determined by EGTC.

There are three bridge crossings over the development area: a Public Right of Way (PRoW) footbridge that crosses the development area in the northern section between Green Hedges Avenue and Charlwoods Road and two road crossings; the A22 London Road and Park Road.

There are two design options being considered for this feasibility study, as described in Section 3.1.1 and 3.1.2.

3.1.1 Option 1 – Design of pedestrian/cycleway within existing cutting

Option 1 involves clearing vegetation in the development area to construct a shared use pedestrian/cycleway within the natural cutting and at existing ground level. The degree of vegetation clearance would be defined through further assessments and design stages.

3.1.2 Option 2 – Design with elevated pedestrian/cycleway

Option 2 involves clearing vegetation in the development area, providing a suitable level, volume and quality of fill material for construction of a shared use pedestrian/cycleway. This option will raise the existing ground level. The degree of vegetation clearance and site levels would be defined through further assessments and design stages.

Access to the site is proposed off Charlwoods Road. It is anticipated that fill material for Option 2 would be imported to site via this route.

N.B. to completely fill the natural cutting, a volume of 93,500 cubic meters of fill would be required.

3.2 Preliminary Design and Construction Information

3.2.1 Design and construction

Precise construction materials and methodology are to be confirmed at a later stage in the design, should it progress, and will most likely be determined by the appointed Principal Contractor. These factors will be controlled through implementation of a Construction Environment Management Plan (CEMP), ensuring there are no potential significant effects as a result. As this is a feasibility study, there is currently no construction programme or defined period.

It is likely that the plant, materials and personnel for construction would be transported to the site via local rail lines or by road. An agreement of working hours will be determined to follow in line with the guidance from the local authority. Typically, it is assumed that transportation will be timed to avoid the peak traffic hours of 6-9am and 4-7pm. Whilst also avoiding works outside of normal working days and hours (e.g. 8am – 6pm, Monday to Friday).

The type of plant used for construction has not been confirmed; however, it is likely to comprise the following:

- Excavators
- Tippers
- Dumpers
- Compressed air plant
- Generator
- Pump
- Telehandler
- Rollers.

Compound locations, laydown areas and transport routes will be determined if the project is taken forward into detailed design and construction. These should be located in areas to reduce disturbance and disruption as much as possible.

3.2.2 Operation and Maintenance

The Proposed Scheme will require maintenance, which is anticipated to be provided in line with current practices. The frequency of maintenance will be determined by the asset owner and these elements would be determined if taken through to design.

3.2.3 Decommissioning

If decommissioning does occur, it should involve routine demolition procedures, waste removal and recycling of materials where possible. Decommissioning practice should comply with the current legislation and best practice standards. Specification of material would be determined if progressed to design and non-hazardous and environmentally sustainable materials should be specified to avoid environmental impact at the assets end of life.

3.3 Stakeholder Engagement and Consultation

Should the Proposed Scheme be ascertained as feasible and recommended for implementation, EGTC shall engage with appropriate stakeholders, landowners and consenting bodies.

4 KEY ENVIRONMENTAL ISSUES

4.1 Introduction

The following provides a summary of the key constraints, potential construction and operational impacts, potential benefits and opportunities of the Proposed Scheme on the local receptors and recommends measures that should be used at the next stage to mitigate the effects.

4.2 Biodiversity and Nature Conservation

4.2.1 Designated Sites

There are no statutory designated sites within 2km of the Proposed Development area.

For non-statutory designated sites, almost the entirety of the Proposed Development area is located within Worth Way Local Wildlife Site (LWS), with the Proposed Development area forming the all of the northern part of the LWS (See Figure 2 below). Worth Way LWS follows the route of a former railway and is notable for lowland mixed deciduous woodland (a Habitat of Principal Importance (HPI)), notable species (including zoned rosette fungus (*Podoscypha multizonata*)), habitat mosaic, cultural association as a former railway, connectivity with the wider landscape, hosting of a public footpath, and value for learning. The role of the LWS as a wildlife corridor is important as it links a number of woods, including ancient woodland.

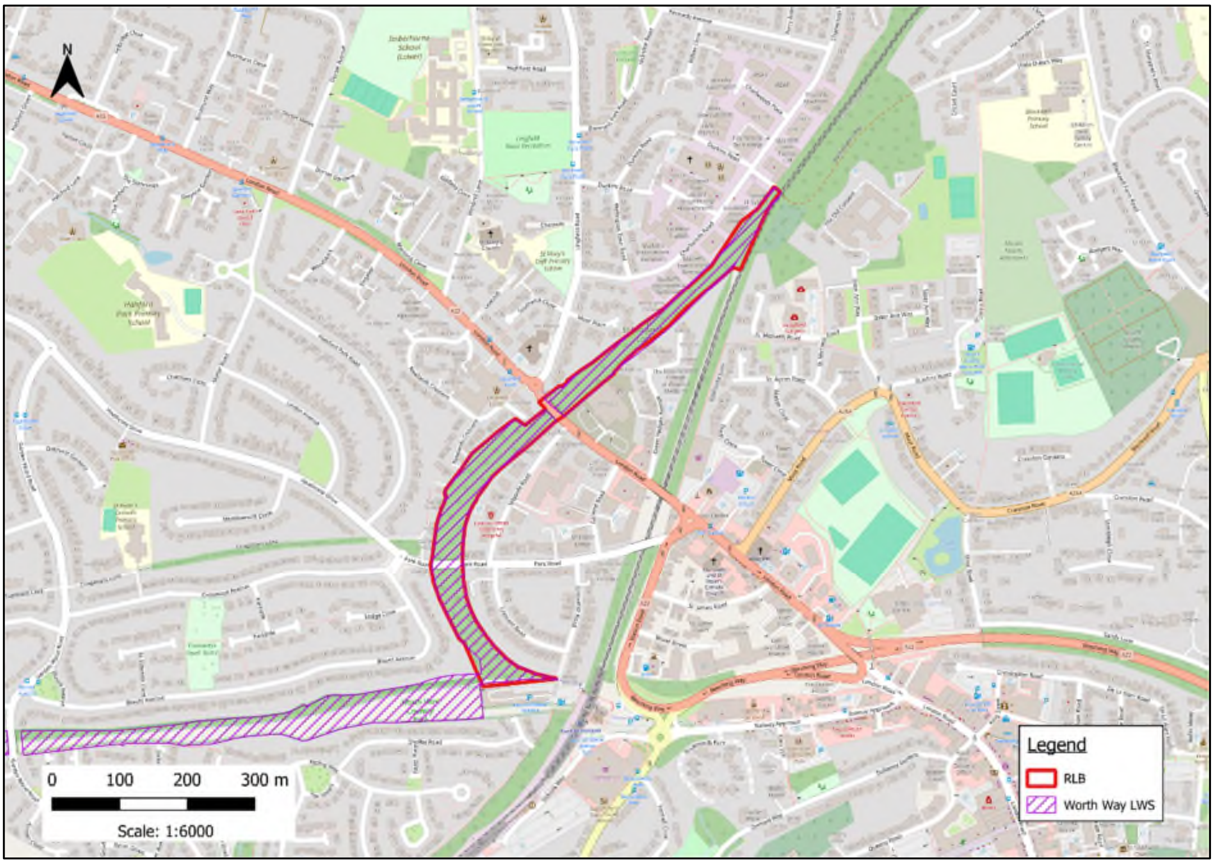


Figure 2. Worth Way LWS.

4.2.2 Habitats

Habitat within the Proposed Development area is almost entirely composed of deciduous woodland (See Figure 3 below). This has been identified in BiodiversityView™ mapping as the HPI 'lowland mixed deciduous woodland'. HPIs are habitats "of principal importance for the purpose of conserving or enhancing biodiversity" and help public bodies meet their 'biodiversity duty'. The only other habitats identified during the desk study are developed surfaces such as the bridges carrying London Road and Park Road over the Proposed Development area, and railway embankment.

Within 1km of the Proposed Development area, there are four types of HPI: ponds, traditional orchard, lowland mixed deciduous woodland and wood-pasture and parkland. The nearest of these, excluding lowland mixed deciduous woodland, is a pond located 15m to the south of the Proposed Development area at approximately TQ 38976 38813.

Ancient woodland is also present in seven areas within 1km of the Proposed Development area. The nearest of these is 400m to the south-west of the Proposed Development area at TQ 38302 38013.

