

EAST GRINSTEAD TOWN COUNCIL

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5th September 2024

A meeting of the **PUBLIC SERVICES COMMITTEE** is to be held in the **COUNCIL CHAMBER** at **EAST COURT** on **THURSDAY 12TH SEPTEMBER 2024** at **7pm**.

Questions relating to matters on the agenda may be submitted at the beginning of the meeting during public participation. The public are welcome to attend in person at East Court or via Zoom. The public need not give their name, but are required to advise whether they live in the East Grinstead Parish.

A request for the zoom link should be sent via email to towncouncil@eastgrinstead.gov.uk before 12 noon on the day of the meeting.

J W Holden,
Town Clerk.

ORDER OF MEETING

Public Participation: The public are welcome to attend the meeting in person or by virtual link to observe. Before the start of the substantive agenda there is an allotted period of up to 15 minutes where the public may ask a question of the Committee on matters that are contained on the substantive agenda for this meeting in line with Standing Order 1. The question should not be a statement nor in several parts and it would be appreciated to be kept short, to maximise the time for other questions; there is no right of reply and the Chairmans interpretation of the standing orders is final. Should there be no questions or the questions complete before the end of 15 minutes the Chairman will move along to the substantive agenda and public participation will end.

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AGENDA

1. To commence not later than 7.15pm – apologies for absence.
2. To receive Minutes of the meetings held 5th June 2024.
3. Chairman's Update (information item)
4. To receive Members Declarations of Interest.
5. Police Matters
Inspector Derrick will be present to give assurance as to the work that the Police have been undertaking in the town.

6. Local Action Team (LAT) & Speedwatch
Leo Beirne and Frank Berry will advise the committee as to the work of the LAT and Speedwatch which are chaired by them respectively.
7. Community Team report
To hear from the Community team as to current projects and work streams relating to this committee.
8. Messages of Hope
Following the loss of another life at the College Lane Bridge, Committee will be advised as to the actions that have followed based on an idea to add some positive messages in the town. Committee will be asked to approve a larger project.
9. Defibrillators
To note the change in the contacts and the current sites of defibrillators in the town.
10. Consultations
To note any consultation responses submitting since the last meeting cycle.

The next meeting of the Committee will be held on **THURSDAY 5th December at 7pm**

Agenda item 5: Police Matters

Purpose of Report: This is an update on police liaison and matters currently affecting the town:

As stats are not provided, Councillors are asked to access <http://www.ukcrimestats.com/Police Force/Sussex Police> and view their ward for updated crime statistics and comparisons.

Contacts:

Contact numbers are: emergency 999, non-emergency 101 but also the dedicated neighbourhood policing number for Mid Sussex 01273 404937 – a response is guaranteed within 72 hours so it is more for intelligence and reporting concerns rather than specific incidents that need response. The Confidential anti-terrorism line is 0800789321.

Current Issues

Following on from a couple of incidents that occurred in close time frames, the officers identified that there was an increased concern on social media as to the safety of living in East Grinstead. The Clerk contacted inspector Derrick for some reassurance around the recent issues and was advised thus:

Sussex Police have recorded an increase of Robberies in East Grinstead based upon the previous 2 months. This was an increase of 1 to 4 Robberies in comparison to the previous 2 months.

Of the 4 Robberies Sussex Police are confident 2 of them were committed by one individual who is bailed for these Robberies and is a Child. Sussex Police have worked with other agencies and that Child have been moved out of East Grinstead. Of the other Robberies recorded one with a male with a wound to his stomach. This has now been treated as a likely “self-injury” caused by intoxication and drug use.

East Grinstead belongs to the District of Mid- Sussex which is one of 10 Districts in Sussex. Only 2 of those Districts are in Violent Crime Injury Reduction based on previous year and Mid Sussex is one of those with the largest Crime Reduction of 2.5%. This indicates that Mid Sussex is one of the safest places to live in Sussex.

