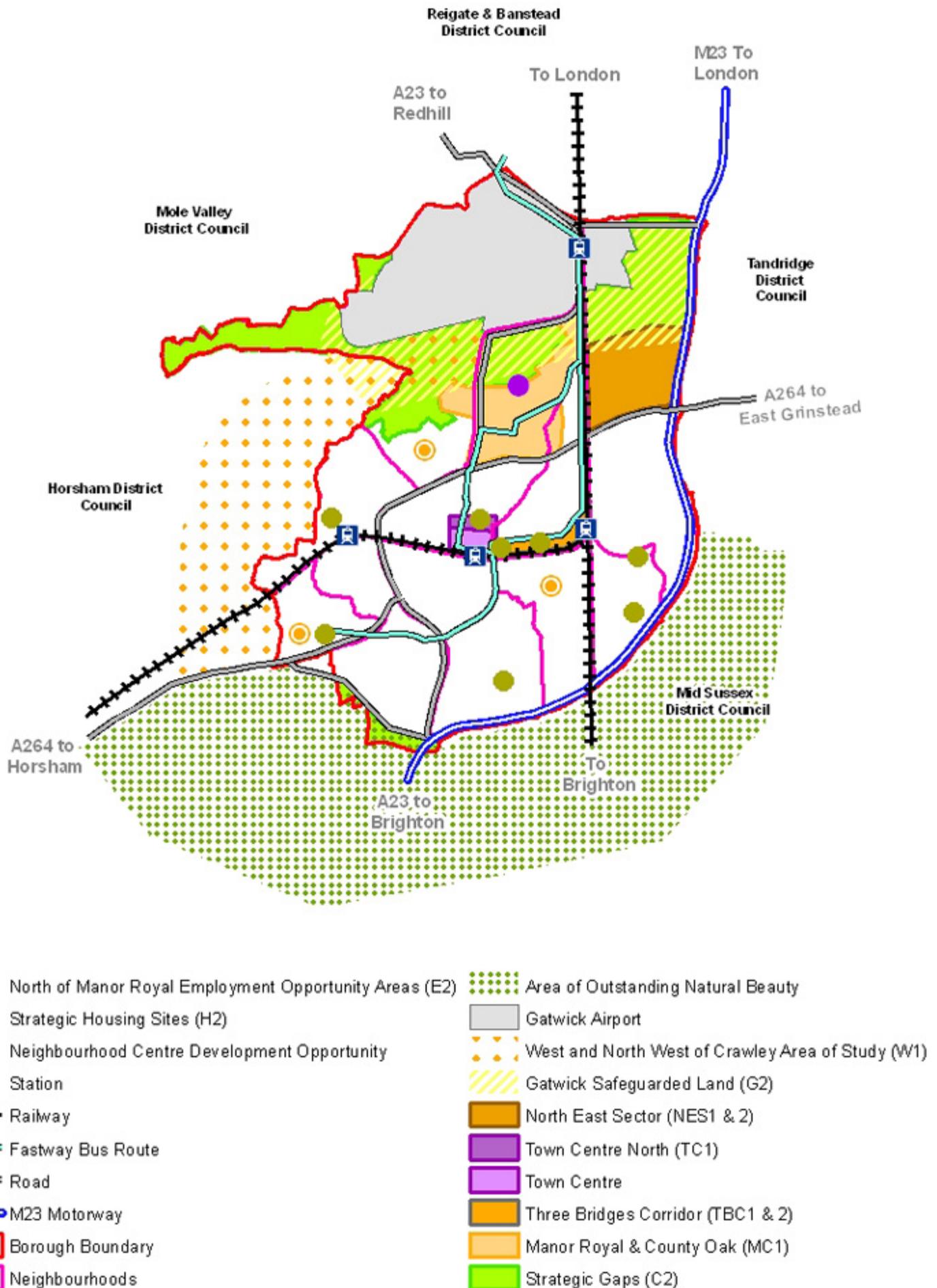


**Crawley Borough  
Local Development Framework  
Core Strategy  
October 2008 Revision**



# Crawley Borough's Local Development Framework Core Strategy Key Diagram



## Foreword

This Local Development Framework Core Strategy 2007 lies at the heart of future planning and development for Crawley Borough.

The strategy deals with the challenging development issues facing the town, such as the provision of housing, the future of the Town Centre and Gatwick Airport and establishes strategic policies to enable the town to develop and grow in a sustainable manner that benefits our environmental, economic and social make up.

It sets out the development vision and strategy for Crawley up to 2016 including the provision of housing sites, employment opportunities and a the identification of a major town centre redevelopment site which will have major impacts on the future of the town.

The Strategy is all the stronger because it has been informed and influenced by extensive consultation with local residents, businesses and other stakeholders.

The Core Strategy was formally adopted by the Council in November 2007.

A handwritten signature in black ink, appearing to read 'Claire Denman', with a stylized flourish at the end.

Cllr Claire Denman  
Executive Member for Planning and Economic Development



# Crawley Borough Local Development Framework

## Core Strategy

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# INTRODUCTION

- 1.1 The Core Strategy of the Local Development Framework (LDF) contains an overall vision for the future development of the town up to 2016 and beyond. It sets out the overall approach which the Council, working with its partners in the local and regional community, will use to guide and control the future use and development of land and to improve and protect the town's environment and facilities. It underpins all the other documents to be prepared as part of the LDF.
- 1.2 The Strategy takes as its starting point Crawley's Community Strategy produced by the Local Strategic Partnership to help shape the future of the town and improve its quality of life. It reflects the spatial needs of this wider Community Strategy and, as the main spatial planning document of a statutory status for the area, it incorporates the spatial dimensions of public service plans and strategies as well as guiding private sector investment. It also reflects the views of the local community specifically on the key issues identified as important for planning the future of the town.
- 1.3 The Strategy takes into account the expectations of Government planning policy guidance as well as the 2005 West Sussex Structure Plan covering the period up to 2016. It also looks ahead to 2026 taking account of the South East Plan being prepared by the South East England Regional Assembly. As such, the spatial strategy places local needs and aspirations in a wider context.
- 1.4 As an overarching spatial document, the Core Strategy does not contain detailed development control policies – these remain as saved policies in the existing Local Plan 2000 or are covered elsewhere in the West Sussex Structure Plan, the emerging South East Plan and Government Planning Policy Statements. Also, the Core Strategy does not contain small development site allocations but rather locational criteria policies to steer development to the right areas. Essentially, the Core Strategy deals with key policy areas and main development opportunities.

## WHAT IS THE LOCAL DEVELOPMENT FRAMEWORK?

- 1.5 The Government has revised the system of development plan documents in order to speed up the preparation of plans and to make the planning process simpler and more flexible. The LDF will comprise a folder of documents, at the heart of which sits a Core Strategy and vision for the future development of the town. The Core Strategy will help provide a picture of how the town will develop in spatial terms over the next 10 to 15 years. Other documents will interpret this vision and strategy into site allocations for development, policies for the control of development and detailed policies and proposals relating to specific areas of change. A variety of supplementary planning documents will also be prepared to provide more detailed guidance.
- 1.6 The LDF documents, including the Core Strategy, will eventually replace the Crawley Borough Local Plan 2000, which contains the current development proposals and planning policies for Crawley. Until this happens, the Crawley Borough Local Plan 2000 will be a 'saved' document and to the extent that they remain compatible with the new Core Strategy, its policies will continue to be used in the planning of the town.

## FORMAT OF THE CORE STRATEGY

- 1.7 The Core Strategy section of the LDF is split into two parts. The first sets out the key drivers that underpin the Core Strategy as well as key issues. The key drivers are:
- Community Strategy
  - National, regional and strategic planning guidance
  - Consultation on Local Plan Key Issues undertaken in 2000 and 2001
  - Stakeholder consultation on Key Issues and Options Paper 2004/05
  - Consultation on Preferred Policy Options 2005
- 1.8 The second part translates those key drivers and key issues into the approach of the Core Strategy, including seven central themes and an overview of the spatial implications of the strategy.