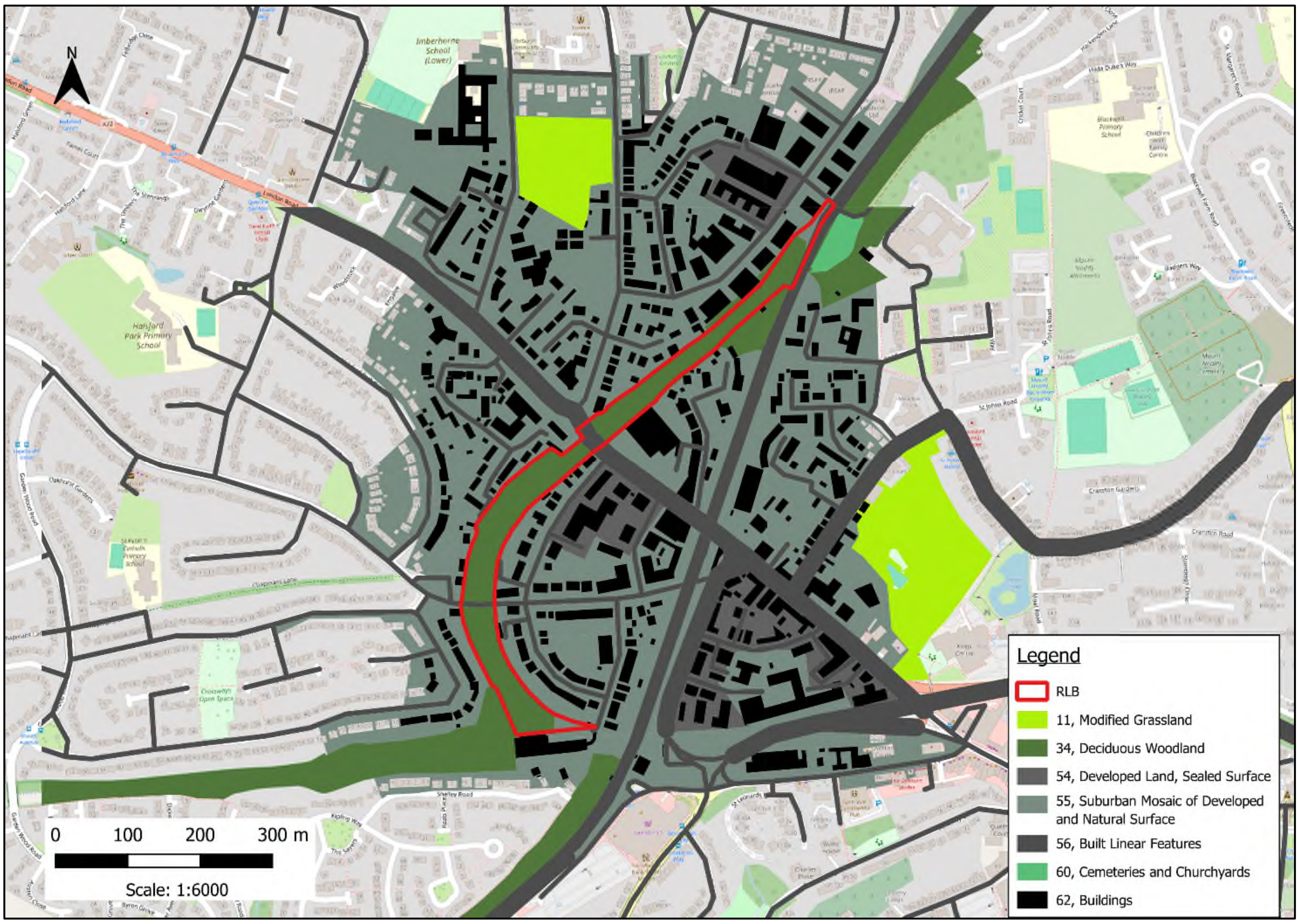


Figure 3. Map showing habitat classifications associated with the Proposed Development area (Data: Map Impact)

4.2.3 Protected and Notable Species

Publicly available information on species suggests that bats and great crested newts (GCN) (both European protected species (EPS)) could be present within the Proposed Development area. The woodland habitat present could also support other protected species such as badgers and breeding birds.

Seven EPS licence applications were granted for the destruction of bat resting places within 1km of the Proposed Development area. The species impacted were common pipistrelle (*Pipistrellus pipistrellus*) and brown long-eared bat (*Plecotus auritus*). The nearest was within the Proposed Development area by Garland House (at approximately TQ 38596 38485) and was for the destruction of a common pipistrelle resting place

One GCN licence return was identified within 1km of the Proposed Development area. This was located approximately 680m to the south of the Proposed Development area at approximately TQ 38513 37584. A pond was identified from satellite imagery 15m to the south of the Proposed Development area as detailed above.

4.2.4 Potential Effects of Construction

Construction, either by infill or non-infill methods, is assumed to involve the removal of all vegetation and trees within the development area. This would result in the loss of a significant proportion of Worth Way LWS (as well as the removal of a large area of HPI lowland mixed deciduous woodland) which would constitute an adverse effect significant at a county level.

Clearance of woodland would likely directly and indirectly impact several protected and notable species which may use this habitat.

4.2.5 Potential Effects of Operation

Disturbance along the dual use path from lighting, the public and (to a lesser extent) annual vegetation management, alongside the permanent loss of habitat within the footprint of the path, will limit the value of this corridor for wildlife during operation (compared to existing).

Annual vegetation management of embankments carries the risk of reducing structural diversity of habitats such as woodland, grassland, and scrub, if it isn't managed sensitively.

The infill method is likely to be more ecologically detrimental as it will remove habitat features (for example, cutting slopes) and the fill material would limit the scope of habitat creation alongside the path (for example, woodland creation may not be possible at this requires deep soils).

4.2.6 Mitigation and Recommendations

The presence of the LWS and lowland mixed deciduous woodland HPI poses a significant constraint to the feasibility of the Proposed Development. However, should the project proceed, the following recommendations should be taken into account.

Lowland mixed deciduous woodland should be considered early on in design to allow for its retention where possible. Destruction, degradation and isolation of this habitat should be avoided as far as possible. The mitigation hierarchy should be followed, meaning habitat clearance of all habitats, including non-HPI should be minimised as far as possible.

A non-infill approach is preferable over an infill one from a habitat perspective as the potential for habitat creation is likely to be greater in the long term. Vegetation management should be planned in such a way as to not degrade managed habitats. A suitably qualified ecologist can advise based on the habitats being managed.

A preliminary ecological appraisal should be undertaken to characterise the habitats present and determine their suitability for protected species. Further surveys for protected species are likely to be required following this to determine impacts and mitigation/licensing requirements.

Lighting should be designed, using best practice such as from the Bat Conservation Trust, in such a way as to prevent indirect disturbance to protected species both during and operation.

Ecologists should be involved during the design process to provide insight on how to reduce disturbance impacts during operations, and highlight any potential issues early on. Woodland habitat should be re-instated along the path to restore ecological connectivity.

4.2.7 Biodiversity Net Gain

The baseline number of biodiversity units produced by habitats within the Proposed Development area is 21.1. **To achieve 10% net gain, 23.21 units will be needed post-development.**

Of these baseline units, 20.83 were produced by lowland mixed deciduous woodland cover, whilst the remaining 0.28 was from 'Suburban mosaic of developed and natural surface'. This habitat type is applied to urban areas which are a mixture of developed and "natural" (gardens, small green spaces etc.) land such as residential neighbourhoods. Areas of developed land such as roads and buildings do not produce any habitat units due to their very low biodiversity value.

The predicted post-development habitat units were calculated by assuming an approximately 3m wide pedestrian/cycleway running through the centre of the Proposed Development area from south to north. It also assumed complete clearance and replanting of woodland (either side of the new path) to achieve the same habitat type and condition as the baseline.

The number of predicted biodiversity units within the Proposed Development area post-development is 4.69, a loss of 16.42 units compared to the baseline (-78%).

The extensive vegetation clearance assumed makes achieving the mandatory minimum of 10% BNG a larger undertaking. This is because all units lost during construction (excluding habitat that will return to the baseline habitat type and condition within 2 years) must be replaced, plus 10%, whilst abiding by the BNG trading rules. These rules mean that lowland mixed deciduous woodland, as a high distinctiveness habitat, must be replaced with units of the same habitat type. Habitat clearance should be reduced as much as possible to reduce the number of units required from creation/enhancement to achieve 10% BNG. This can be done through sensitive construction methods and designing a smaller, less impactful footprint for the pedestrian/cycleway.

Where possible, habitat enhancement and creation should be undertaken on-site rather than off-site. This is a more cost-effective means of achieving BNG as off-site units may be impacted by negative risk multipliers. Opportunities for habitat enhancement should also be explored early on as this is a more effective way of generating post-construction biodiversity units than habitat creation.

The infill method will likely make achieving BNG more difficult, as potential areas of habitat creation or enhancement on-site are filled with material. A non-infill approach is preferable, as the area for potential on-site habitat creation/enhancement is likely to be greater.

Even with these recommendations, 10% BNG will not be achievable within the Proposed Development area, with either infill or non-infill methods. Therefore, off-site habitat creation/enhancement and/or the purchase of biodiversity units would be required to achieve BNG. If the predicted net loss of 16.42 units of lowland mixed deciduous woodland were to be replaced with purchased off-site biodiversity units, this would cost approximately £800,000 based on current market rates (£49,000 per unit for this habitat). This also assumes that enough units will be available for purchase; this could be difficult locally as the Environment Bank (a leading provider of biodiversity units) were only advertising 0.25 units in Mid Sussex at the time of searching. It may be necessary to purchase units outside of the LPA or National Character Area, which would then be penalised in the metric through a negative multiplier, meaning more units would need to be purchased to compensate, resulting in even higher costs. Furthermore, this does not include the cost of the additional units needed to achieve 10% net gain (which do not have to be lowland mixed deciduous woodland). The most cost effective way to achieve this is to buy 'other neutral grassland' units; the current market rate for this habitat is £23,500 per unit, so it would cost approximately £50,000 for the additional 2.1 units required. This results in a total estimated cost of £850,000 to achieve 10% BNG.

Due to the high cost of purchasing biodiversity units, other avenues of generating units such as securing land off-site and carrying out the necessary habitat creation/enhancement that land (30 years management required) could be considered.

<u>Alternative scenario:</u>

A lower impact scenario has also been considered with the following assumptions: an approximately 6m wide corridor of habitat clearance between Worth Way and Charlwoods Road where a 3m wide pedestrian/cycleway is flanked by 1.5m of modified (amenity) grassland on either side. All other woodland is assumed to be retained in its current condition.

In this scenario, the number of predicted biodiversity units within the Proposed Development area post-development is 18.66, an overall net loss of 2.44 units compared to the baseline (-11.56%) (though 3.27 units of lowland mixed deciduous woodland would be lost and need replacing).

If off-site biodiversity units are purchased in this scenario to achieve BNG, it would cost approximately £190,000 (based on the same approach and with the same limitations as set out above) to replace the 3.27 units of lowland mixed deciduous woodland, as well as the additional 1.28 units required to achieve 10% BNG, equating to £30,000. This results in a total estimated cost of £220,000 to achieve 10% BNG.

4.3 Landscape and Visual

Landscape impacts relate to the character and quality of the landscape and consider impacts on landscape components, elements or features, within a landscape. Visual impacts relate to changes to people's views which arise as a result of changes in the composition of the landscape.

4.3.1 Baseline Information

The study area includes a 1km buffer zone from the development area, to ensure that the wider context of the landscape has been considered, this considers both visual and landscape character assessments.

East Grinstead is a town in the Mid Sussex district which is located in the county of West Sussex. It is approximately 43km south of London and 12km east of Crawley, which is the closest neighbouring town. The A22 (London Road) and A264 both run through parts of East Grinstead to join the town to the major motorways, the M23 and M25 to the west and north respectively.

4.3.2 Designations

Within the study area, there are various statutory and non-statutory landscape designations that may be affected by the Proposed Scheme. These include:

- Numerous Listed Buildings in the study area that are further expanded upon in Section 4.4.1 of this report
- The majority of the development area is located in an area Tree Preservation Order (TPO). There are also individual TPOs in the direct vicinity of the development area, as shown below in Figure 4
- The Proposed Scheme is not within a Conservation Area. The closest Conservation Area is approximately 0.7km to the east of the development area, as described in Section 4.4.1 of this report.