In response to these Robberies, police acted quickly, identifying the child committing them and worked with other agencies ensuring he was removed from a place he felt comfortable to commit Crime.

Police were in attendance at these incidents “live time” ensuring we captured the best evidence allowing us to identify Suspects. Patrols in East Grinstead were increased to demonstrate greater police presence to provide reassurance to the public as to safety.

Following these incidents there have been continued complaints as to the street drinkers. These have been taken up with Donna Shore at Mid Sussex DC, who has advised that the drinkers have not breached the conditions of their licences that were reported at the last meeting. This is being followed up with the Mid Sussex Officers, as EGTC officers have provided evidence of drinking and known persons associating in public, which is believed to be in contravention of the order.

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Inspector David Derrick will be in attendance and can give further updates for any policing matters in the town.

Officers Recommendation: This report is for noting

Environmental Implications: none

Financial Implications: None

Community safety implications: The liaison with the police assists the town council with helping to promote residents safety and perception of the prevalence of crime and response to this in the town.

Agenda item 6: presentation on LAT and Speedwatch

This will be a presentation from Leo Beirne Frank Berry.

Agenda Item 7: Community Services Team Update

Purpose of Report: To see the work of the Community Team in the past quarter. The Community and Tourism Team report jointly to this committee and the Amenities and Tourism Committee, Town Events are reported to A&T.

Youth Club

The first Youth Club is Thursday 12th September. It may take a while to get lots of Young People attending but we have our Youth Worker, Youth Co-ordinator and 8 parent volunteers ready to go with safe guarding training and DBS checks taking place. A programme of activities are in place and a £3,000 grant has been received from Mid Sussex Partnership Community Development Subgroup. This will go towards a new storage unit in the car park and activity equipment and supplies.

SID update

The installation of the 6 retention sockets for the poles for the SIDs is now progressing with Balfour Beatty. A timescale should be available at the meeting.

Sunnyside Barn

There are 7 weekly sessions, and 2 monthly sessions booked in by our regular hirers. Most of these have booked into 2025 along with a new monthly hirer. There have been several one-off bookings too. Hopefully usage will continue to grow as word spreads.

Farmers Market

Footfall at the market has been quiet over August while as a lot of people have been on holiday. The fish, cheese, coffee, bakery, falafel and flower stalls have been in attendance over the summer.

Community and Tourism Desk Enquiries

The Team have responded to approximately 119 Tourist and 143 Community enquiries since last report. These are slightly down as our new position in the library has slightly reduced our footfall. We are still waiting for new library signage so people can find us. The main information requests include buses, walking routes and what's on.

Officers recommendation: This report is for noting

Environmental Implications: none

Financial Implications: none

Community Safety Implications: the work of the team compliments the police, neighbourhood speedwatch and West Sussex County Childrens Services, this work is positive to reduce community tensions and promote safety issues.

Agenda Item 8 – Messages of Hope

Purpose of report: To ask committee to agree to place some messages of hope in the town.

Background: Committee will be aware of the sad event of the suicide which happened at the College Lane Bridge on the weekend of 20th/21st July.

The friends of the family of the deceased, have been in contact with the Clerk regarding the funeral arrangements, so that the Council can remove the spray painted messages that have been left by well-wishers.

The Town Council are the agents for West Sussex CC for the removal of spray painting from County owned property. We would normally remove this within 24 hours, however officers are mindful of the tragedy for the family and friends. The funeral is believed to have taken place on 19th August and the Council mindful of complaints being received from the public as to the “look” of the bridge, have removed the spray paint. West Sussex CC have advised that removal of the tributes is down to them and they were looking to do so week of 2nd September, however they were trying to contact the family first via the police.

Following the tragedy, the Council was contacted by a couple of members of the public, mindful that there have been 4 deaths from this bridge in the past 15 years and wanting to know how further loss of life could be avoided.