# PART 1 : THE CORE STRATEGY DRIVERS AND KEY ISSUES

## 1. INTRODUCTION

- 1.1 This section sets out the key influences that have been taken into account in the preparation of the LDF Core Strategy.

## 2. CHARACTERISTICS OF CRAWLEY

- 2.1 Crawley Borough covers 4,497 hectares and is situated in the north eastern part of the County of West Sussex. Horsham District abuts the town on the western side, Mid Sussex District is to the south and east whilst the County of Surrey abuts the town to the north.
- 2.2 Mainly urban in character, Crawley is surrounded by countryside and a small part of the southern area is within the High Weald Area of Outstanding Natural Beauty. It lies adjacent to the M23 and close to the M25 and is on the main railway line linking London to the coast. Gatwick Airport, one of the world's major international airports, is located within the Borough.
- 2.3 Crawley has its origins in the Middle Ages or even earlier. However, the majority of its growth and its character is derived from its designation as a New Town in 1947. Crawley was one of eight new towns established by the Government after the war to stem the increasing congestion and outward sprawl of London and to provide a better quality of life for Londoners living in the inner, overcrowded areas of the city. The New Town was to provide employment and good quality housing in a green environment.
- 2.4 The basic design concept of Crawley New Town is a series of residential neighbourhoods, each with its own facilities, located around a town centre with a separate industrial area located to the north.

### ***Social***

- 2.5 Crawley has a population profile which is very different to most neighbouring areas and this places its own special demands upon the local economy and local services.

The population is approximately 100,000 of which:-

- 20% are under 14
- 12.5% are 15 -24
- 32% are 25 - 44
- 20.8% are 45 - 64
- 14.7% over 65

- 2.6 There is a comparatively young population in Crawley which leads to local population and household growth and increased demands for housing, employment and services. The elderly population is growing fast which places demand on a range of services. The number of people aged over 65 increased by nearly 30% between 1991 and 2001 and a further 15% increase is expected over the next 10 years.

- 2.7 The English Indices of Deprivation 2004 which measure multiple deprivation at district level using a range of indicators including employment, income, health and education, ranks Crawley 215 out of 354 districts (where 1 is the most deprived). Crawley is therefore a relatively prosperous town although there are some big differences between neighbourhoods. The most deprived parts of Crawley are in the west of the town, particularly Bewbush and Broadfield, although there are also pockets of deprivation in most of the wards.

### ***Economic***

- 2.8 The town also has a strong economic base. Whilst only occupying 2% of the land in West Sussex, Crawley has, as a percentage of the County:-
- 16% of its retail floor space
  - 22% of its employment
  - 23% of its office floor space
  - 26% of its industrial/warehouse floor space
  - 35% of its commerce
- 2.9 Employment levels are high in Crawley with total employment in the town being around 73,000, of which approximately 30,000 are in-commuters. Although unemployment is low at 1.4%, the majority of occupations are in low skilled industries, with many firms concerned about skill shortages.
- 2.10 The economy of Crawley is buoyed by the presence of Gatwick Airport. Many firms locate to Crawley because of the airport. 75% of Crawley's employment (by employment numbers) is in distribution, hotels, transport, communications, banking and finance. Crawley is the main place of residence for airport employees with 26.9% of the workforce living in Crawley.
- 2.11 Crawley has 56 Large Firms (companies with more than 100 employees). 32 are located in County Oak and Manor Royal, and 7 are located at Gatwick Airport.

### ***Environment***

- 2.12 As a New Town, Crawley was originally designed with many green spaces and landscape corridors integrated within the developed area. These also serve to separate and give identity to the neighbourhoods. They make a significant contribution to the character of the town.
- 2.13 Crawley has:
- 12 Sites of Nature Conservation Interest covering, in total, 279.8 hectares.
  - 3 Local Nature Reserves in Crawley; Target Hill, Grattons Park; and Tilgate Forest.
  - 9 designated Areas of Special Environmental Quality (five of these are located in Pound Hill).
  - 93 Listed Buildings (79 are Grade II; 12 Grade II\*; 2 Grade I).
  - 7 designated Conservation Areas:
    - Worth
    - Forestfields and Shrublands
    - Dyers Almshouses
    - Sunnymead Flats
    - Ifield Village
    - The High Street
    - St Peters Church

Key Characteristics of Crawley:

- Comparatively young population leads to local population and household growth and increased demands for housing, employment and services.
- Elderly population is growing fast which places demand on a range of services. The number over age 65 increased by nearly 30% between 1991 and 2001 and a further 15% increase is expected over the next 10 years.
- Four of the most deprived wards in the County according to the English Indices of Deprivation 2004 - Broadfield, Bewbush, Southgate and Langley Green - which also place demands on services.
- Over 73,000 people work in Crawley with 30,000 in-commuters each day placing demand on the transport infrastructure as well as housing and employment land.
- Unique new town character including integral green spaces and corridors which are important to enhance

### 3. COMMUNITY STRATEGY

- 3.1 The Community Strategy for Crawley, produced by the *Crawley Together Local Strategic Partnership*, sets out how the various organisations can work together to improve the town and shape Crawley's future. At the heart of the Community Strategy is a clear vision for the town.

#### **Community Strategy Vision for Crawley**

Crawley will celebrate the diversity of life in the neighbourhoods where residents feel safe, are well served, well housed and have access to excellent health care. Everyone will have the opportunity to benefit from a first class education and to develop the skills essential to a vibrant and diverse local economy supported by an integrated and accessible transport system. Local people and visitors will enjoy a wide range of cultural and leisure activities in an attractive environment sustained in balance with the town's economic success.

'Crawley will be a friendly, prosperous, forward-looking and enjoyable town – a place where people want to live, work and visit.'

- 3.2 In order to achieve this vision, and help turn ideas into actions, it was necessary to highlight a number of priorities. Following public consultation, local residents and businesses have identified 6 priority issues that most concern them and need attention.

#### **Affordable Housing**

'Our aim is to encourage people to live and work in the town by ensuring Crawley provides a supply of high quality, well designed, social rented and other types of affordable housing....'

***Community Safety***

'Our aim is to work in partnership with a range of agencies and local people to achieve sustainable long-term reductions in crime, disorder and the fear of crime '

***Local Economy***

'Our aim is to encourage a thriving local economy where a diverse range of local, regional and national business interests are encouraged to flourish. The transport infrastructure will continue to meet the demands of an expanding economy'

***Education and life long learning***

'Our aim is to encourage learning throughout the life-span recognising that while access to excellent early and school years learning is essential, so is the need to support a range of learning regardless of age and ambition. '

***Local Environment***

'Our aim is to protect and improve the quality of the local environment and provide local people with the means to enjoy the surrounding countryside '

- 3.3 These priorities have clear implications for planning which need to be addressed in the LDF. These links can be highlighted by referring to objectives and actions in the Action Plans which have been produced for each of the priority areas by the Local Strategic Partnership action groups.

**Key Implications for the LDF arising from the Community Strategy**

**Affordable Housing** - Making efficient use of land and buildings, negotiating for affordable housing in planning agreements and allocating specific sites for affordable housing.

**Community Safety** - Promoting Secured by Design by encouraging mixed uses and a high standard of design.

**Local Economy** - Ensuring the right commercial property infrastructure by allocating sites for a variety of employment uses and planning for the impact of future growth on the town's transport infrastructure by negotiating improvements through S106 planning agreements.

**Local Environment** - Protecting green spaces, encouraging the use of alternative forms of transport by locating new development in accessible locations and promoting the use of renewable energy in the design of new buildings.

**Health and Social Care** - Helping to provide good quality and appropriate buildings to meet the current and future service requirements by identifying suitable sites.

**Education and Lifelong Learning** – Helping to ensure the town is well equipped with educational facilities by allocating sites for education facilities.

**Sustainability** - Ensuring that sustainability, including biodiversity and preparing for climate change, is taken into account in all site allocations and decisions for new development.

**Equality** - Affording everyone from every walk of life, the same dignity, respect and opportunity to realise their potential. Ensuring that opportunities provided through new development, facilities and infrastructure are accessible to all of the local community.