4.3.3 National Character Areas

The study area lies within the National Character Area (NCA) Profile 122: 'High Weald'. The key characteristics of this NCA include the following:

- A mixture of fields, small woodlands and farmsteads
- Prominent medieval patterns of small pasture fields enclosed by thick hedgerows and shaws
- Ancient woodlands and hedges
- Open heathland.

Whilst East Grinstead town, including the extent of the study area, sits within NCA Profile 122 'High Weald' it does not sit within the High Weald Area of Outstanding Natural Beauty (AONB) that covers 78 percent of the NCA, as shown in Appendix A.

4.3.4 Local Character Areas

To assist with the description of the baseline conditions on a local level, the West Sussex Landscape Character Assessment has been referred to. The Local Character Areas (LCAs) would form the basis of the landscape receptors if a Landscape and Visual Impact Assessment was to be scoped in for further assessment. The LCA confirms that East Grinstead town itself, including the study area, sits within a 'Built up area' classification.

4.3.5 Visual Receptors

The visual envelope (study area) is the extent to which the Proposed Scheme is visible and has the potential to generate significant effects. Potential highly sensitive receptors within the visual envelope comprise:

- Residential and business receptors on Charlswood Road, Moor Place, Green Hedges Close, Green Hedges Avenue, Maypole Road, Newlands Crescent, Park Road, Crescent Avenue and Blount Avenue
- Users of the A22 London Road and Park Road
- Users of the PRoW linking Greenhedges Avenue and Charlwoods Road (ID: EAG-51EG)

Visual receptors have not yet been determined and it is to be ascertained whether a Landscape and Visual Impact Assessment (LVIA) would be required if the scheme progresses.

4.3.6 Future Baseline

Potential for the baseline to change in the future could include:

- Tree and hedgerow loss
- Any other significant active or pending applications within the study area, as identified in Section 5.1.

4.3.7 Potential Effects of Construction

As stated in section 4.3.2, the development area is substantially vegetated and is almost entirely within a designated TPO area. As there was no digitised data available for inclusion within the environmental constraints mapping, Figure 4 shows the location of the area TPO (hatched green) and individual TPOs (green tree logos).

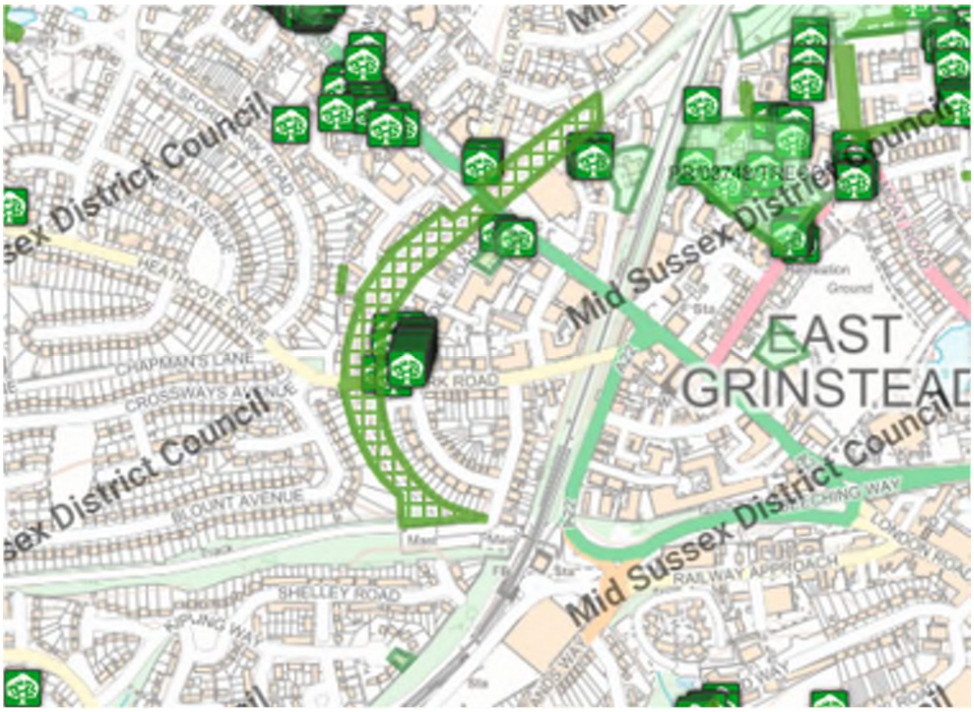


Figure 4. Tree Protection Orders in the Study Area

Initial desktop observations of the development area show overcrowding of younger tree specimens along the cutting, varying in density.

There is opportunity to retain sections of the TPO area in the cutting, dependent upon the design and construction method chosen. A tree (arboricultural) survey to BS 5837:2012 (Trees in relation to design, demolition and construction) should be completed early in design to determine which trees are suitable for removal and which should be retained. It is not anticipated there would be extensive tree clearance in either design option so thus, the impact on either visual amenity or landscape quality would not be significant.

There is a potential for the infill material to be used for the construction of the pedestrian/cycleway, overlaying root protection areas to prevent tree damage in accordance with BS5837.

Considering the above, both design options can be implemented without significant tree loss. Woodland management techniques, such as thinning out of suitable trees, could potentially improve the visual landscape and associated woodland habitat by creating space for specimen sized trees.

4.3.8 Potential Effects of Operation

It is anticipated that due to the location of the pedestrian/cycleway in a cutting and the natural shading of trees, the Proposed Scheme would not have a significant effect on visual amenity during operation. This is providing that the relevant tree surveys and subsequent woodland management techniques are employed as suggested in Section 4.3.7.

4.3.9 Mitigation and Recommendations

Interventions to the landscape design of the Proposed Scheme could include replanting or retaining areas of vegetation and trees to maintain a visual screen between the surrounding environs, as described for the various design options in Sections 4.3.7 and 4.3.8. Woodland management methods would be beneficial in the development area and its implementation is likely to improve the landscape and visual amenity.

4.4 Cultural Heritage

The following section provides a summary of the key historic environment constraints, the potential impacts of the Proposed Scheme on the local designations and local heritage assets and recommends measures that should be used at the next stage to mitigate the effects.

4.4.1 Baseline Information

The study area includes a 1km buffer zone from the development area, to ensure that the wider context of key designated heritage assets have been considered and can inform the archaeological potential of the land required for the Proposed Scheme.

The designated heritage assets within the 1km study area are detailed in Table 2, which all comprise Grade I, II or II* Listed Buildings.

Table 2. Listed Buildings within the study area.

NAME	LISTED BUILDING CATEGORISATION
Rickstones	Grade II
Church of Our Lady and St Peter	Grade II
St Margarets Convent	Grade I
Pest House	Grade II
Wells Bottom Farmhouse	Grade II
Imberhorne or East Grinstead Viaduct	Grade II

NAME	LISTED BUILDING CATEGORISATION
Grove House	Grade II
Post Office	Grade II
Former Zion Chapel	Grade II
Old Stone House	Grade II*
Clarendon House	Grade II*
Clarendon Cottage	Grade II
1 & 2 Judges Terrace, High Street	Grade II
Constitutional Buildings	Grade II
4 & 4A High Street	Grade II
7-11 High Street	Grade II
6 High Street	Grade II
10-14 High Street	Grade II
East Grinstead War Memorial	Grade II

The closest Scheduled Monument to the Proposed Scheme is approximately 2.5km to the west and does not sit within the study area. It is a moated site west of Avenue Wood, Felbridge (ID: 1009904).

There are two conservation areas within the study area, both sit to the east of the development area, Estcots and East Court Conservation Area and East Grinstead Conservation Area. Estcots and East Court Conservation Area is approximately 0.85km to the east of the development area. It includes East Court mansion, associated parkland, East Court Lodge, the entrance to East Court, an area of Estcots Farmhouse, Estcots Barn and Estcots Cottage. East Grinstead Conservation Area site is located approximately 0.75km to the east of the development area and comprises an area of the High Street called the 'Portlands' that holds important medieval legacy for the town.

There are no Registered Parks and Gardens, Protected Wreck Sites, World Heritage Sites or Battlefields within the study area.

The Historic England archive returned data relating to 6 previous excavations and interventions carried out in the study area, relating to archaeological finds. The closest being at Rentokil House, Garland Road, approximately 0.1km from the Proposed Scheme. Ten trenches were evaluated to reveal post-medieval archaeological remains of the former Park Road Pottery established in 1855.

Based on the above historic environment baseline information, the potential for archaeological remains in the development area is as follows:

- Moderate potential for medieval or post-medieval remains with low to medium heritage significance throughout the study area. It is unclear whether there are any associated features within the development area. Potential for
- Low potential for archaeological remains dating to the early medieval period due to the general scarcity of such remains within the study area.

Levels of disturbance could vary across the development area as a result of its historic use as a railway line in the late 1800s and early 1900s. Development, construction and decommissioning of the railway tracks during this time period will have disturbed archaeological remains in these areas, if present.

4.4.2 Potential Effects of Construction

Any direct physical impact to archaeological remains within the study area, if present, would primarily result from groundworks associated with construction for both options. On-site construction activities which are likely to affect the archaeological resource could comprise the following:

- Construction ground works including topsoil stripping, vegetation removal and excavation of material
- Provision of drains and drainage pipes, if required
- Infilling of the cutting with materials.

The above-mentioned groundworks, excavations and vegetation removal in relation to the proposed interventions could result in the disturbance to, or loss of, any buried archaeological features that may be present within their footprint resulting in the total or partial loss of significance of these assets. The extent of the impact would be dependent on the type and depth of the proposed excavations, and on the level of survival of archaeological deposits. Any adverse effects on buried archaeological resource would be permanent and irreversible in nature.

4.4.3 Potential Effects of Operation

It is not considered that the Proposed Scheme will have an impact on the designated heritage assets within the study area during operation as it does not directly interface with these assets.

4.4.4 Mitigation and Recommendations

Groundworks have the potential to impact on any archaeological remains if present. In order to meet both national and local planning policy, the scope and methodology of any archaeological investigation should be agreed through consultation with the Local Planning Authority. This will inform the extent any intrusive site investigation requirements under a Written Scheme of Investigation (WSI).

4.5 Water Environment and Flood Risk

The following section provides a summary of the key water and flood risk constraints, along with the potential impacts of the Proposed Scheme on the local water environment.

4.5.1 Baseline Information for Surface Water

There are no statutory main rivers within the study area. The closest statutory main river is the River Medway that is approximately 2.5km southwest of the Proposed Scheme and feeds directly into the Weir Wood Reservoir, approximately 3.4km directly south of the development area.