Ideas included improving the height of the bridge which have been passed on to West Sussex CC as the bridge belongs to them. Committee may be aware that the Bridge 15 years ago was only waist height, through a campaign lead by the Town Council the Bridge was raised to its current height. While the weekly incidents of being called to the bridge had stopped, there have still been a further 2 deaths from the bridge since.

Other calls were for lighting, telephones to a manned 24 hour mental health line (which have also been referred to WSCC) and the potential to have some permanent messages of hope attached to the bridge. These messages, could be enough to make someone think twice and that pause may be all that is needed to avoid another tragedy.

The Clerk has been working with the Estates Assistant (who is also our part time youth co-ordinator). She has brought on board a street artist and also a graphic designer who is willing to give some time for free to help create the messages of hope which could go up not just on the College Lane Bridge but in other key spots as well. Again just to help remind people of their worth and hopefully encourage them to reach out the get help if they are struggling with their mental health. There is a proposal to paint messages on the skate park in King Georges Field also.

Suggestions for the signs to include:

Reasons to Live

- To watch another sunset
- To watch your siblings/children grow
- To taste your favourite breakfast again
- To listen to your favourite bands new release
- To feel the warm sun on your face
- To smell log fires burning in autumn air
- To prove you can
- Because You are Loved
- Because You matter

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She suggested these could be used in ones or twos and followed up with the because lines eg:

Reasons to live.... To Watch another sunset Because you are loved
Reasons to live.... To Taste your favourite breakfast again.... To Watch your siblings grow Because You matter

There are also suggestions around “this is only temporary”, “it will get better” making sure that the messages are for all age groups and not only targeted at the young.

West Sussex CC have asked for the proposals to be shared with them for approval, by the time that this committee meets this may have already happened. Mid Sussex officers are meeting with the Clerk regarding proposals at King Georges Field skate park.

Recommendation: Committee are asked for approval that the signs be made and attached to the Bridges and other appropriate places within the budget for campaign initiatives, and with permission from the land owners.

Financial Implications: minimal, due to the good will of the talented individuals and the sign company who have offered to provide some of the materials. There is a campaign initiatives budget of £1000 which can be utilised.

Environmental implications: none

Community Safety implications: none

Agenda item 9 : Defibrillators

Purpose of Report: To update the Committee on the changes to the volunteer group who look after the defibrillators.

Background: The majority of the defibrillators that are placed in the town were fund raised and looked after by Steve Morris following his own heart attack and life saving treatment from the defib based at the Kings Centre. Steve has looked after the defibs (adding to them when funds allowed) over the years. It was around 2012 that the first defibs were purchased and Steve asked the Council if we would work with him by funding replacement batteries and pads when they ran out of date or were used. The Council agreed to an annual budget of £500 which has met this need for the past few years, any underspend is carried over to create a pot of money In case a lot of refurbishment is needed. The Town Council however made it clear that they were not the owners of these community defibrillators and when Steve advised he was looking to stand down from his “guardian” role, the Council advised that a new volunteer would need to step forward.

We are pleased to advise that Steve has found his successors in Kevin Biggs and Cliff Whittaker. The two have set up a group called East Grinstead Defibrillators and will continue to liaise with the Council when the equipment needs replacement. Kevin and Cliff intend to place new defibs where they feel there is a need and have identified that they will seek outside of the East Grinstead Parish. The Council Officers have advised that the East Grinstead Council will not be able to fund replacement pads in other parishes and have encouraged them to speak to neighbouring parish councils such as Worth and Ashurst Wood to seek support to keep any new defibs placed in their parishes, replenished. It is also understood that the group may have approached the East Grinstead Community Bonfire for consideration to be this year’s charity.