## 4. PUBLIC CONSULTATION ON KEY ISSUES

### Local Plan Consultation

- 4.1 During 2000 and 2001, a number of public consultation events were held to assist in the review of what at the time was to be the new Local Plan. Although the change in legislation now requires the preparation of LDF's, the issues that were highlighted are still relevant to the formulation of the planning vision for the town.
- 4.2 The consultation concentrated on a number of key issues such as the level and location of growth, transport, the Town Centre and employment. Many of the issues had almost universal support with key implications for the LDF as indicated below:

### Key Implications of the Local Plan Consultation for the LDF

- A greater variety of housing types, particularly affordable housing
- High quality, planned developments following the neighbourhood principle, with local facilities and appropriate infrastructure including public transport
- Protection of the environment, particularly urban green spaces
- Increased diversification of employment opportunities
- An increased range of shops and other facilities within the Town Centre
- A wider range of community facilities especially the retention of the hospital

- 4.3 However, there were some issues where the consultation responses showed a dichotomy of views, particularly with regard to growth of the town and how this should be accommodated. Whilst there was an understandable concern about new development and change and many people considered there should be no growth, there was also an appreciation by others that some change and some new development may be necessary or inevitable. This being the case, most people felt that some growth to provide for the need for new houses and facilities on the edge of town was preferable to attempting to accommodate it all within the existing built-up area at the expense of the town's environment and open spaces. The prevailing view is that if change is to occur, it should be properly planned so as to benefit all and to disadvantage as few as possible.

### Town Centre Strategy Consultation

- 4.4 Consultation on a draft Town Centre Strategy took place in the summer of 2002, and subsequent consultations have been undertaken on an illustrative

Masterplan and a draft Development Principles Statement for the northern side of the Town Centre (Town Centre North project). The themes and policies of the draft Town Centre Strategy were broadly supported with respondents wanting to see the range of shops, including a department store and small independent stores, and facilities in the Town Centre improved and the environment enhanced. More housing, particularly affordable housing, in the Town Centre is supported. Respondents felt public transport should be improved with a park and ride scheme implemented. There were mixed views on the levels of parking in the Town Centre. The Draft Strategy is currently on hold awaiting the outcome of further work in relation to Town Centre North. A new strategy document is anticipated to come forward over the next two years.

- 4.5 Overall, the response to the Town Centre North proposals has been positive as the scheme will attract a high quality department store and will raise the profile of the Town Centre. Some concerns have been raised, particularly in relation to the traffic implications of the development and the possible impact of the scheme on existing retail interests in the town and neighbouring town centres.

**Key Implications of the Town Centre Strategy and Town Centre North consultations**

- Public and business support for additional retail, improved facilities and an enhanced environment in the Town Centre.
- Need for further assessment of retail impact, both on the existing Town Centre and neighbouring centres.
- Need for detailed traffic impact assessments and feasibility studies for park and ride

**Consultation on Airports White Paper**

- 4.6 During the course of 2002 and 2003, the Government issued two consultation documents relating to the growth of airport capacity. Of particular relevance to Crawley were the proposals relating to the growth of airports in the South East of England. In order to assist in the preparation of the Borough Council's response, the views of both residents and businesses in Crawley were sought. The main issues arising from the results of the consultation in Crawley and the Borough Council's response were:

**Key Implications of the Crawley Consultation on the Airports White Paper**

- Both public support and opposition to major expansion at the airport.
- Any growth should be supported by major infrastructure improvements.
- Need for mitigation of environmental effects.
- Environmental effects associated with provision of new runways would outweigh economic benefits.

**Stakeholder consultation on the Key Issues and Options Paper 2004**

- 4.7 A new Key Issues and Options Paper was produced for stakeholder consultation for a six week period at the end of 2004. The majority of respondents considered that this paper had identified the right key issues and key drivers facing the town, although issues of sustainability and protecting the environment needed to be enhanced. Respondents also wanted the South East

Plan to be identified as a key driver for the town and its growth. Respondents emphasised the need for the growth of the town to be supported by adequate infrastructure and a suitable transport network. Specific reference was made to Crawley's regional significance and the need to balance social, environmental and economic factors when considering the future of the town. In accommodating growth needs, there was much support for accommodating this on previously developed land, although there was also some support for the use of edge of town sites for more significant and exceptional developments. More detailed comments regarding specific policy issues and options are

#### **Preferred Policy Options – Stakeholder Consultation**

- 4.8 In accordance with regulation 25 of the new Planning Act, an initial draft of preferred policy options were circulated to key stakeholders for a six week period between end April 2005 and early June 2005. It is generally considered that the Council received a good response to the stakeholder consultation. Most respondents agreed with the general thrust of the Core Strategy. However, a number of people raised particular concerns or more detailed issues with which the Core Strategy document is not intended to become involved. Instead these concerns would be issues needing supplementary planning advice or would be subject to action area or management plans.
- 4.9 The consultation response has been set out separately in associated documents and taken into account in developing the preferred options. The supporting evidence base document to the Core Strategy summarises how the responses have influenced the Core Strategy approach.

#### **Preferred Policy Options – Formal Community Consultation**

- 4.10 In accordance with Regulation 26 of the new Planning Act, the preferred policy options were the subject of a general community consultation exercise for a six week period during November and December 2005. A number of exhibitions were staged throughout the Town and documents were sent to key stakeholders. A significant number of comments were received on the Core Strategy. Many respondents supported the general approach of the Preferred Options, although a number did not agree with particular aspects of the strategy and/or proposed alternative approaches.
- 4.11 A summary of the representations that were received along with the Council's Response is set out in the Representations Database which is a separate supporting document. This document highlights where responses have led to changes to the approach of the Core Strategy.

### **5. NATIONAL, REGIONAL AND STRATEGIC PLANNING GUIDANCE**

- 5.1 Whilst the Core Strategy is founded upon the Community Strategy, it must also encompass the requirements of Government planning policy guidance and Regional and Strategic planning policies. In some cases, this may mean that these statutory requirements take precedence over the expressed preferences of the Community Strategy.
- 5.2 **National Planning Guidance** documents essentially reflect the Government's commitment to securing sustainable development and reducing the need to travel, continued economic development and growth, and to ensure social progress and reduce social exclusion.

- 5.3 **Regional Planning Guidance for the South East** specifically refers to the Crawley/Gatwick area and to the future growth of Gatwick Airport. However, it recognises the labour market constraints in the area together with those relating to housing and infrastructure. Joint working with other local authorities is required to provide housing in accessible locations.
- 5.4 **The South East Plan** is currently being prepared. The Core Document of the South East Plan was submitted to the Government in July 2005 and the second part – sub-regional details, including the distribution and amount of housing was submitted in March 2006. The emerging Core Strategy takes into account the proposals put forward in the South East Plan submission documents. The major emphasis of the Plan for the Gatwick sub-region is to build upon the sub-regions dynamic and prosperous economy underpinned by Gatwick Airport. However, there is a need to diversify the economy and to provide infrastructure to support further growth.
- 5.5 **The Structure Plan for West Sussex** has three aims which reflect the overall vision for the County including the aim to support and encourage appropriate economic growth in West Sussex, particularly in the north east of the County around Crawley/Gatwick. In terms of housing development, the Structure Plan needs to allocate land for around 46,500 houses up to 2016. Of this total, nearly 60% of dwellings will be on brownfield sites, leaving around 20,000 to be built on greenfield sites, most of which are to be in the form of expansions of selected towns close to the main centres for jobs - known as Strategic Locations.

#### **Key Implications of the Structure Plan for the LDF Core Strategy**

- Maintain and strengthen the role of Crawley/Gatwick and optimise the benefits to the whole of the County.
- Secure the provision within Crawley of **4495** dwellings and **280,000 m<sup>2</sup>** employment floorspace up to 2016.
- Allocation of strategic locations :  
*North East Sector (2,700 homes)* – carried forward from the previous Structure Plan

*West of Crawley (2,500 homes)*

Some of the employment provision for Horsham and Mid Sussex districts could be located in the Crawley area. However, such growth will need to be carefully managed.