There are no Flood Zones within the study area, with the closest being 1.2km north of the Proposed Scheme. The site is not located within an Internal Drainage Board (IDB) area.

The development area sits within two Water Framework Directive (WFD) waterbody catchments. The first being Eden Brook (ID: GB106040018660) and the second being Medway at Weir Wood (ID:GB106040018070). Eden Brook waterbody catchment is classified as 'Bad ecological status' and Medway at Weir Wood is classified as 'Moderate ecological status'.

4.5.2 Baseline Information for Groundwater

A portion of the proposed development area (immediately north of London Road to the south of furthermost development area) is located within the Upper Tunbridge Wells Sand which is a Secondary A Aquifer and has a high groundwater vulnerability area as shown in figure 5. Groundwater vulnerability is the susceptibility of underground water resources to pollution from surface activities and contaminants. A higher vulnerability means that a pollutant is more likely to reach sensitive groundwater. Desk based searches confirm the bedrock aquifer is a Secondary A unproductive aquifer. The location is towards the base of the formation underlain by the Grinstead Clay Member.

The remainder of the development area is located within the Grinstead Clay Member, which is a grey to greenish grey mudstones, which are commonly very silty with subordinate thin beds of siltstone, nodular clay ironstone and shelly limestone. This is an Unproductive Aquifer, which is underlain by the Ardingly Sandstone Member which is a Secondary A Aquifer and has a high groundwater vulnerability which outcrops to the south.

There is no associated superficial drift aquifer identified from available desk based information.

There are no Source Protection Zones (SPZs) within the study area.

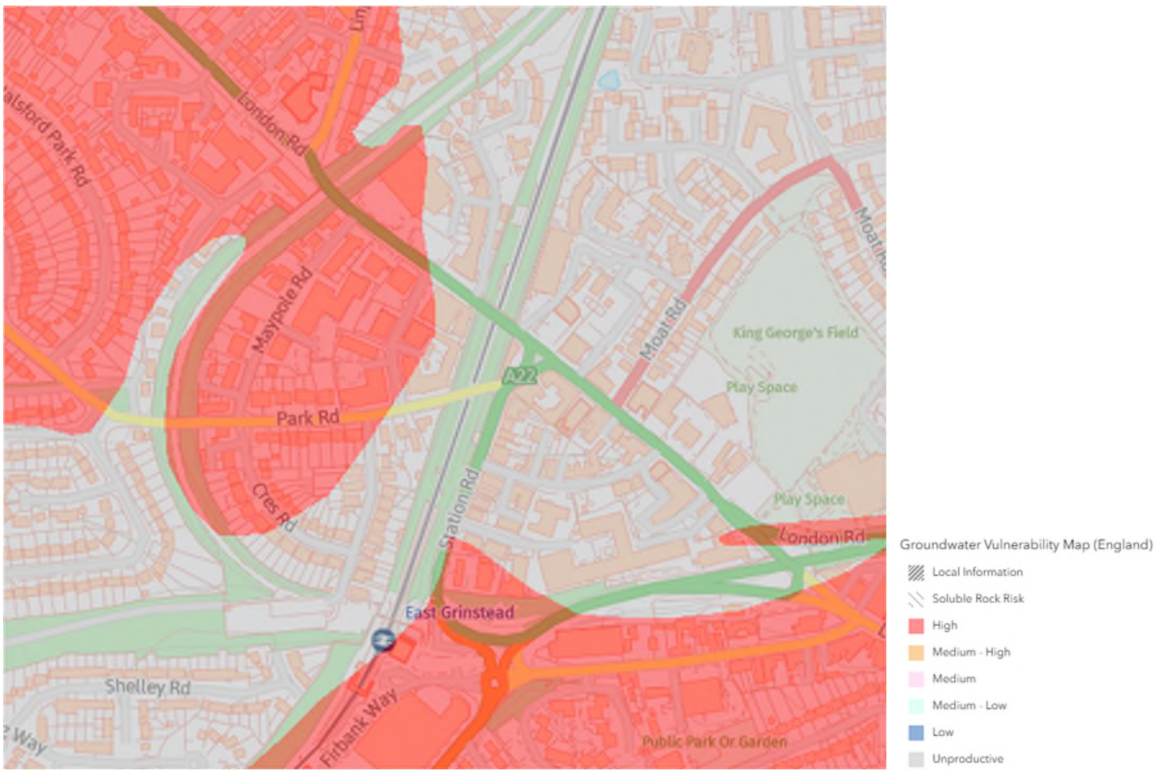


Figure 5. Groundwater Vulnerability Map

4.5.3 Potential Effects of Construction

Whilst the Proposed Scheme will not directly interface with any surface waterbody or flood zone, construction activities and machinery, including fuel on site, have the potential to contaminate soils and bodies of groundwater within the development area. An in depth understanding of the source and type of material to be imported under Option 2 would need to be ascertained to understand whether contaminants may be present. A schedule of testing would be required to understand whether there is a potential risk to controlled waters and this is detailed in Section 4.11.

4.5.4 Potential Effects of Operations

During operation there is potential for increased surface run-off to be generated due to possible increase in the impermeable area, dependent upon the surface of the pedestrian/cycleway and infill material. This will likely require some drainage management. However, this is expected to be minimal. In combination with the development area not being within a flood zone, no impact is expected to volumes or runoff rates relating to surface water flooding or impact to nearby receptors.

Overall, the operation of the Proposed Scheme is not anticipated having long-term negative effects on water quality in the area. It will not involve ongoing excavation, extraction or damage to underlying geology and groundwater systems therefore, potential impact of operation on groundwater is expected to be negligible for both design options.

4.5.5 Mitigation and Recommendations

Any excavation works required for both Option 1 and Option 2 are unlikely to cause change to groundwater levels, flow paths and quality but care should be taken to keep excavation works to a minimal level and not penetrate the bedrock.

For Option 2 an in depth understanding of the source and type of material to be imported would need to be ascertained to understand whether contaminants may be present. A schedule of testing would be required to understand whether there is a potential risk to controlled waters including groundwater.

The Proposed Scheme sits within a natural cutting; consideration should be given to the management of surface runoff that will accumulate in the development area during rainfall events. Such considerations would include provision of drainage channels or inclusion of vegetation and soils to dissipate rainwater.

Potential mitigation measures during construction include:

- Employing best practice measures to prevent pollution incidents and including these within the contractors CEMP
- Operation of construction equipment using biodegradable lubricants and materials where possible, to reduce potential of contamination or pollutant spills
- Production of a Pollution Incident Management Plan and spill drill on site.

4.6 Traffic and Transport

4.6.1 Baseline Information

The principal road in the vicinity of the Proposed Scheme is the A22 London Road that runs east to west through East Grinstead. Park Road both feed into this road. Both Park Road and the A22 London cross currently pass over the top of the development area via highways bridges. Directly west of the A22 London Road bridge crossing is a small 3-armed roundabout.

The roads immediately adjacent to the Proposed Scheme are all part of a network of minor residential roads, lined with residential homes and a mixture of small and large businesses. Access to the site is proposed off Charlwoods Road, a mostly commercial area. It is anticipated that material for the development would be imported to site via this route, although the exact access location would need to be determined by EGTC.

There is no public access to the development area from the surrounding buildings or roads as the land is privately owned and not currently used for any purpose.

There are 3 bus stops along the A22 London Road. Two sit to the west of the overbridge that intersects the development area, both named Lingfield Road bus stop one on either side of the road, and the third, Garland Road bus stop, sits to the east of the overbridge.

There are several Public Rights of Way (PRoW) that directly interface or are adjacent with the development area, as shown in Figure 6. These are:

- Footpath 1 (ID: EAG-51EG), which crosses the development area to the north via a footbridge. It joins Greenhedges Avenue on the east of the Proposed Scheme to Wellington Town Road to the west
- The Worth Way is a footpath and bridleway that sits perpendicular to the southern end of the development area. It forms part of an 11km stretch of PRoW that joins Crawley and East Grinstead and is part of the National Cycle Network (as shown in Appendix A). Much like the development area, it is tree lined most of the way, particularly the areas that directly interface with the Proposed Scheme
- Bridleway 1 (ID: EAG-44AEG) sits to the west of the Proposed Scheme and terminates before reaching the development area
- Footpath 2 (ID: EAG-55EG) sits to the east of the Proposed Scheme and runs briefly parallel to the railway track
- Footpath 3 & 4 (ID: EAG-73EG and EAG-74EG, respectively) sit to the northwest of the Proposed Scheme along the recreation ground
- Footpath 6, 7 & 8 (ID: EAG-70EG, EAG-71EG & EAG72EG, respectively) sit to the west of the Proposed Scheme.

Figure 6. Public Rights of Way in the study area.

Figure 7. iMap Key for map in Figure 6

East Grinstead train station sits directly to the east of the development area and within the study area. The station building and car park are approximately 0.1km to the southeast of the development area. The tracks run parallel to the development area to the north, eventually meeting at the most northern point of the Proposed Scheme.

4.6.2 Potential Effects of Construction

The construction of the Proposed Scheme will be temporary and for a short-term duration, although there is potential to cause temporary disruptions to local traffic and transport networks. These include:

- The potential to generate congestion due to the use of the local road network, particularly the use of the major A22 London Road and nearby Park Road
- The use of construction vehicles around the town would be particularly disruptive considering the development area is located close to the town centre, railway station, multiple businesses and residential areas. Further detail on the exact numbers of receptors affected can be confirmed at a later design stage
- It is expected that temporary road closures or restrictions would be required to allow construction of the Proposed Scheme and movement of plant, machinery and excavated material
- If the cutting was to be infilled, it is expected that this would increase the disruptions to the local traffic and transport networks due to increased vehicle and plant movement required to transport infill material (as discussed above)
- There is potential to impact the PRoW EAG-51EG and the Worth Way as they directly interface with the development area
- East Grinstead Railway Station may be impacted, dependent on site access arrangements
- There will be an expected impact to the three bus stops identified along the A22 London Road as they are within the direct vicinity of the Proposed Scheme.

Traffic impacts are expected to be limited to the construction period and expected to be short term. Providing mitigation measures are implemented during the construction phase, there is not anticipated to be any significant effects on transport and traffic for Option 1.

Option 2 will have a greater impact on the surrounding area with regards to Traffic and Transport as this will require import of fill material, likely to be imported via 8-wheel tipper lorries which have a payload capacity of around 20 tonnes. The volume of material required has not been substantiated at this time, however the number of lorry movements can be calculated for the fill material based on a 20 tonne payload per trip to site. Again, it is anticipated that any impacts would be for a short duration until the fill material has been imported.