List of current Defibrillators:

- East Court - owned and maintained by EGTC
- Sunnyside Barn - owned and maintained by EGTC

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- Bus Shelter outside Prezzo on High St - looked after by EG Defibrillators
- Chequer Mead - looked after by EG defibrillators
- London Road - opposite Poundstretcher - looked after by EG defibrillators
- East Grinstead Library (West St) - looked after by EG defibrillators
- Waitrose (West St) - looked after by EG defibrillators
- Collingwood Batchelor London Road - looked after by EG defibrillators
- Kings Centre - looked after by Mid Sussex DC
- Pure Gym - Kings St - looked after by Pure Gym
- Glen Vue - Railway Approach - looked after by EG defibrillators
- East Grinstead Target Shooting Club - looked after by EG target shooting club
- Estcots Primary School - West Sussex CC
- Sackville School - West Sussex CC
- Jubilee Community Church - Charlwoods Ind Est. looked after by JCC
- St Marys Church – London Road - looked after by Trinity Church
- Trinity Church – London Road – looked after by trinity church
- Scobie McIntosh – Birches Industrial Estate - looked after by Scobies McIntosh
- Kinetics Fight Academy - Birches Ind Estate - looked after by the KFA
- Screwfix - Imberhorne Lane – looked after by Screwfix
- Price Express Transport - Birches Industrial Est - looked after by PET
- Thermo Fisher Scientific - Birches Industrial Estate- looked after by TFS
- Halfords park Junior school - West Sussex CC
- Imberhorne Junior school - West Sussex CC
- St Johns Church Hall - Felbridge - looked after by St Johns Church

Recommendation: To note the change in the contacts and the current sites of defibrillators in the town.

Agenda item 10: Consultations

Purpose of Report: To note any consultation responses submitting since the last meeting cycle.

Off Street Parking – Mid Sussex DC - This response was approved by special Council on 1st August and submitted on 2nd August.

We are grateful for the opportunity to reply to the above consultation, noting that it must be submitted before noon 2nd August 2024.

The East Grinstead Town Council and Councillors, having received representations from the public and mindful of the over five thousand signature petition, collected in six days, when the proposals were first made public, wish to object to the proposals for varying of the hours of charging in the Mid Sussex Car Parks. While we understand that the petitions were submitted before the opening of the consultation we are disappointed that they have not been able to be considered. They do show the depth of feeling regarding these proposals by town residents, which has not diminished since the original mooting of the proposals.

The Town Council understands that this decision is based on a historic report, we believe that a lot has changed since the report was originally collated in 2020 and should be revisited. The recent cost of living crisis and changes in retail shopping since the pandemic have continued to cause problems for the traditional High St. We find that In East Grinstead a town which pre pandemic seldom had any empty units for periods of time on the High St and indeed London Road now tells a different story. High rents and reduced shoppers are a struggle for

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many business owners and we have noted moves away from our town by independent shops to Forest Row and other areas where there exists a free period of parking.

We have grave concerns that these changes will have a detrimental effect on the nighttime economy in East Grinstead. We know of many people who come to East Grinstead to eat on a Saturday night, get a taxi home and then collect the car on the Sunday morning. Anecdotally residents are saying they will consider restaurants in Oxted or other towns rather than East Grinstead should these Sunday charges apply. An additional charge to park for the gyms, theatre, cinema or eating out will all have a negative impact on these services and generally on the town economy, where the parking has previously not been an issue. We expect to find that restaurant reservations will push back to after 8pm in order to avoid parking charges, making the early evening unprofitable. We would refer to past initiatives where Mid Sussex has encouraged support of local traders we fail to understand how these proposals support local businesses at this time.

It is the nature of people to try to avoid charges, pushing yet more cars on to the over full on-street parking in residential areas. This charge later in the evening will affect those with parking permits, making their search for a space even more difficult.

Sundays and bank holidays, our car parks are currently frequented by those attending events in the town or church services. We note the comments of the East Grinstead Community Bonfire, a fledging community group, concerned that other towns do not charge after 6pm, this may affect the visiting Bonfire groups' ability to attend the events and we would echo their request for a temporary alleviation of any charges on our bonfire night, should these charges be approved.