- 5.6 **Government Policy on Air Transport** is contained in the White Paper on the Future of Air Transport published in December 2003. This supports a second runway at Stansted and a new runway at Heathrow to increase runway capacity in the South East. However, the latter may not be viable and there may also be a need for additional capacity to meet longer term demand. The Government has therefore stated that the option of providing a wide spaced second runway at Gatwick should be kept open.

### **Key Implications of the White Paper for the LDF**

- Land will need to be safeguarded for a possible new runway.
- Significant uncertainty for achieving some of the proposed developments to the north of the town, in particular at the strategic location in the North East Sector

## **6. THE KEY ISSUES FACING THE TOWN**

6.1 Eight major issues have been identified as key to informing the Core Strategy of the Local Development Framework. These reflect the guiding principles and priority issues identified in the Community Strategy, the requirements of the Structure Plan and the issues highlighted during the previous community consultation on key issues.

6.2 The Community Strategy has a vision for Crawley:

‘Crawley will be a friendly, prosperous, forward-looking and enjoyable town – a place where people want to live, work and visit.’

6.3 The new LDF will play a key role in helping to achieve this vision by providing sites for development, guiding and controlling development, protecting important buildings, open spaces and the countryside, and helping to co-ordinate the way in which services are provided across the Borough.

### **WHAT ARE THE KEY ISSUES?**

## **Housing**

- *Meeting the need for increased housing, securing a wider range of housing types and more affordable homes*
- 6.4 Good quality new housing is required to meet the growth needs of the local population and the local economy. A mix of house types and tenures is required to meet needs and achieve more balanced communities. There is a significant shortage of affordable homes, and if these are not provided, this will have a damaging impact on residents’ quality of life. It will also make it more difficult for local firms to recruit staff locally which could lead to more in-commuting and affect economic performance.

## **Economy**

- *Sustaining the development of a thriving local economy where a diverse range of local, regional and national interests are encouraged to flourish*
- 6.5 Crawley is a prosperous town with low unemployment. However, many of the jobs are low skilled and dependent on airport related industries. There is a need to provide more jobs to accommodate the growth of the town and to broaden the economic base by attracting more high value firms to Crawley. The Town Centre also needs to grow to develop into a regional centre to rival the best

retail locations in the UK, to both widen employment opportunities and to attract high quality investment into the area.

## Community Services

- *Improving accessibility for everyone to a wide range of community services and leisure facilities, including the priority areas of health, social care, education and life long learning*
- 6.6 A range of new services and facilities are needed to accommodate the growth of the town as well as changing needs within the local community. Such facilities need to be located so that they are easily accessible to users and targeted more closely to requirements. A variety of sites will be required to meet neighbourhood and wider needs.

## Environment

- *Protecting and improving the quality of the local environment, maintaining and strengthening those features of the town which are important to its individual character and identity*
- 6.7 The appearance and quality of Crawley's natural and built environment; its buildings, streets, open spaces and surrounding countryside, are important for people's quality of life, their health and enjoyment. An attractive environment is also important to the local economy, helping to attract higher value firms to the town. Protecting the environment and ensuring that it is clean and unpolluted is essential for nature conservation.

## Community Safety

- *Securing an environment in which everyone has the freedom to go safely about their normal lives*
- 6.8 Community safety is one of the most important factors in determining whether somewhere is a good place to live, work and visit. Crime and the fear of crime can deter people from accessing and using streets, spaces, places and facilities in the town. It is socially damaging and detrimental to the local economy. It is important to ensure that the design, location and mix of new development is safe and secure, and that we protect those features and characteristics which contribute to a safe environment.

## Transport

- *Securing improvements to the transport infrastructure of the town which meet the demands of an expanding economy and the needs of the local community without excessive harm to the environment*
- 6.9 Ensuring residents, workers and visitors can move around the town safely, efficiently and with minimal impact on the environment is vital for quality of life and economic prosperity. The movement of goods and services is also important. The rate of increase in traffic growth must be reduced by eliminating non-essential car use and encouraging greater use of public transport, cycling and walking. This will help tackle the problems of pollution, congestion and parking.

## Sustainability

- *Securing a sustainable environment in which current needs are met in ways which limit the potential for adverse effects on future generations*
- 6.10 Meeting the social and economic development needs of the local community, including businesses, has to be balanced with the need to protect and improve the environment. This means that new development, housing, jobs, shops and services must be carefully designed and in the right locations. For example, if new housing is located in areas which are poorly served by public transport, then this will lead to increased car usage.

## Equality

- *Ensuring that decisions relating to the development of land and the development of services provide equality of opportunity for all and leave no one behind.*
- 6.11 Crawley's local community is diverse with varying lifestyles and cultures. This adds to the town's vitality and sense of community. However, not all residents can access the social, economic and leisure opportunities offered in the town because, for example, they do not have sufficient income, they have physical mobility problems, they lack skills, or they have caring responsibilities. Some groups have a need for specific types of development which are insufficiently provided e.g. religious worship facilities. If we do not attempt to address these inequalities, this will impact on the social and economic health of the town.

<b>SPATIAL VISION</b>	<b>PRINCIPAL STRATEGY REFERENCES</b>
<p>This Local Development Framework Core Strategy takes as its starting point the vision for the Town set by the Local Strategic Partnership and the priority issues which they identified. The vision states:</p> <p>“Crawley will celebrate the diversity of life in the neighbourhoods where residents feel safe, well-served, well-housed and have access to excellent health care. Everyone will have the opportunity to benefit from a first class education and to develop the skills essential to a vibrant and diverse local economy supported by an integrated and accessible transport system. Local people and visitors will enjoy a wide range of cultural and leisure activities in an attractive environment sustained in balance with the town’s economic success.</p> <p>Crawley will be a friendly, prosperous, forward-looking and enjoyable town – a place where people want to live, work and visit.”</p>	<p>Introduction para1.2</p> <p>Part 1 Para 3.1 et seq</p>
<p>The Strategy builds on that vision and, taking into account wider national, regional and sub-regional policies, provides the vision with a planning and spatial perspective extending to 2016 and beyond. At its heart are the principles of sustainable development which underpin the way in which new development should be planned and located.</p> <p>Throughout, the Strategy looks to make the best use of existing resources, capitalising on the strengths of the neighbourhood principle, seeking opportunities for redevelopment and renewal in the most sustainable locations – the Town Centre, the major public transport corridors and the main employment areas – but looking to protect valued features of the natural and built environment both within and around the Town. Up to 2016 and beyond, the Town will continue to grow, as a place to live, as a place to work and as a place which people visit whether to shop, to use the Town’s leisure facilities, to gain access to higher education, or to use the local hospital. This is in line not just with the Community Strategy, but also with wider planning policies which recognise the strategic role of Crawley/Gatwick in helping meet the South East Region’s need for sustainable development. The Strategy envisages that:</p>	<p>Introduction Paras 1.1 -1.3</p> <p>Part 2 Paras 1.4 and objectives, Para 1.5 and Policy S1, Paras 12.1 and 12.2</p> <p>Part 2 Para 15.1 and objectives Para 15.5, objectives Para 13.2, policy T1, Policy E2, 4.1 and Environment headline statement</p> <p>Para 2.1 and Housing headline statement</p> <p>Para 7.1 and Economy Headline statement</p> <p>Para 3.1 and I &amp; CS Headline Statement</p>
<ul style="list-style-type: none"> <li>• By 2016 the Town will have grown in size by some 4500 dwellings helping meet the needs for increased housing in the area. [This figure will be reconsidered through an early review of the LDF to provide security of housing delivery and to take account of the requirements of the South East Plan, when adopted]</li> </ul>	<p>Objectives Para 2.5 Policy H1</p>