4.6.3 Potential Effects of Operations

The works are not anticipated to have any permanent impact on roads or traffic during the operational phase as the number of vehicles associated with future maintenance requirements is minimal.

It is expected that there will be beneficial effects on users of the local PRoWs, including the Worth Way, due to the creation of a shared use pedestrian/cycleway increasing accessibility and connectivity within the town centre. There is potential that traffic in the town centre would decrease if more people utilised the shared use pedestrian/cycleway.

4.6.4 Mitigation and Recommendations

It is recommended a proportionate traffic statement be produced to mitigate for the potential impacts on local traffic and transport identified above. Potential mitigation measures could include:

- Permitted routes for delivery of materials to be agreed with the Local Highway Authority
- Management of the delivery of construction materials to avoid peak traffic flow hours
- Phasing and timing the works to take place within school holidays

- Work area and access routes to be left in a clean and tidy condition during construction and all areas reinstated as required on completion of works
- Appropriate signage provided to users of footpaths when they are temporary closed or diverted during the construction phase.

Any future design should consider reuse of any excavated materials locally to minimise movements of vehicles within the study area.

Construction transport routes should be agreed in advance with the Local Planning Authority, Mid Sussex District Council.

4.7 Geology, Soils and Agricultural Land

The following section provides a summary of the key geology, soils and agricultural environmental constraints, along with the potential impacts of the Proposed Scheme. Information was limited to desk-based information.

4.7.1 Baseline Information

There are no statutory geological sites (Sites of Special Scientific Interest / Special Areas of Conservation) located within the study area. There is no readily available desk-based information regarding non-statutory geological sites e.g. Regionally Important Geodiversity Sites (RIGS) or Local Geological Sites (LGS).

4.7.2 Solid (Bedrock) Geology

The British Geological Society (BGS) data indicated a small proportion of the development area is the Upper Tunbridge Wells Sand comprising sandstone and siltstone; but that the development area is located mostly on Grinstead Clay Member, comprising Mudstone. Where Upper Tunbridge Wells Sand is present it is towards the base of the strata and this is immediately underlain by the Grinstead Clay Member. Beneath the Grinstead Clay Member and the south of the site is the Ardingly Sandstone Member.

4.7.3 Superficial Geology

Desk based searches have not detailed any superficial drift geology.

4.7.4 Soils

The Provisional Agricultural Land Classification (ALC) within the site and surrounding area is classified as 'Urban'. There is no surrounding agricultural land.

4.7.5 Land Quality

The site is former railway land and therefore there is potential for contaminants associated with its historic use to be present in shallow soils, especially where existing ballast formation materials remain.

No active Landfill Sites are present within the study area. One Historic Landfill Site falls 0.75km to the north of the development area, within the study area, as shown in Appendix A.

There are numerous industrial and commercial properties within the direct vicinity (250m) of the development area with the potential to generate contaminants.

4.7.6 Potential Effects of Construction

Fuels used for plant and machinery during the construction phase have the potential to contaminate soils and groundwater.

Excavation works have the potential to open pathways for contaminants to reach the sensitive Secondary A Aquifer in the area where the Upper Tunbridge Wells Sand outcrops. In the absence of Superficial Deposits shallow excavations are likely to encounter the bedrock geology.

For Option 2 an in depth understanding of the source and type of material to be imported would need to be ascertained to understand whether contaminants may be present. A schedule of testing would be required to understand whether there is a potential risk to controlled waters including groundwater and this is detailed in Section 4.11.

4.7.7 Potential Effects of Operations

The Proposed Scheme will not involve ongoing excavation or extraction. No impact on underlying geology.

4.7.8 Mitigation Recommendations

For Option 2 an in depth understanding of the source and type of material to be imported would need to be ascertained to understand whether contaminants may be present. A schedule of testing would be required to understand whether there is a potential risk to controlled waters including groundwater.

The equipment required for construction of the Proposed Scheme should be operated using biodegradable lubricants and materials, where possible, to further reduce the potential impact of contaminant or pollutant spills.

The depth of excavation should be kept to a minimum to avoid penetrating the underlying bedrock. It is anticipated that any excavation for the shared use pedestrian/cycleway would be minimal.

With the implementation of mitigation, impacts to geology and soils are expected to be minimal in both Option 1 and Option 2.

4.8 Air Quality and Climate Change

4.8.1 Baseline Information

The Proposed Scheme is not located within an Air Quality Management Area (AQMA) and is approximately 8.5km east of the Crawley Borough Council AQMA and 4.5km west of the Sevenoaks District Council AQMA, both managed for Nitrogen Dioxide NO_2. The surrounding motorway network, a main transport route to East Grinstead, is covered by these AQMAs so it is possible that the transport routes to or from the development area during construction will interact with an AQMA.

The Proposed Scheme is in the town of East Grinstead, with surrounding areas of open agricultural and woodland, so baseline air quality levels are expected to be good.

4.8.2 Potential Effects of Construction

There is potential for the Proposed Scheme to result in temporary short-term changes to air quality from construction plant emissions and dust generated by excavation associated with the construction phase.

The main transport route to the area is the A22 London Road or the A264 Copthorne Road, the latter of which travels through the Crawley AQMA. This means that the Proposed Scheme has the potential to have temporary impacts on air quality if this route is used for the transport of materials and waste.

There would be a greater impact with regards to air quality for Option 2 as the infill material will need to travel, a distance not yet specified, to reach the development area. In addition, an in depth understanding of the source and type of material to be imported would need to be ascertained to understand whether contaminants may be present. A schedule of testing would be required to demonstrate that the material would not impact human health. Key testing suites are detailed in Section 4.11.

There is potential for the baseline climate change and carbon emissions conditions to be impacted by construction activities. These may be directly through the transportation of personnel and materials, use of plant and machinery or through the production of necessary materials by the suppliers. However, the works required for the Proposed Scheme area are small scale, localised and short-term and therefore impacts are likely to be minor. Although, impacts would be dependent on the type, amount and location of the material required to infill the cutting in Option 2.

4.8.3 Potential Effects of operations

No impacts are anticipated from operation of any new shared use pedestrian/cycleway development, implementation of the project will extend the existing sustainable transport links around the town and therefore would be beneficial and potentially reduce impacts on air quality and climate change.

4.8.4 Mitigation and Recommendations

The potential impacts discussed above are expected to be short term and mostly limited to the construction period.

For Option 2 an in depth understanding of the source and type of material to be imported would need to be ascertained to understand whether contaminants may be present. A schedule of testing would be required to demonstrate that the material would not impact human health. Key testing suites are detailed in Section 4.11.

Mitigation may include:

- Management of the delivery on construction materials to avoid peak hours
- Roads should be regularly cleaned and routes on site dampened down, especially during dry weather
- Local residents should be informed of the works
- All vehicles carrying loose material should be covered
- Construction plant should not be left idling
- Application of best practice methods of working, including the development of the CEMP and traffic statement when required.

No mitigation measures are proposed for the operational phase.

The implementation of best practice measures will ensure any dust and emissions produced during construction are unlikely to have an impact on the air quality of the area for both design options, provided that material testing for Option 2 demonstrates the material would not impact human health.

4.9 Noise and Vibration

4.9.1 Baseline Information

The Proposed Scheme is in an urban area within the direct vicinity of residential properties and commercial properties. These are expected to be the primary noise and vibration receptors during construction.

Baseline noise levels have not been quantified in the development area. It is anticipated noise sources will be predominantly from road and rail sources. Baseline levels are anticipated to be greatest where the A22 London Road and Park Road cross the development area via overbridges, as these are to main roads running through East Grinstead. Due to variations in traffic and road use during the day, the baseline levels are expected to vary, being highest during peak traffic periods.

It is expected that baseline noise levels and impacts will be highest for the properties and businesses immediately adjacent to the development area. These levels are expected to reduce for the identified receptors as the distance from the development area increases.

Through desk-based research, as shown in Appendix A, three Noise Important Areas (NIAs) have been identified within the study area, all relevant to roads. All the areas sit along the A22 London Road, two sit to the west of the Proposed Scheme approximately 0.6km and 0.95km away. The closest NIA to the Proposed Scheme is approximately 0.2km to the east. NIAs are used to inform and guide the content of Noise Action Plans, which outline how noise will be managed and reduced.

4.9.2 Potential Effects of Construction

It is anticipated that traffic associated with any development would use the A22 London Road, however due to the scale of the development any impact would be short term and is expected to have a negligible impact.

There is potential for surrounding receptors to be affected by construction noise associated with the Proposed Scheme for both Option 1 and Option 2, from vehicle movement and construction plant.

Option 2 is anticipated to have a greater impact on the surrounding area with regards to Noise and Vibration as this will require import of fill material, likely to be imported via 8-wheel tipper lorries which have a payload capacity of around 20 tonnes. The volume of material required has not been substantiated at this time, however the number of lorry movements can be calculated for the fill material based on a 20 tonne payload per trip to site. Again, it is anticipated that any impacts would be for a short duration until the fill material has been imported.

4.9.3 Potential Effects of Operations

There are no noise or vibration impacts from the Proposed Scheme.

4.9.4 Mitigation and Recommendations

Potential construction impacts should be mitigated through the following:

- Construction should be undertaken at times to minimise disturbance to surrounding receptors
- Local residents should be informed of the works
- The contractor should adhere to best practice, including all plant used should conform to the relevant national standards relating to working noise and vibration (BS 5228 and the Control of Pollution Act)
- Implementation of an approved Traffic Management Plan for the Proposed Scheme.

The Proposed Scheme is not expected to have any effects on sensitive receptors during the operational phase; therefore no mitigation measures are proposed.

With implementation of best practice standards, noise and vibration produced during construction are unlikely to have a significant impact on the existing baseline levels of the area, however, it is expected that Option 2 would have a higher impact on these baseline levels than Option 1.

4.10 Population and Human Health

The following section provides a summary of the key constraints and the potential impacts of the Proposed Scheme on the recreation, public access, amenity and health of the local population. Measures are recommended that should be used at the next stage to mitigate these effects where identified.

4.10.1 Baseline Information

The Proposed Scheme is located within two district wards of East Grinstead, most of the development area being within the Imberhorne Ward and the most northwestern portion being within the Baldwins Ward.