Additional charges may affect whether a family are willing to come to an event if they now have to pay additional parking charges, granted only a small charge at this time, but this is the starting point and prices only ever go up.

The Council note that the differential rates implemented in April are not subject to this consultation, which only relates to the proposals to implement fixed charges weekdays between 6-8pm and Sunday and Bank Holidays. Notwithstanding this, the Council would wish to register again our deep disappointment at the increased weekday charges being applied on a differential with East Grinstead being charged a significantly higher proportion than the other two towns in the District. We seek assurances from the District Council that the profit over service provision revenue, will be ringfenced and committed for infrastructure improvements in East Grinstead car parks, or additional parking in the town, to at least the proportion of the differential. Any other use of these additional funds would not be acceptable. Finally we wish to raise concern as to the timing of the consultation, just as the summer holidays start for a 6 week period. A consultation addressing this magnitude of feeling by residents should have been for a minimum of 2 months, to allow full opportunity to respond and to ensure that the District Council would have time to consider all responses before making a final decision.

We trust these comments are helpful to the decision making process.

Gatwick 2nd Runway - Planning Inspectorate— This consultation was submitted on 20th August following approval from the consultation working group. It was also circulated to councillors at the time.

TRO20005 - Gatwick Airport 2nd Runway

The bulk of this representation was made directly to Gatwick (Gatwick Future Plans) in November 2021. We note the situation has moved along and wish to make our updated representation to the planning inspector now that the plans are at the scrutinization for approval stage.

East Grinstead is situated some 12 kilometres (8 miles) to the East of Gatwick, meaning that residents are affected by departures and arrivals regardless as to the directional runway being used on the day, although significantly more when the east bound take off is used. Prior to

the Pandemic during the summer months' atmospherics could result in many complaints as to airplane noise disturbing sleep and the general lifestyle of residents. The Proximity to the airport and the hours of flight (including the exceptions to the night time curfew) can cause significant distress for residents. As the airport slowly returns to a fuller post pandemic schedule, the disruption felt by residents will increase. The proposals for expansion at the airport, therefore, has significant concerns for the Town Council.

Increase Airport Capacity

Gatwick today can handle 55 scheduled aircraft movements per hour. It is noted that in peak summer months the operation currently has little or no spare capacity. It is further noted that the historic (1978) planning permission, placed a restriction on the airport so that the northern (emergency) runway could not be used concurrently with the main runway. This legal agreement expired in August 2019 but the planning condition would need to be removed by an application to the planning authority to allow this to then proceed.

Daily ATM's during the summer period are expected to increase from 851 to 915 by 2038 and then to 927 by 2047, this final change will increase the current 55 air movements per hour to around 59 per hour, effectively one per minute.

The Council has no objection to the growth of Gatwick per se, growth means more employment opportunities in lower and higher skilled occupations and this is good for the growing towns surrounding the airport. However, we remain aware that growth will result in more flights which in turn increase pollution in noise and air pollution directly from the aircraft, the associated increased traffic journeys through the town to reach Gatwick from the South East. Growth without mitigation to support the local community infrastructure and wellbeing is not supported.

Project Proposals

Amongst the approach to defining the proposals Gatwick have listed

- Minimise and mitigate the environmental effects of the proposals, such as noise, air pollution, carbon and other impacts on the natural environment and seek opportunities to enhance these aspects where possible.*

The Draft Energy Strategy includes

As part of the project, Gatwick will seek to minimise carbon emissions and promote sustainability including measures to increase sustainable travel to the airport for example by limiting car usage; improvements to on airfield operating procedures; setting an approach to use of sustainable construction materials and logistics and maximising the re-use of spoil; reducing aviation emissions and designing to appropriate energy efficiency standards.

These aspirations are supported, it is not clear that the proposals are designed to limit car use with the inclusion of more parking and the works on the A23. However we are very concerned as to the environmental impacts on our communities for car traffic accessing the airport which we feel will only increase.