<ul style="list-style-type: none"> <li>• Most of the dwellings will have been built on previously developed land and within the existing built up area. Development will have been at higher densities than in the past and the emphasis will have been on smaller dwellings and the delivery of affordable housing.</li> </ul>	<p>Objectives Para 2.5 Policies H1, H2, H3,H4 and H5 plus related Paras</p>
<ul style="list-style-type: none"> <li>• The economy will have continued to thrive, enabling a diverse range of local, regional, and national interest to flourish. New employment opportunities will have helped secure a more diverse economic base. Some 280,000 sq.m of new employment floorspace will have been constructed as well as retail and other development in the Town Centre, which, in itself, will add to the range of employment opportunities</li> </ul>	<p>Section 7 headline statement;  Objectives Para 7.4 Policy E1</p>
<ul style="list-style-type: none"> <li>• Most of the new employment opportunities will have been provided within the built up area, through the redevelopment of sites within Manor Royal, the Town Centre, the Three Bridges Corridor and other employment areas. However, there will have been small extensions to the main employment areas to the north of Manor Royal and there is the possibility of further employment development as part of the comprehensive planning of the area West and North West of Crawley</li> </ul>	<p>Objectives Para 7.4 Policy E2  Objectives Para 9.3  Objectives Para 13.2</p>
<ul style="list-style-type: none"> <li>• Growth in the size of the Town as a place to live and work will have been supported by community services to which people have greater accessibility. The Council will have worked with other service providers to secure improved community facilities in locations readily accessible to those who use them and developers will have contributed proportionately to the provisioning of facilities</li> </ul>	<p>Section 3 headline statement  Objectives Para 3.7 Policy ICS2</p>
<ul style="list-style-type: none"> <li>• The Town's growth will also have been supported by improvement to the town's transport infrastructure. Whilst some developments may have required alterations or improvement to the road network, the emphasis will have been on other more sustainable forms of transport – buses, trains, cycling and walking.</li> </ul>	<p>Section 8 headline statement  Objectives 6.2  Objectives 8.4</p>
<ul style="list-style-type: none"> <li>• Gatwick, with its national and international communications, will have expanded its operation as a single runway, two terminal airport</li> </ul>	
<ul style="list-style-type: none"> <li>• Growth and change will, however, have taken place in the context of an underlying concern for the quality of the environment – both the environment as it is experienced on a day-to-day basis and the longer term environment as experienced by future generations. Both in terms of their location and design, developments will have been judged against their impact on the environment.</li> </ul>	<p>Section 1 headline statement  Objectives Para 1.4 Section 4 headline statement  Objectives Para 4.1</p>
<ul style="list-style-type: none"> <li>• Structurally the Town will have remained largely unchanged although a new neighbourhood will have been built beyond the Borough Boundaries to the west of the Town and this may have been associated with further development to the north west of the Town. If it is no longer deemed contrary to national policy on London's airports, construction of another new neighbourhood at the North East Sector will have commenced.</li> </ul>	<p>Objectives 10.6</p>
<ul style="list-style-type: none"> <li>• The Town Centre will have grown significantly to provide a vibrant heart at the centre of the Town – competing effectively within the region and acting as a new town centre 'neighbourhood'</li> </ul>	<p>Objectives Para 15.5</p>

<ul style="list-style-type: none"> <li>The neighbourhoods, a fundamental feature of Crawley's planning, will have accommodated new housing development but will have retained their overall character; neighbourhood centres will have remained the focus of local community activity and opportunities will have been taken to enhance them through development and environmental improvement</li> </ul>	<p>Objectives Para 12.3 Policy NS2</p>
<ul style="list-style-type: none"> <li>The main employment areas of Manor Royal and County Oak will have experienced gradual change and renewal as outworn buildings are replaced by higher quality building premises. The corridor between Three Bridges and the Town Centre will also have undergone substantial change with improved stations at each end and a mix of uses in between.</li> </ul>	<p>Objectives 9.3 Objectives 13.2</p>
<ul style="list-style-type: none"> <li>Outside the existing built up area, changes will have been limited. The Countryside will have been protected for its own right and to help maintain the individual identity of Crawley, Gatwick and surrounding settlements. Land will have been protected to preserve the option of construction of a new runway at Gatwick unless and until national policy no longer requires it.</li> </ul>	<p>Policies C1 and C2</p>

# PART 2: CORE STRATEGY

## PLANNING AND DEVELOPMENT THEMES

### 1. SUSTAINABILITY

*Delivering development that meets the needs of the present without compromising the ability of future generations to meet their own needs and improving the quality of life for people today, whilst thinking about those who will live after us.*

1.1 Every agency and every individual bears a responsibility for helping to create a more sustainable environment for the future. The planning system plays a particularly important role through the way in which it secures or encourages sustainable development – development which is located in the most sustainable locations and development which through its design or operation contributes to more sustainable future lifestyles.

1.2 The principles of sustainable development are fundamental to European, national, regional and strategic planning policy. The UK Government set out five sustainable development principles in March 2005:

- Ensuring a strong, healthy and just society;
- Living within environmental limits;
- Achieving a sustainable economy;
- Promoting good Governance; and
- Using sound science responsibly.

1.3 These principles, which reflect the need for social and economic as well as environmental sustainability, underpin the the Core Strategy.

#### Objectives

1.4 In order that the planning framework for the Borough contributes to a more sustainable environment, the Core Strategy has the following objectives:

- To contribute to the development of a sustainable, innovative and productive economy, which can deliver, for the long term, high levels of employment and a wide range of employment opportunities;
- To support the development of sustainable communities which meet the needs of existing and future residents in terms of their social, economic and environmental requirements and which provide the basis for a just and inclusive society;
- To protect, maintain and enhance the built and natural environment of the Borough;
- To secure the more efficient use of scarce resources and energy.

## **Achieving Sustainable Development and Building Sustainable Communities**

- 1.5 Achieving sustainable development and building sustainable communities are major aims of national planning policy. These aims underpin the development plan for Crawley, comprising the emerging Regional Spatial Strategy (the South East Plan) and the various documents produced by the Borough Council through its Local Development Scheme, including this Core Strategy.

The following publications set out some of the principal elements of national policy on sustainable development and building sustainable communities that are relevant to Crawley:

UK Sustainable Development Strategy;

PPS1 Delivering Sustainable Development (and the draft supplement on Planning and Climate Change);

PPS3 Housing;

PPS6 Planning for Town Centres;

PPS7 Sustainable Development in Rural Areas;

PPS9 Biodiversity and Geological Conservation;

PPS10 Planning for Sustainable Waste Management;

PPG13 Transport;

PPG15 Planning and the Historic Environment;

PPS22 Renewable Energy;

PPS23 Planning and Pollution Control;

PPS25 Development and Flood Risk.

- 1.6 The policies of these and other relevant Government publications are not repeated in this strategy but are embedded and reflected in its Borough-specific policies and proposals and will underlie the Council's decision making in all areas affected by the strategy, including those on individual planning applications.

## **2. HOUSING**

### ***Meeting the need for increased housing, securing a wider range of housing types and more affordable homes***

- 2.1 Crawley's housing stock needs to continue to grow. Natural growth in the population combined with a gradual reduction in the average size of households creates an internal pressure for more housing. In the wider context the town is recognised as a sustainable location for meeting some of the wider housing needs of this part of the South East as outlined in the draft South East Plan. However, not all housing needs can, or will, be met. In particular, and as explained below, recent circumstances have made it impossible to identify sufficient land for housing after 2011/12. Also, the need for affordable housing outstrips the amount which could be appropriately secured as part of the balanced and sustainable growth of the town.
- 2.2 Since its New Town designation, the Town has developed on the basis of the neighbourhood principle. This approach has been successful in providing an environment where people want to live with good access to local facilities. There are opportunities for new housing development within the neighbourhoods and in the Town Centre as more efficient use is made of land previously used for other purposes. There is also potential for new neighbourhoods at the North East Sector and on land to the West and North West of Crawley. Although the latter will be planned as a sustainable urban extension to Crawley, most of the development is likely to be within Horsham District. The two authorities are working together to produce a Joint Area Action Plan for this development.
- 2.3 Currently, new development often involves higher densities than the Town has experienced in the past. This creates opportunities for new types of living environment but should not be allowed to undermine the structure and character of the town, including its existing open spaces and townscape. Those who build the new housing will need to ensure not only that it respects the natural environment and urban townscape character of its surroundings, but also that it provides an environment in which people will be happy to live.