Social, green or community spaces within the study area include:

- The Worth Way Country Park and National Trail
- Jack and Jill Preschool
- St Mary's Church of England Primary School
- King George's Field
- Compass Garden
- East Grinstead Bowling Club
- Mount Noddy Park
- Lingfield Road Recreation Ground
- St Mary the Virgin Church
- Kings Centre- leisure centre.

PRoW are considered under Section 4.6 Traffic and Transport.

4.10.2 Potential Effects of Construction

The development area is currently privately owned land and so there will be no impact upon access for residents during the construction period.

The Proposed Scheme is likely to have low impact on the local community and public amenities during construction from traffic and transport, noise and vibration and air quality for Option 1, as discussed in the relevant sections above. For Option 2, it is expected that there will be a low to moderate impact on the local community and public amenities during construction from traffic and transport, noise and vibration and air quality due to the increased plant and machinery required during the construction phase.

4.10.3 Potential Effects of operations

During the operational phase, the Proposed Scheme will provide a new shared use pedestrian/cycleway on currently disused land, providing further connectivity and sustainable transport methods for residents of East Grinstead. This could provide a beneficial effect on the local population, particularly for human health through the provision of an option for sustainable travel through a central part of the town.

4.10.4 Mitigation and Recommendations

It is recommended that all affected stakeholders are consulted throughout the design process. A Traffic Management Plan should be implemented and agreed with the local planning authority prior to construction.

The Proposed Scheme presents an opportunity for EGTC to improve a previously disused area of land and provide a method of sustainable travel and connectivity within the town. Therefore, impacts on population and human health are considered negligible for both design options.

4.11 Material Assets and Waste

4.11.1 Baseline Information

There are no active landfill sites on or within the study area. There is one Historic Landfill Site 0.75km to the north of the development area, within the study area, as shown in Appendix A.

It is understood that there is a volume of material available for the Proposed Scheme for Option 2. The source and type of material to be imported would need to demonstrate that the material does not impact the environment. This includes demonstrating that it would not impact human health or controlled waters via a suite of testing.

4.11.2 Import of Material (Option 2)

If the material is waste from another site and comprises made ground it will be subject to waste regulations and environmental permitting requirements which are regulated by the Environment Agency (EA).

If the material consists wholly of natural material from another site, it is likely the material can be imported to site under a Materials Management Plan (MMP) using the Contaminated Land: Applications in Real Environmental (CL:AIRE) Code of Practice (CoP).

4.11.3 Import of Material (Option 2) – Key Testing Suites

Testing required would be soil testing of the key contaminants of concern, however a more in depth understanding of the source material is needed to confirm if any unusual contaminants are anticipated.

Key testing suite Soils (solid):

- pH
- Metals and metalloids (arsenic, cadmium, chromium (IV and VI), lead, mercury, selenium, boron, copper, nickel and zinc)
- Speciated PAH-16
- TPH-CWG
- Sulphate
- Ammonical Nitrogen
- Asbestos content (% by weight)

As there is also a risk to controlled waters, soil leachate testing would be required.

Key testing suite Soils (Leachate):

- pH
- Metals and metalloids (arsenic, cadmium, chromium (IV and VI), lead, mercury, selenium, boron, copper, nickel and zinc)
- Speciated PAH-16
- Sulphate

4.11.4 Import of Material (Option 2) – Sampling Frequency

With regards to sampling frequencies for imported material, local authorities generally have their own guidance and this should be ascertained with West Sussex County Council. From previous experience and similar projects a suggested rate of sampling is:

- 1 sample per 250m^3 of material, with a minimum of 6 representative samples per material source;
- Where source material is irregular in composition, an increased frequency rate to 1 sample per 150m^3 of material is recommended;
- Where material has been confirmed from a greenfield site and can be fully evidenced then the sampling frequency could be reduced to 1 sample per 500m^3 of material.

4.11.5 Potential Effects of Construction

It is anticipated that the material required to construct the Proposed Scheme, for both Option 1 and Option 2, will be sourced locally or from reused excavated site material where possible. Where excavated materials cannot be reused on site, it is expected they would be reused or recycled locally, therefore minimising off-site disposal. However, no detailed geotechnical site information is available to confirm the suitability of the current site material for reuse.

The generation of waste from the site is expected to be mostly excavated materials, alongside potential green waste from vegetation and tree removal where required.

Any infill material for Option 2 should be suitable for use and only use the volume required as identified from the design. Imported material should have been tested to ascertain its suitability for use. Use of imported materials from a third party should meet waste legislation requirements.

4.11.6 Potential Effects of Operation

The Proposed Scheme should include provisions for waste disposal bins in the design.

4.11.7 Mitigation and Recommendations

The following best practice measures are recommended during the construction phase to minimise waste and material asset impacts:

- Where infill material is required, it must be sources responsibly and locally
- A Site Waste Management Plan must be produced and implemented to ensure efficient transport and operations onsite and sustainable materials reuse
- Where waste cannot be reused or recycled onsite it should be removed under suitable waste transfer protocols.

The suitability of materials identified for reuse during construction of the Proposed Scheme should be ascertained and confirmed through a geotechnical investigate (GI) and formalised as part of the contractors CEMP.

For Option 1, it is considered there are unlikely to be any significant impacts upon the baseline waste of the area, with the implementation of the best practice as outlines above.

For Option 2, there should be more consideration to the source and composition of the infill material including distance from site, sustainability and suitable geo-environmental testing. Recommendations are made throughout Section 4.11 Material Assets and Waste and will require further assessment prior to implementation of the Proposed Scheme.

4.12 Socioeconomics

4.12.1 Baseline Information

Within the study area of the Proposed Scheme there are numerous residential properties, multiple schools, churches, PRoWs, recreational grounds, industrial sites and businesses. Whilst the development area is located on privately owned disused land, the construction period is expected to impact these surrounding receptors through creating access routes and for various construction activities.

4.12.2 Potential Effects of Construction

It is expected that socio-economic impacts to local residents and businesses in East Grinstead, particularly those along the A22 London Road and Park Road, during the construction phase of the Proposed Scheme will be low to moderate. Whilst interventions should not require any temporary or permanent land take beyond the development area, there are expected to be temporary nuisance impacts related to air quality, noise and highways/footpath access during the construction phase. It is likely that the impact of these will be short-term and of low to moderate significance depending on receptor land use and distance from the construction works.

It is possible that construction traffic may cause an indirect short-term socio-economic impact. This is heightened in Option 2 due to the expected increased requirement for vehicle movements transporting the infill material to site. For both options, this may result in lost time through congestion and diversion. It is likely that the impact of this will be minor for Option 1 and medium for Option 2.

4.12.3 Potential Effects of operation

There are expected to be positive long-term effects on socio-economic values as a result of the Proposed Scheme, due to the creation of a sustainable shared use pedestrian/cycleway through a central area of East Grinstead.

4.12.4 Mitigation and Recommendations

Mitigation associated with other topics (air quality, noise, traffic & transport) should be followed and included within the contractors CEMP.

Providing the mitigation measures outlined within the other topics within this report are adhered to, there is anticipated to be negligible effects on socioeconomics during the construction phase of the Proposed Scheme, for both Option 1 and Option 2.

4.13 Cumulative Effects

The Proposed Scheme, in general, involves construction and operation in a built-up area, with the intention of improving sustainable travel options in East Grinstead. It is possible that the impacts from this project, through connections or pathways including but not limited to those outlined above, may combine with those of other projects in the vicinity. The individual project impacts may be negligible, but when combined with those of other proposed projects they may lead to significant adverse effects.

4.14 Summary

For Option 1 and Option 2, this report has identified that the Proposed Scheme is expected to have long-term positive impacts on the local community for Socioeconomics, Population and Human Health and Traffic and Transport during the operational phase. During the construction phase there is a likelihood of some short-term impacts upon local receptors for both options, particularly for Option 2 due to the movement and sourcing of material required to infill the cutting.

For Noise and Vibration, Material Assets and Waste and Air Quality and Climate change there are not expected to be any significant long-term effects during the operational phase for both Option 1 and Option 2. However, during the construction phase for Option 2 it is expected that there a short-term impact on receptors due to the movement and sourcing of material required to infill the cutting.

For Landscape and Visual, it is anticipated that the Proposed Scheme would not have a significant effect on visual amenity during operation and construction.

For Biodiversity, it is anticipated that the Proposed Scheme would have long-term impacts on achieving Biodiversity Net Gain.

For both Geology, Soils and Cultural Heritage and Archaeology it is expected that, with the implementation of mitigation, impacts on these receptors during the construction and operational phases is expected to be minimal for both Option 1 and Option 2.

Any potential impacts on environmental receptors that have been identified are anticipated to be mitigated through implementation of best practice and standard mitigation measures, as outlined in this report.

5 PLANNING

5.1 Introduction

The East Grinstead Cycleway project proposes the creation of a shared use path for pedestrians and cyclists. The proposed path would follow the route of St Margarets Loop, a disused railway cutting that until 1967 connected the London-Oxted Line and Three Bridges-Tunbridge Walls Line. Track was removed from the loop in the late 1960s and the area has had no formal use since this time. The shared use path is proposed by East Grinstead Town Council (EGTC) who own part of the cutting.

There are two potential scheme design options under consideration:

- Option 1: Clearing the area required for the development and constructing a shared use path for cyclists and pedestrians at the existing ground level at the bottom of a former railway cutting; and
- Option 2: Clearing the area required for the development and then infilling the cutting with imported material. The proposed shared use path would then be constructed on top of this fill.

At this stage no design has been prepared so a full assessment of how Option 2 would function, including any interaction with existing structures (bridges etc), where infill material would come from and details of a construction methods cannot be undertaken.

5.2 Requirement for Planning Permission

Both design options would require planning permission. Section 55 of the Town and Country Planning Act 1990 sets out that planning permission is required for work that meets the statutory definition of 'development'. Under the legislation 'development' includes building operations, engineering operations (e.g. groundworks) and material change of use of land and buildings.

There are no relevant permitted development rights that could be applied to either design option under consideration.

The land required for the proposed shared use path is understood to have multiple owners (including the Town Council, Railway Paths Limited and a private owner), with the structures (road bridges) that cross the route being owned by West Sussex County Council and Railway Paths Limited. None of the parties that own the land required for the scheme benefit from permitted development rights to undertake development of this kind without the need to first obtain planning permission.

5.3 Previous planning advice

A request for pre-application advice was made in 2020 (planning reference DM/20/1689). Some of this is now out of date however the following points may be of interest:

- There is policy support (according to documents active in 2020) therefore the principle of establishing this as a recreational route was considered acceptable.
- The County Council was consulted to ascertain whether the application would sit with them or the District Council. On the basis that the development was not to be 'wholly or mainly' for the purposes if recovering/depositing waste, it should be dealt with District Council.