Surface Access Proposals

The application refers to the high level of rail connectivity with 20 trains to and from central London in the morning peak hour (shared between London Bridge and Victoria) and a wide range of direct services to other destinations. It is worth commenting at this point that the connection via train to Gatwick from East Grinstead (12 km or 8m to the east) is 1 hour and 4 minutes, with a requirement to travel north to East Croydon and then South to East Grinstead. There are no direct bus services either between the two destinations and while East Grinstead is regularly used as a terminus and bus transfer to Gatwick during engineering works the trip can take in excess of ½ an hour as the roads are congested with Gatwick bound and other traffic. We would welcome dedicated bus lanes introduced on the A264 with Gatwick investment to make this journey easier when the airports own station is not in use, it will also be another public service option for passengers and staff reaching the airport from East Grinstead and the connecting villages.

There are off road pedestrian and cycle routes to Horley and Crawley, the report mentions national cycle route 21, this includes Horley and Gatwick and then goes on through Crawley Down to East Grinstead. We would require investment from Gatwick to make this route another sustainable route for employees if not passengers from the airport.

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The application refers to the analysis of the Preliminary Transport Assessment Report and PIER, which indicates that the construction and operation of the project is not expected to have significant effects beyond the immediate highway network. This has been limited to the M23 spur link and the M23 itself. However traffic travelling to Gatwick from the East does not necessarily travel up to the M25 and down the M23, much of it travels on the A27 / A272 and the very convenient A264 with direct Kent and East Sussex links via East Grinstead. Again when the rail replacement is needed it is the A264 that bears the brunt of the Gatwick traffic as the East Grinstead Station is the terminus. Upgrades to the A264 between East Grinstead and Gatwick will significantly help the communities who suffer from rat runs as the main roads are heavily congested with much Gatwick Bound traffic. We do not believe that the proposals go far enough to alleviate the congestion on the approaching roads such as the A264. The A264 meets the A22 in East Grinstead, this is already a "problem" area that is being looked at by West Sussex and Surrey Council to alleviate the impact of housing development. Increased traffic accessing Gatwick also needs to be input in to this work, Gatwick should be part of the solution recognising that any road upgrades will simply be attractive for the Gatwick bound traffic, thus creating greater congestion and countering any improvements that have been delivered through investment by the County Councils.

New Car Parking

As referenced above we note the Car Parking proposals. This provides a lot of capacity for new car journeys. Whilst the sustainable transport options are noted, these proposals make it clear that Gatwick see Car travel to the Airport increasing not decreasing (although the % may change), increased journeys mean increased cars on the approaching roads and again gives further argument for investment greater than simply the spur roads to the airport. The applications supporting documents show that the Airport believe that the Car Journeys will continue to be important and measures to reduce congestion will be necessary. The three mitigation points here do not go far enough and need to include the wider feeder roads such as the A264. While the aspiration as to zero emission vehicles is welcomed, unless Gatwick are intending to build links from the wider community via electronic or green transport this is not achievable where the car for public transport will remain significant. We would welcome a park and ride site between Gatwick and East Grinstead, with a green sustainable option to reduce the traffic on the A264.

Construction Traffic Access

The proposed routes give no details beyond M23. We would want a condition that the A22 / A264 is not a route for access to construction vehicles. Existing congestion has many HGV construction vehicles already passing through East Grinstead, contributing to congestion and air pollution levels.

Future Gatwick Growth

The project will deliver additional capacity in 2029, including long and short haul demand. With daily ATM's forecast to increase from 851 to 927 by 2047. This is a 7% increase and will increase the runway frequency from the current 55 per hour. This is a significant increase, we understand that Gatwick is the world's busiest single runway airport. We have concerns as to the air quality and the noise that increased movement will make to those living in the Gatwick proximity as the planes ascend and descend from the runways. We understand that increased investment in aircraft has made them quieter and that Gatwick has reduced in aircraft noise over the decades. However the increased volumes make the almost continuous noise a matter for concerns as to the mental health and sleep patterns of our residents.