## **Objectives**

2.4 The key objectives and principles for delivering an appropriate level and type of housing in appropriate locations are:

- To deliver sufficient housing to make up the current accumulated backlog and meet the requirements of the West Sussex Structure Plan to 2011/12, pending early fundamental review of the LDF to provide certainty of delivery against the requirements of the South East Plan over the longer term to 2026.
- To ensure housing development occurs in the most sustainable locations and that previously developed land remains the focus for development.
- To ensure that new residential development makes efficient use of land through higher densities, provides a living environment which is sustainable in the long term and respects its natural and built surroundings.
- To ensure that strategic, or major infill housing developments are delivered in accordance with the neighbourhood principle.
- To secure a good mix of housing type and size which enhances choice for residents and helps achieve balanced communities.
- To secure an appropriate proportion and range of affordable housing that reflects Crawley's significant housing need, which will contribute to the needs of the local community and the local economy.
- To plan for the needs of Gypsies and Travellers.

## **Housing provision**

2.5 The Core Strategy reflects the adopted West Sussex Structure Plan 2001-2016 which requires Crawley to guarantee a land supply of 4500 units (300pa). However, recognising the town's central role within the Gatwick Area sub-region the draft South East Plan proposes to increase provision in Crawley to 350pa during the period 2006-2026. Government guidance in PPS3 requires Local Planning Authorities to have regard to the levels of housing provision made in such emerging Regional Spatial Strategies and set out, in Local Development Documents, their policies and strategies for delivering the appropriate level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption. This provision should identify sufficient specific 'deliverable' sites (i.e. those which are suitable, available now, and able to afford a reasonable prospect of delivery within the first 5 years), together with a further supply of specific 'developable' sites for years 6-10 and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated. Once identified, the supply of land should be managed in a way that ensures that a continuous five year supply of 'deliverable sites' is always maintained.

2.6 In recent years Crawley has fallen behind the annual housing delivery rates required by both the West Sussex Structure Plan and the emerging South East Plan. In 2001-06 only 556 net completions occurred, creating a major backlog of 944 against a Structure Plan requirement of 1500 dwellings for that period.

The Core Strategy aims to make up that backlog and move forward against a background of greater certainty in accordance with PPS3. To do this it departs from the usual non site-specificity of core strategies and identifies a number of 'deliverable' and 'developable' site-specific strategic housing opportunity sites, defined as those capable of yielding at least 100 dwellings. These sites, located within and around the town centre and on mainly brownfield land within the neighbourhoods, are capable of providing a gross total of 2313 dwellings (2265 net) by 2015/16. Those completions, taken together with existing planning permissions likely to be implemented soon and a supply of confidently-expected windfall sites lasting until 2011/12, are expected to put housing provision back on track by 2008/09, against both the Structure Plan and the South East Plan rates and with the backlog removed. However, unless the identified land supply is substantially augmented in good time there can be no confidence that this improvement in housing delivery will be sustained. It could quickly fall into deficit again - by 2012/13 against the Structure Plan. Against the draft South East Plan (taking elimination of backlog into account) there is likely to be only one year of small surplus, in 2009/10, before provision declines progressively more seriously into deficit. This situation is illustrated in the Housing Trajectory at Appendix 1.

~~2.7 In 1993 the West Sussex Structure Plan identified the North East Sector as the most appropriate site for the next new residential neighbourhood at Crawley. However, a recent decision by the Secretary of State (May 2007) effectively precludes commencement of this long-planned development unless and until it is concluded that safeguarding of land at Gatwick does not need to continue or that the land can be developed without detriment to the aims of the Air Transport White Paper. It is currently uncertain when this issue will be decisively resolved, but it may not be for a considerable time.~~

[Subsequent paragraphs renumbered following quashing order.]

2.7 The Borough's continuing inability to rely on residential completions at the North East Sector makes it difficult at this time to produce a sound LDF fully compliant with the Structure Plan building rate to 2016, let alone the more demanding one of the draft South East Plan to 2026. It will therefore be essential to conduct an early review of the LDF, with a revised Core Strategy assessing broad locational options and, if necessary, a site allocations development plan document in place in time to provide certainty about where and when further development will start delivery from 2011/12 onwards. Unless events have then made it possible to predict a substantial stream of completions at the North East Sector, coupled with the identification of enough certain sites within the urban area, other options for greenfield development inside (and conceivably outside) the Borough boundaries may need to be considered for phased implementation if Crawley is to fulfil its sub-regional role and its contribution to the Gatwick Diamond initiative.

**H1 The Core Strategy makes provision for the development of 4040 net dwellings in the Borough in the period 2001-2016 as follows:**

- **556 net completions mid 2001-2006;**
- **901 net outstanding full planning permissions to mid 2006, including Stone Court;**
- **32 small sites allowance to 2010/11;**
- **250 – windfalls at 50pa 2007/08 to 2011/12;**
- **2265 net strategic housing opportunity sites identified in policy H2**

**This level of provision is insufficient to meet either the housing requirement of the West Sussex Structure Plan for 2001-2016 or the more substantial requirement of the draft South East Plan for 2006-2026. An early review of the LDF will therefore be undertaken. The review will identify land where development can commence by 2011/12 to meet future needs to 2026. Such land will be earmarked for release in clearly defined phases, triggered through appropriate monitoring processes, if the North East Sector is not available for development at identified milestone dates.**

**H2 The following sites are identified as strategic housing development opportunities, developable before 2016:**

- **Haslett Avenue (former leisure centre) – under construction**
- **Stone Court (Maidenbower) – under construction**
- **Telford Place/Haslett Avenue (as part of a mixed development)**
- **Lucerne Drive (former allocated employment land at Maidenbower).**
- **Ifield Community College (surplus education land, plus community uses)**
- **Thomas Bennett (surplus education land)**
- **Dorsten Square and surroundings (as part of the ‘Heart of Bewbush’ project)**
- **Town Centre North (as part of a mixed development);**

**The North East Sector is identified as an appropriate site for the development of a new neighbourhood for Crawley. Development here is currently precluded for reasons related to possible expansion of Gatwick. However, if this barrier to development is lifted there will be no policy bar to immediate commencement of the new neighbourhood, once the necessary permissions have been granted.**

### **Housing development locations**

- 2.8 A sustainable approach to locating new residential development is essential if the Core Strategy is to be in conformity with Government policy guidance, the sustainability policy and the Sustainability Appraisal. Making efficient use of land will reduce the requirement for the use of greenfield sites, both in the countryside and within the town. It is important to ensure that new development is in sustainable locations, of an appropriate density, of high quality design and follows the neighbourhood principle.
- 2.9 Where it can be clearly demonstrated that an existing employment site or allocation is not viable, practicable or required to meet Crawley's and the sub-region's economic needs (as per the criteria of Policy E3 - Protection and management of employment floorspace), development for an alternative use may be considered appropriate.

#### **H3 Residential development will be steered to sites which:**

- are at sustainable locations, maximising the use of brownfield land;
- are part of, or an extension to, an existing neighbourhood, a new neighbourhood, within the Town Centre or Town Centre/Three Bridges Station transport corridor;
- can be served by existing or new infrastructure;
- have good access to public transport services and to footpath and cycling networks;
- have good access to community services and facilities;
- are not subject to major physical or environmental constraints.

**The loss of commercial sites to residential development will not be acceptable, particularly in the main employment areas; unless the policy criteria of Policy E3 (Protection and management of employment floorspace) are met.**

### **Making efficient use of land**

- 2.10 Housing proposals will be expected to balance the efficient use of land with conserving the valued built environment of the town and providing a good living environment. However, in order to make the most efficient use of land and to reduce the requirement for development in the countryside, or on greenfield land in the town, it is proposed to secure higher density development, particularly in the most sustainable locations such as the Town Centre. In these circumstances, the Council would expect high quality design and layouts to ensure good quality living environments and that there are no significant detrimental impacts on the amenity, character and environmental quality of the surrounding area.
- 2.11 Supplementary Planning Guidance Note 17: 'Higher Density Housing – Achieving High Quality and Policy EN5 Protecting and Enhancing the Built Environment' provides guidance which the Council would take into account when determining planning applications.