- The areas that were considered to present the most difficult issues were considered to be:
- Establishing whether the impact on ecology is acceptable given it is designated as a site of nature conservation importance
- Minimising the impact of the importation of material on the occupiers of dwellings and businesses near the site and the haulage route.
- The key issues recommended to be addressed in the planning application were:
  - The impact on ecology and trees
  - The impact of the importation of material on the drainage and surrounding land
  - The impact of any consents in relation to highway safety, capacity of the road network and impact on residential amenity associated with the importation of material
  - Demonstrating that the scheme would result in clear benefits and that the amount of waste material to be used is no more than is necessary.
  - Demonstrating that the route would be safe for the public in relation to crime and would provide high quality public realm
- The following technical reports were recommended:
  - Transport Assessment for Construction
  - Ecology survey and reports
  - Arboricultural survey
  - Surface water drainage report
- Lighting assessment (if required)
- They advise seeking advice from the County Council in terms of highways, waste and, and Sussex Police for crime.
- Statement of Community involvement will be required
- They don’t think a section 106 agreement will be required

5.4 Planning Application Considerations

Any future planning application for the proposed shared use path would be submitted to Mid Sussex District Council for determination. Pre-application advice from Mid Sussex District Council should be sought prior to the submission of a planning application to understand the Local Authorities position on the proposals, allow any necessary design changes to be made to the scheme prior to a formal submission and agree documentation required to support an application.

Note, a process of Local Government reorganisation has been implemented by Central Government. A single unitary authority covering the current administrative areas of West Sussex County Council (including Mid Sussex District Council), East Sussex County Council and Brighton and Hove Council is currently being developed, with the new authority expected to be in place by 2028. Any submission made after the completion of the reorganisation would be made to the new unitary authority.

Based on the information available, it is likely that the following documents/drawings would be required to support a planning application:

- Planning Application Form
- Planning Statement
- Location Plan
- Existing General Arrangement Plan
- Proposed General Arrangement Plan

- Existing Sections and/or Elevations
- Proposed Sections and/or Elevations
- Landscape Design Plans
- Preliminary Ecological Appraisal
- Biodiversity Net Gain information including a completed metric calculation tool
- Tree Survey / Arboricultural Impact Assessment (note given the blanket Tree Preservation Order (TPO) covering the majority of the site, an application for works to trees subject to a TPO will need to be submitted)
- Surface Water (Drainage) Assessment (required due to site area being over 1ha).

Based on the information available on the type/scale of development it is considered that an Environmental Impact Assessment (EIA) would not be required to support a planning application for Option 1.

However, based on the information available it is considered that EIA may be required to support a planning application for Option 2 due to the proposed importation of material to infill the cutting. At this stage it is unclear what this material would be (although it is assumed that it will likely be classified as waste), how much material will be imported and what area this material would cover.

Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 identifies development types/sizes where EIA is always required. Option 2 would not fall within any of the relevant categories.

Schedule 2 of the regulations identifies development types/sizes where EIA may be required. For waste related development there are three thresholds where screening should take place to establish if a full EIA is required. The thresholds potentially relevant to the importation of material to fill the cutting are:

- *the area of the development exceeds 0.5 hectares; or*
- *the installation is to be sited within 100 metres of any controlled waters.*

If Option 2 is taken forward further advice could be provided on this matter when additional details are available.

5.5 Planning Policy Considerations

5.5.1 National Planning Policy Framework (NPPF) (December 2024)

The NPPF sets out the Government's planning polices for England, setting a framework for locally prepared plans and decisions on planning applications. Polices within the NPPF are broadly supportive of schemes that promote sustainable and active travel choices.

Chapter 8 of the NPPF Promoting Healthy and Safe Communities states that decisions should aim to achieve 'healthy, inclusive and safe places' with paragraph 96 going on to identify the provision of schemes that encourage walking and cycling as being part of this.

Chapter 9 Promoting Sustainable Transport encourages, in Paragraph 109, the identification and pursuit of opportunities to promote walking and cycling schemes and at Paragraph 111 states that provision should be made for 'attractive and well-designed walking and cycling networks'.

5.5.2 Mid Sussex District Council Planning Policy

The Mid Sussex District Plan was adopted in March 2018. An updated version of the plan was submitted to the Planning Inspectorate for examination in July 2024. The Planning Inspectorate have recommended withdrawing the submitted plan and undertaking further work due to concerns around the Duty to Cooperate and meeting unmet house need. It is understood that the District Council are challenging this position.

Until the emerging updated District Plan is adopted, the 2018 District Plan remains the key document for the determination of planning applications. They key relevant policies detailed in the District Plan are set out below.

Strategic Objective 5 states that the creation and maintenance of easily accessible green infrastructure / green corridors to act as sustainable transport links around and within towns will be supported.

Strategic Objective 6 seeks to ensure development in the district is support by necessary infrastructure, including the provision of efficient and sustainable transport networks.

Strategic Objective 15 seeks to encourage the development of places that support a healthy lifestyle and encourage opportunities for walking and cycling.

Policy DP21: Transport states that decisions should support development that provides opportunities for increased use of alternative means of transport to the private car and supports the provision of access to safe and convenient routes for walking and cycling.

Policy DP22: Rights of Way and other Recreational Routes supports the provision of additional public rights of way/recreation routes within settlements particularly where they contribute to the provision of a joined up network.

Policy DP37: Trees, Woodland and Hedgerow and DP38: Biodiversity will also be relevant given the existing condition of the cutting. Policy DP37 sets out a general presumption against the loss of trees that contribute to visual amenity value or character of the area and/or have ecological value. However, the policy does go on to set out that existing important trees can be integrated into the design of new development and landscape schemes. Policy DP38 seeks to ensure biodiversity is enhanced by development with opportunities taken to improve, enhance, manage and restore biodiversity.

The Mid Sussex District Plan (2018) is broadly supportive of the principle of the creation of new cycling/walking routes. However, careful design work would be required to ensure that the existing protected trees were suitably accommodated into the design. An update to this plan is yet to be approved.

5.5.3 East Grinstead Neighbourhood Plan

The East Grinstead Neighbourhood Plan was adopted in 2016. Policy SS7 relates to St Margaret's Loop and states proposals to provide a new combined pedestrian and cycle route through St Margaret's Loop will be supported. The policy requires proposals to provide details of the materials to be used in creating the access track and provide an environmental management plan for the area.

5.6 Existing Planning Permissions/Future Baseline

Planning applications submitted to Mid Sussex District Council for the area immediately adjacent to the cutting have been reviewed.

The majority of the applications submitted/determined over the last 5 years are for householder scale developments (extensions etc), alterations to existing residential blocks (new dormer windows, changes to balconies) or amendments/extensions to existing business units. None of the application/permissions are considered to have any impact on the existing cutting or the proposed future use.

A small scale major application directly adjacent to the cutting was granted consent in 2024. Planning application DM/24/0981 proposed the demolition of an existing DIY retail unit (Homebase) and the construction of a Retail Foodstore (Lidl). Planning permission was granted for this development in October 2024. Construction of the new retail unit commenced in early 2025. The development has no impact on the existing cutting or the proposed future shared use path. As construction is already underway there will be no cumulative impacts.

5.7 Recommendations for Conditions and Permits

It may be necessary, prior to any work commencing, to obtain permits and/or authorisation from various stakeholders within the area. These are stage below in Table 3.

Table 3. Recommended next steps.

ENVIRONMENTAL IMPACTS	REQUIREMENTS	RESPONSIBLE AGENCY
Biodiversity and Nature Conservation	Potential protected species (need to determine through required survey).	Natural England
Landscape and Visual	For trees falling under TPO. Once a detailed tree removal is confirmed, a Section 211 notice should be submitted to EGTC for TPOs which require removal.	EGTC
Traffic Generation and Access	Highways and PRoW temporary closures and any associated diversions (Highways Act 1980).	Local Highways Authority/ EGTC

6 HIGH LEVEL COST ESTIMATE

A high-level cost estimate has been provided to aid decision making at this early stage but needs to be treated with caution.

Pre-design cost estimates are based on incomplete information, broad assumptions, and limited data about the project scope and site conditions. At this early stage, many key details, such as design features, construction methodologies, constraints, and environmental implications, are still undefined and subject to change. As a result, these estimates may not accurately reflect the true costs that will be incurred during later phases of planning, design or construction. Overreliance on preliminary figures can lead to unrealistic budgets, misinformed decision-making, and potential cost overruns. Therefore, it is essential to recognise the inherent uncertainties and risks associated with pre-design estimates and to update them should the scheme proceed.

The cost estimate below relates to Option 1. Option 2 cannot be meaningfully estimated without more design and survey information as the earthwork component is a significant element.

6.1 Construction cost

Indicative basic construction costs of a new 3m wide cycleway with asphalt surfacing (option 1) were estimated based on SPONs and our own industry knowledge, and are as follows:

- Basic asphalt cycleway (urban or rural, no lighting):
  £170–£300 per linear meter
- Enhanced urban cycleway (including lighting, drainage, landscaping, and street furniture):
  £350–£700 per linear meter

It is assumed that the proposed cycleway will be from its connection with Worth Way at the southern end and will connect into Charlwoods Road at the northern end. Exactly where this connection will be, needs to be determined however it is assumed it will potentially be via the existing alleyway opposite Wellington Town Road. This would result in a 700m long cycleway. The following table shows the variation in construction costs:

Table 4. Cost range for shared use paths

TYPE OF CYCLEWAY	CONSTRUCTION COST PER LINEAR METER	CONSTRUCTION COST OF 700M CYCLEWAY
Basic asphalt shared use path	£ 170.00	£ 119,000.00
	£ 300.00	£ 210,000.00
Enhanced urban shared use path	£ 350.00	£ 245,000.00
	£ 700.00	£ 490,000.00

Active Travel England advocates for lighting to be introduced on routes which are remote from roads in order to reduce risks of crime and personal security and ensure year-round utility cycling (LTN 1/20 paragraph 4.2.12). The inclusion of lighting can also help when applying for active travel funding. However, securing operating and maintenance costs for lighting can present issues (note these costs are not included). Also, considering the high-level nature of these costs, the higher end of the construction costs will be used - £490,000.