We welcome the forecast of increased employment for Gatwick due to the expansion. 18,400 new jobs is a significant contribution. We also note that at least 50% of the new roles will be high or semi-skilled. It is requested that the jobs be advertised initially locally with the intention that the employed are able to access the airport via sustainable approaches and are not simply commuting in to the Gatwick Diamond for employment. It is also noted that the net increase in the jobs against pre Covid levels by 2038 is 8,000 due to the significant redundancies following the pandemic.

Environmental Costs

We have made comments in the above test as to concerns to environmental impact, it is noted that the Airport acknowledges that the project will have environmental costs. The

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present monetised value of the costs are £10.7m with the significant impact being the contribution to green-house gasses. However this is to be balanced with the net social benefits of the monetised amount of £10.5-£22bn. It is noted that the project is estimated to value £0.9bn -£3.5bn, however that the airport believe that the impacts on aviation markets and the wider economy will bring significant benefits on a national level, being materially larger than the negative impacts as set out in the report. It is noted that the project will have a net social overall benefit.

It is understood that Gatwick will continue to monitor and amend the mitigation to environmental effects with the aim of reducing or preventing significant adverse effects arising where practicable.

In Summary the East Grinstead Town Council understands the case and rationale that has been put forward for the need for growth.

The Town Council believes that the surface access plans for upgrade need to be wider than the proposals to take in to account the Westerly bound traffic approaching the airport, specifically upgrades to the A264, sustainable transport and potential for park and ride to the East of the airport.

The Town Council welcomes the aspiration for the airport of the future, but remains mindful of environmental and health effects of the airport on the surrounding communities. Investment in to the local traffic systems other than the immediate surround of the airport must be delivered should this development receive approval. Further research, mitigation and prevention of disruption to communities through noise from arriving and departing aircraft is essential. The accomplishments to date are recognised but more is still to be done, to offset Gatwick expansion.

The Council is pleased to have been able to submit to this consultation and trusts that the above comments are helpful

Mid Sussex consultations for Animal Welfare (agreed response circulated and submitted 22nd August)

Thank you for the opportunity to respond to this consultation.

The Town Council is supportive of the policy, our only comment is that the policy alludes to having taken all recent legislative changes in place but there is no reference to the Animal Welfare (Sentience) Act 2022, and the subsequent committee that the act sets up. We would have thought that this would be referenced should the committee determine anything which may affect the policy in the future.

We have no other comment and hope that this is helpful to the process.

Mid Sussex consultation for Taxi Licencing (agreed response circulated and submitted 22nd August)

Thank you for the opportunity to respond to this consultation.

The Town Council is supportive of the policy and believes that the existing policy (of which this is a review) works well.

We would particularly welcome point 6 that taxi drivers accept card and cash at all times. We have noted that during the evenings the drivers often require cash, this is not always convenient for the customer and seems to be out of step with the movement away from carrying cash especially when alone later at night. We are aware that the London Black Cab policy is that cards and cash are always accepted. We therefore support this phase in approach as part of the new policy.

We have no other comment and hope that this is helpful to the process.

Mid Sussex consultation for Pavement Licensing (agreed response circulated and submitted 22nd August)

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Thank you for the opportunity to respond to this consultation.

The Town Council is supportive of the policy and see pavement licensing, and the increased used of outside spaces in our town centres, particularly the historic High Street of East Grinstead as critical to the future success of the high street. We are keen that the process for application should be as quick and easy as possible, while still ensuring that safety matters for disabled residents are considered.

We are disappointed that the policy does not go so far as to include A boards, which we would like to see licenced with specific siting on the pavements. Or if these are not to be approved a statement to that effect. Working with retailers regarding obstructions can be very difficult without the Principal Council policy to rely on.

We have no other comment and hope that this is helpful to the process.

Recommendation : The submissions are for noting by the committee

Officers Report Ends