**H4 The Council will seek to secure densities of development which maximise the efficient use of land to the extent that it is compatible with the need to secure a mix of housing and to maintain the character of different parts of the town. Higher densities will be acceptable in the more sustainable locations.**

**Residential proposals below 30 dwellings per hectare will only be considered acceptable in exceptional circumstances where it is clear that development of 30 or more dwellings per hectare will have a detrimental impact on the amenity, character and environmental quality of an area.**

### **Affordable Housing**

- 2.12 Crawley has the largest affordable housing need in the County. Many households within the Borough have low incomes and are unable to access the local housing market. If not addressed, this shortage will have detrimental implications on the economic and social health of the town. Therefore, an appropriate provision, type, tenure and mix of affordable housing needs to be sought from developments that come forward over the plan period. The Core Strategy sets a target of 40% affordable housing from appropriate schemes (15 dwellings, or more, or schemes of over half a hectare or more) with an appropriate tenure split to meet the Borough's specific housing needs. In exceptional circumstances where the affordable housing can not reasonably be provided on the site, the Council may enter into an agreement whereby finance is made available for provision on another site.
- 2.13 The Borough has a significant requirement for social rented accommodation and consequently, the Council will expect 70% of the affordable housing provision to be social rented accommodation. The remaining 30% should be intermediate tenure such as shared ownership, discount market renting, key worker accommodation and should consist of a mix of dwelling type. These targets will be kept under review in the context of updating the Council's housing needs assessment and housing policy.
- 2.14 The Council's Affordable Housing Viability Study indicates that a target of 40% is achievable. Lower levels of affordable housing will therefore be acceptable only in exceptional circumstances where, due to the nature of the site or other demands on the development, it would not be possible to deliver the target provision. Developers will be expected to demonstrate why 40% affordable housing would not be achievable and that there is a proven need for the development

**H5 40% affordable housing will be required from residential developments of 15 dwellings or more, or on sites greater than half a hectare in size, unless evidence can be provided to show that the site cannot support such a requirement from a viability perspective and that the development clearly meets a demonstrable need. '**

**The Council will maintain targets for a mix of tenure to be provided within the affordable housing requirement. The initial targets set in the Core Strategy will be monitored and kept under review having regard to the Council's housing needs assessment and housing policies.**

### **Housing range and type**

- 2.15 A mix of housing type and size is required in the Borough to meet the varied needs of households and to support balanced and sustainable communities. A significant need exists for smaller dwellings to accommodate the continuing growth in smaller households. The Crawley Borough Housing Supply and Demand Study 2004 concludes that regardless of tenure there is a shortfall in one and two bed dwellings in most neighbourhoods. However, it is acknowledged that it is not always sustainable or indeed socially inclusive to deliver only one and two bed dwellings.

**H6 Housing developments will secure a mix of dwelling type and size taking into account:**

- **The size and special characteristics of the site and the character of the surrounding area;**
- **The need for a significant provision of one and two bedroom dwellings in accordance with the requirements of the Council's Housing Supply and Demand Study, particularly in the most sustainable locations.**

### **Gypsies and Travellers**

- 2.16 Crawley has seen an increase in the number of gypsies and travellers who wish to stay within the Borough for varying periods of time. This often results in unauthorised encampments. In association with adjoining authorities the Council is carrying out a needs assessment in accordance with Government guidance. Taking this into account, together with other evidence of need, the Council will decide whether it is appropriate to bring forward a Gypsy and Traveller DPD in advance of the preparation of policies for gypsies and travellers in the South East Plan. The Policy below and 'saved' policy H14 of the adopted Local Plan, outlines the criteria upon which Gypsy and Traveller site proposals will be assessed to ensure that site provision occurs in appropriate locations and meets identified need.

**H7 Proposals for Gypsy and Traveller proposals will required to meet the following criteria:**

- **Permanent sites should not be in locations subject to unacceptable actual or predicted noise levels (arising from particularly roads and Gatwick Airport) for residential development;**
- **Management plans will be required for permanent and transit sites; Policy H14 of the 2000 adopted Local Plan.**

### **3. INFRASTRUCTURE AND COMMUNITY SERVICES**

#### ***Improving accessibility for everyone to a wide range of community services, including the priority areas for health, social care, education and lifelong learning***

- 3.1 It is important that the necessary infrastructure and community services are made available for the whole community, for everyone to enjoy a full and active life. There should be no inequalities in provision, with easy access to excellent modern health and social care services as well as a full range of leisure facilities. There is a need to encourage learning throughout life by supporting a range of learning opportunities, regardless of age or ambition. Everyone should have access to the opportunities and facilities they need to realise their personal, academic and professional goals. Adequate infrastructure provision also needs to be in place to ensure everyone can enjoy the same high quality of life, with all the services they need to ensure their physical, social and spiritual wellbeing.
- 3.2 The Community Strategy, prepared by the Local Strategic Partnership, outlines the vision for the future of the town. The chapters on Local Economy and Education and Lifelong Learning highlight the importance of community services for all.
- 3.3 New facilities should be located in the most appropriate locations to allow for the efficient use of land and easy access for all those requiring their use. Adequate infrastructure must be in place to accommodate the need created by new development.
- 3.4 The educational needs of the town are an essential element contributing to the quality of life and future prosperity of the community. As the town grows, it will be necessary to ensure that the additional demand arising is catered for by new or improved facilities and services. The sub-region, with particular emphasis on its heart in Crawley, has been identified as a potential locality for a new university campus. If this is progressed, this venture will help to raise skills levels and diversify the local economy. Where surplus educational land is identified, it is considered that priority will be given for community uses on the land, if this becomes available, to ensure that the whole community can see a benefit. If no community facilities are required, where appropriate, this land could be used to help provide for housing needs identified in the area.
- 3.5 Providing for the primary healthcare needs of the community is considered essential. To help ensure that everyone has access to high quality facilities, new or improved development/redevelopment must ensure that adequate healthcare provision is in place to accommodate the increased need. The Council intends to work with the Primary Care Trust to ensure that provision is made in accordance with the community's needs. Higher order healthcare needs are also essential to the vitality of the town. As the health authority is not currently in a position to invest in a new hospital or Accident and Emergency unit in the town, it is essential that everyone has easy access to East Surrey Hospital. If the health authority is in a position to provide additional facilities in the future, this will be fully supported. The Council would support the provision of additional health facilities required to meet the needs of the town and surrounding area and will work with health agencies to identify and establish potential sites.
- 3.6 Leisure provision within the town is another key element to quality of life. In recent years, much new development has taken place with dual use sport centres being built at sites adjacent to major schools within the area. The

Council would protect existing facilities and support further community leisure facilities, particularly within the neighbourhoods, to aid access and community identity.

### **Objectives**

- 3.7 Against this background the infrastructure and community services objectives are:

- **To encourage the allocation and release of sites to meet needs on sites accessible by all and through a variety of means of transport means**
- **To protect existing leisure and community facilities and ensure that facilities efficiently and effectively use resources including multiple use facilities**
- **To ensure that facilities are accessible to all and provided in a sensitive manner which respects residential amenity and the local environment, through the consideration of design and location**

### **The Location and Provision of new Community and Leisure Facilities**

- 3.8 It is considered important that all new community and leisure facilities are placed within highly accessible locations, in order to meet sustainability objectives and maintain quality of life.
- 3.9 This policy links in with Policy S1 covering sustainable development, which highlights the importance of accessible and sustainable locations, however, Policy ICS1 relates this specifically to community and leisure facilities.
- 3.10 The town is renowned for its high quality leisure and sports facilities. The recent construction of new sport and leisure facilities at the major schools in the area provide state of the art community based facilities for all in Crawley. However, as the town and surrounding area grows further, there will be additional demands for a range of sports, arts and leisure facilities to meet varied needs. Where new provision is identified, such facilities must be highly accessible to all members of the community in order to achieve inclusion and sustainability objectives. As land is limited within Crawley, particularly at highly accessible locations, the sharing of facilities is encouraged. New development may be called to contribute towards needs created. Further explanation is contained in West Sussex County Council's Supplementary Planning Guidance Document on Planning Obligations.

