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Mid Sussex District Plan Examination.

13th February 2017

Response to the Inspectors 'Comments and Questions : site allocations and non-housing policies ' Reference ID8 27th January 2017, ID9 31st January 2017.

APPENDIX 1

**Suggested Rewording for the Proposed Modification of Policy DP 19 Transport.
See Tracked **RED Changes****

DP19: Transport

A strategic objective of the District Plan is to ensure that development is accompanied by the necessary infrastructure to support development. The District Plan aims to create sustainable communities and this includes a sustainable local transport network and ease of access to local services and facilities.

The National Planning Policy Framework requires that development should not result in “severe residual cumulative (transport) impacts” after feasible mitigation has been effected. The Mid Sussex Transport Study has been prepared to inform whether the development proposed by the District Plan is practical to deliver in principle; and whether mitigation of any adverse effects on the transport network is feasible. Any transport mitigation that is required to support development, will be included within the Infrastructure Delivery Plan.

The West Sussex Transport Plan 2011-2026 sets out the strategy for guiding future investment in highways and transport infrastructure across West Sussex. It sets a framework for considering transport infrastructure requirements associated with future development across the county. This policy supports the objectives of the Transport Plan.

Depending on the size and likely transport impact of development, a Transport Statement or Transport Assessment will be submitted alongside planning applications. In such cases, and in accordance with the National Planning Policy Framework and the West Sussex County Council Development Travel Plans Policy, developers will be required to produce a Travel Plan Statement or full Travel Plan **in compliance with and** in order to reduce the level of vehicle trips associated with the site.

The District Council will continue to work with public transport providers to ensure that the level of service provided meets the needs of commuters and other travellers. This includes the frequency of services and quality of infrastructure such as stations and trains. The District Council will also work with West Sussex County Council to review residential and non-residential car parking standards to ensure that development provides an appropriate level of parking linked to the likely demand for the development and compliance with national planning policy.

DP19: Transport

Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

*Evidence Base: Mid Sussex Transport Study; West Sussex Transport Plan 2011-2026. **The Atkins East Grinstead Stage 3 (May 2012) and the Jubb East Grinstead Transport Studies 2014 to 2016 Reports.***

Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- **A high quality transport network that promotes a competitive and prosperous economy;**
- **A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;**
- **Access to services, employment and housing; and**
- **A transport network that feels, and is, safer and healthier to use.**

To meet these objectives, development will only be permitted where:

- **It is sustainably located to minimise the need for travel;**
- **It facilitates and promotes the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, and includes suitable facilities for secure and safe cycle parking;**
- **It does not cause a severe cumulative impact in terms of road safety and increased traffic congestion **having been fully tested against the National Planning Policy Framework** particularly where such impacts harm the special qualities of the South Downs National Park;**
- **It is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;**
- **It provides adequate car parking for the proposed development in accordance with parking standards as agreed by the Local Planning Authority or in accordance with the relevant Neighbourhood Plan. Residential development in and close to the town centres which are well served by public transport will normally be expected to make lower parking provision;**

- It is supported by a Transport Assessment/Statement and a Travel Plan that **generate significant amounts of movement or may have a material adverse cumulative impact on the traffic network, which** is effective and demonstrably deliverable including setting out how schemes will be funded; and
- It provides **adequate and** appropriate mitigation to ~~support~~**ensure** new development **is sustainable** on the local and Strategic Road Network, including the transport network outside of the district, secured where necessary through appropriate legal agreements.
- **There are significant infrastructure constraints at East Grinstead (EG) with the highways network which has acknowledged severe congestion problems. Therefore all new EG housing and business development proposals will be expected to**
 - 1 Be supported by an appropriate assessment of the impact of the proposal on the highway network. Proposals which cause a severe cumulative impact in terms of road safety and increase congestion, which cannot be ameliorated through appropriate mitigation will be refused.**
 - 2 Include access arrangements that are appropriately designed and include adequate visibility splays**
- **Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.**
- **Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so.**