In addition, some consideration was made to cost of clearing the site due to the presence of woodland. To clear a heavily wooded area, with ecological considerations and/or difficult access, can reach £20–£25 per m^2 or more. As this area potentially has both access and ecology constraints, the £25 per m^2 cost will be used.

For a 3m cycleway with 1.5m clearance on either side, a 6m wide clear corridor would be required. This also allows for access for construction machinery. Based on this, the approximate area that would require clearing is 4200m^2, which would result in a cost of £105,000.

6.2 Additional costs and uplifts

In order to provide an appreciation of other costs associated with constructing the cycleway, assumptions have been made based on the construction cost and percentage uplifts:

- Planning (including early designs, consultations, and applications) - 15% of construction costs
- Detailed design and construction preliminaries - 15% of construction costs
- Risk/ Contingency uplift - Covers identified and quantified risks (design risks, ground conditions, stakeholder changes). Typical range: 10–30% of base cost (varies by project complexity and maturity of design). At this early stage 30% will be applied to above costs.
- Optimism Bias Uplift - Offsets systematic underestimation of costs in early project stages. UK DfT Standard Optimism Bias Uplift (as of 2024) for early stage road schemes is 44% applied to base cost and risk

The following table applies the percentages to the construction costs (rounded up to nearest 1000):

Table 5. High level cost estimate build up

COST DESCRIPTION	PERCENTAGE	COST
Planning (including early designs, consultations, and permissions)	15%	£90,000.00
Design / preliminaries	15%	£90,000.00
Construction costs		£595,000.00
TOTAL (base cost)		£775,000.00
TOTAL with Risk/Contingency Uplift	30%	£1,008,000.00
TOTAL with Optimism Bias Uplift	44%	£1,452,000.00

At this early stage certain costs could not be estimated and therefore not included. These costs include (but not limited to):

- Land purchase costs
- Consultation with the public or stakeholders (including Network Rail)
- Any environmental investigations and mitigation (including EIAs)
- Biodiversity net gain (see section 4.2.7)

- Geotechnical information
- Utility impacts and/or diversions
- Earthworks, including design / construction of ramped access
- Land contamination
- Drainage requirements beyond the basic expectation
- Traffic management requirements during construction
- Third Party Land requirements/restrictions
- Major maintenance requirements being identified during design, such as to the bridge structures or any retaining structures
- Inflation
- Future operating and maintenance costs

7 SUMMARY

East Grinstead Town Council requested focus on several key elements to inform the next phase of decision making (see Section 1.2). Answers to those questions are as follows:

7.1.1 Is the scheme likely to achieve planning permission?

It is not possible to answer this question directly as there are many unknowns at this stage. However, the national, regional and local policies advocate for pedestrian and cycle infrastructure which would support the premise of the scheme.

There are some significant planning considerations which would need to be addressed, covered in Section 5.3, however the aspect to most likely aspect to jeopardise planning permission is probably BNG (see section 7.1.3 below).

7.1.2 Is the scheme more likely to achieve planning permission using existing levels or as an infill scheme?

Due to the importation of fill required for option 2, an EIA may be required. An EIA, is a formal process used to evaluate the potential environmental effects of a planned project or development before implementation and can be significant documents, depending on the complexity of the site.

Based on this option 1 is probably more likely to achieve planning permission.

7.1.3 What impact will Biodiversity Net Gain have on the scheme

10% BNG will not be achievable within the development area, with either option. Therefore, off-site habitat creation/enhancement and/or the purchase of biodiversity units would be required to achieve BNG.

To give an indication of cost two scenarios were considered; worst case in which the whole development area would need to be cleared (potentially for regarding of the slopes), and best case in which a 6m wide corridor would be cleared. The worst case is estimated to be £850,000 based on current market rates including the 10% net gain. For the best case is estimated to be £220,000 based on current market rates including the 10% net gain.

This also assumes that enough units will be available for purchase, as the supply is limited or costly if purchasing units outside of the LPA or National Character Area.

Due to the high cost of purchasing biodiversity units, other avenues of generating units such as securing land off-site and carrying out the necessary habitat creation/enhancement on that land (30 years management required) could be considered.

7.1.4 What would be approximate cost of the scheme

An approximate cost estimate for option 1 is £1,452,000. This includes basic planning requirements, detailed design and construction, and uplifts for risk, contingency and optimism bias.

However, many significant costs are not included as it is not possible to estimate at this early stage. These are listed in section 6.2.

7.1.5 What are the significant issues?

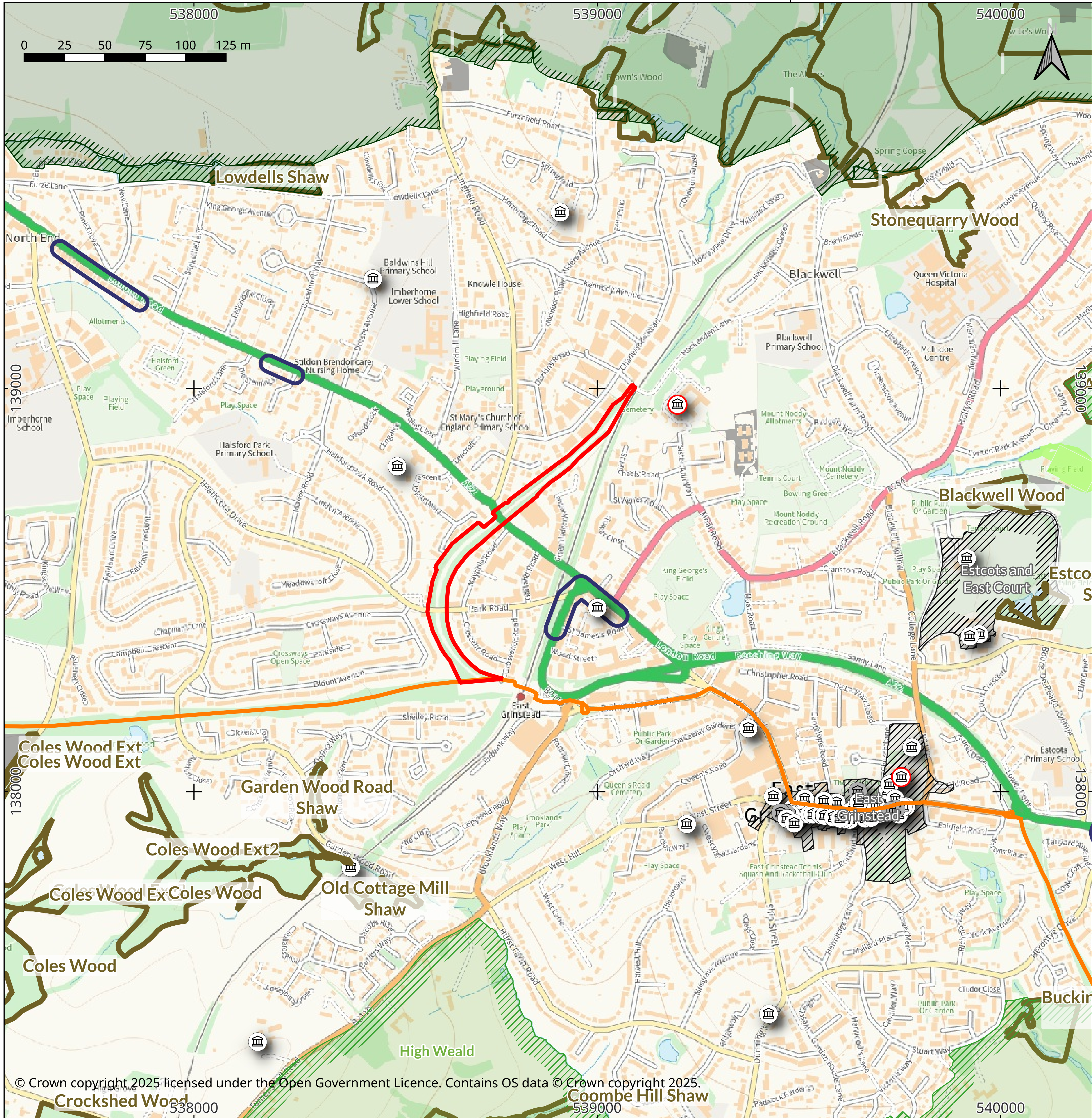
Suggested significant issues effecting this scheme are:

- BNG requirements and implications on cost and planning permission
- Ecology present on site unknown
- Area Tree Preservation Order within the development site
- Source, type and suitability of available fill material for Option 2
- Access (for construction and access at the northern end)
- Land ownership

In addition, suitable funding for the Proposed Scheme would need to be sourced and secured to allow the scheme to be progressed.

APPENDIX A: ENVIRONMENTAL CONSTRAINTS MAP

DOCUMENT NUMBER	DESCRIPTION	VERSION
GB01T25H07-SYS-XX-XX-DRG-EEN-000001	Environmental Constraints Map of the Study Area	P01



LEGEND

- Agricultural Land Classification
  - Grade 2
  - Grade 3a
  - Grade 3b
  - Other
- Air Quality Management Area
- Ancient woodland
- Areas of Outstanding Natural Beauty
- Biosphere Reserves
- Certificate of Immunity
- Conservation areas
- Countryside Stewardship Scheme Agreement England
  - Expired
  - Terminated
- Environmental Stewardship Agreements
  - Entry Level plus Higher Level Stewardship
  - Higher Level Stewardship
- Flood Storage Areas
- Flood zone 2
- Local Nature Reserves
- National Nature Reserves
- National Parks
- National Cycle Network
- Noise Important Areas - Rour
- Permitted Waste Sites Author
- Priority Habitats Inventory
  - Coastal saltmarsh
  - Good quality semi improved g
  - Lowland calcareous grasslanc
  - Lowland meadows
  - Mudflats
  - No main habitat but addition
  - Ponds
- Protected Wreck Sites
- RAMSAR sites
- Reduction in risk of flooding f
- Registered battlefields
- Registered parks and gardens

REV.	09/10/2025	Description of revisions			
REV.	DATE	DESCRIPTION OF REVISIONS	DRAWN	CHKD	APPR

CLIENT

EAST GRINSTEAD TOWN COUNCIL

A Civility & Respect Pledge Council

SYSTRA

PROJECT TITLE

East Grinstead Cycleway Feasibility Study

DRAWING TITLE

East Grinstead Environmental Constraints Map

DRAWN	CHECKED	APPROVED
Izzy Pugh-Lewis	Steph Upton-Roddy	Lesley Swan
ORIGINAL DRG. SIZE: A3	DATE: 09/10/2025	SCALE: 1:10000
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