**ICS1 The Council will support the provision of new or improved community, sports, arts and leisure facilities where they add to the range and quality of facilities in the Town, in locations where they are accessible by different modes of transport and to different groups within the local community. Existing community and leisure facilities will be protected where they contribute to the neighbourhood or town overall, unless an equivalent replacement or improvement to services is provided. Major community and leisure facilities which serve the needs of the town as a whole should be located within or close to the Town Centre or, if this is not achievable, at other locations within the town that are highly accessible by all modes of transport, particularly public transport. Local community and leisure facilities which serve neighbourhood needs should wherever possible be located within or close to neighbourhood centres or at locations within the built up area that are easily accessible to the local community by foot, cycle and all other modes of transport. Proposals which allow the opportunity for joint provision and sharing of premises will be encouraged.**

### **Infrastructure Provision**

- 3.11 New development must contribute towards the cost of infrastructure, to pay for the increased demand created. This ensures that there is adequate infrastructure capacity to support new development and ensures existing facilities can continue to function adequately.
- 3.12 In 1999, West Sussex County Council published a Supplementary Planning Guidance on Planning Obligations. This sets out how the infrastructure requirements arising from new development, in whatever land use form it takes, will be assessed and the mechanisms by which they will be met, will be considered when Local Development Framework documents are prepared or where planning applications are determined. The range of facilities, services and infrastructure where contributions may be sought include utilities for energy and wastewater, education provision, health service facilities, libraries, transport and access needs, open space and play space and to ensure the infrastructure provision for other agencies are taken into account. Where new development involves the loss of community services or infrastructure, including play space and open space, such provision would normally be required to be replaced and where appropriate, additional provision should be made to meet the need of the new development and potential existing shortfalls.
- 3.13 A further borough-wide Supplementary Planning Document (SPD) will be produced in due course to support the West Sussex County Council SPG. This document will contain more specific details of the individual service requirements and the way in which they will be calculated. The new document will provide further detail on what contribution developers would be expected to make towards infrastructure and community provision generally.

**ICS2 Development contributions or provision on-site for the infrastructure will be required to meet the justifiable needs created by new development.**

**Infrastructure towards which contributions may be required includes:**

- **Healthcare;**
- **Education;**
- **Libraries;**
- **Transport and access requirements;**
- **Community facilities;**
- **Open space and play space;**
- **Utility provision including energy and wastewater provision and surface water draining facilities;**
- **Protection and enhancement of ecological and / or landscape features;**
- **Protection and enhancement of significant heritage and cultural assets.**

**When appropriate, necessary and adequate infrastructure, services and facilities should be available in time to service the development.**

- **The Council will prepare a Supplementary Planning Document providing the details of facilities required at a local level.**

### **Providing for Educational Needs**

3.14 Quality of life and economic prosperity are dependant on all types of education provision being in place. This preferred approach is anticipated to ensure a range of high quality facilities are available to all.

3.15 As the Regional Economic Strategy and the emerging South East Plan have both identified a significantly low level of provision, this approach specifically focuses on providing nursery and pre-school facilities. By increasing pre-school and nursery provision, this policy will help to achieve the Council's equality objectives, as set out in the Community Strategy and elsewhere. With more provision available, more parents and providers will be able to access employment.

3.16 This policy also links into Section 1.5 Achieving Sustainable Development and Building Sustainable Communities; by ensuring that the educational facilities provided in the town can be easily accessed.

**ICS3 The provision of new educational facilities will be supported where they :**

- **are developed in locations accessible by all modes of transport;**
- **support the modification or redevelopment of primary and secondary schools and contribute to enhanced education facilities being available to the whole community;**
- **promote the provision of nursery and other pre-school facilities.**

### **Providing for a new University Campus**

- 3.17 The Community Strategy stresses the need to diversify the local economy and raise skills levels. A particular aim is to secure the provision of higher education by establishing a university campus in the town. This concept is supported in both the draft Regional Spatial Strategy and the Regional Economic Strategy and has also gained considerable support from the business community and public agencies because of the significant potential benefits that would accrue to the town as a whole.
- 3.18 Work on the project is at an early stage. However, if it becomes necessary the Council will, at the appropriate time, bring forward a site specific DPD to allocate a site and establish the planning principles for the development.

**ICS4 The Council will work with appropriate partners to make provision for a university campus and associated facilities at Crawley. If necessary and at the appropriate time the Council will bring forward a site specific Development Plan Document to allocate a site and establish the planning principles for the development.**

### **Educational Land which becomes Surplus**

- 3.19 There is a need for additional community services and facilities within many of Crawley's neighbourhoods for health, education and general community provision. Education land can make a significant contribution to the open character of the Borough and this needs to be taken into account in considering proposals for development. However, where development is considered acceptable community uses should be given first priority. Where these are not appropriate or necessary, consideration will be given to housing due to the strong housing need in the area.
- 3.20 Further guidance will be prepared through a Green Space Strategy. It is anticipated that when the Green Space Strategy is completed, it will be formalised into a statutory document via the Supplementary Planning Document process, which includes consultation with the public and stakeholders.

**ICS5 Where educational land becomes surplus to requirements the Council will seek to ensure that:**

- **Where the land contributes to the network of public open space within the town, an appropriate amount of space is retained for this purpose;**
- **The need for community uses within the area is assessed and that where appropriate redevelopment contributes to meeting these needs;**
- **Land not provided for open space or community use is made available for housing.**

### **Providing for Primary Healthcare Needs**

- 3.21 New local health facilities should ideally be placed within or adjacent to neighbourhood centres or the Town Centre in order to allow easy access to all people they are intended to serve. The Council will work with the Primary Health Care Trust to deliver new health provisions based on this principle.

- 3.22 As new development can create additional health needs, facilities must be able to cope with increased demand. Therefore, new development may have to contribute towards improving existing facilities or providing additional ones, as covered in policy ICS2.

**ICS6 Support will be given to the provision of new or improved primary health care and related activities, based on a neighbourhood model. New health facilities, including GP premises, local care centres and healthy living centres should be located in accessible locations close to the community they serve. The location of such facilities will ideally be within or adjacent to neighbourhood centres or the Town Centre.**

### **Providing for Secondary / Higher Order Healthcare Needs**

- 3.23 The health authority is not currently in the position to provide a new hospital or Accident and Emergency unit within Crawley. However, if this position changes, the Council will make every effort to facilitate and support such a provision. In the interim, the Council will work with East Surrey Hospital and other health agencies to ensure all services are made as accessible as possible to all.
- 3.24 The joint working between the Council and Health Authorities, including the Primary Care Trust is looking to provide new enhanced healthcare facilities at neighbourhood level, with a view to providing higher order health services to provide healthcare for the needs of the wider town and sub-region. For example, proposals are being considered for a 'healthy living centre' as part of the Bewbush redevelopment project, as highlighted in Policy H2.

**ICS7 The improved provision of higher level community and mental health facilities at Crawley Hospital and other locations readily accessible by all modes of transport is supported. In the longer term, if proposals come forward for a new hospital in the town, opportunities for accommodating this will be sought at a highly accessible location, with access by all modes of transport, particularly public transport. The provision of improved public transport access for residents of Crawley to East Surrey Hospital will be supported.**

#### 4. **ENVIRONMENT**

*Protecting and improving the quality of the local environment, maintaining and strengthening those features of the town which are important to its individual character and identity*

- 4.1 The original master plan for Crawley emphasised the importance of preserving the best features in the landscape, the architecture and the history of the area and of creating new interest and character through civic design of the highest order. These objectives remain at the heart of good planning. The appearance and quality of Crawley's natural and built environment - its buildings, streets, open spaces and surrounding countryside – make an important contribution to the quality of life of residents, visitors and people working in the area. An attractive environment is also important to the local economy - helping to attract higher value firms to the town. Protecting the environment and ensuring that it is clean and unpolluted is essential for nature conservation.

##### **Objectives**

The key environmental objectives are:

- To protect and enhance nature conservation sites
- To increase biodiversity and the range of natural habitats
- To protect valuable urban open space for recreation and amenity
- To enhance the value of the Borough's natural assets through education, interpretation and improving public access
- To ensure all new development respects the distinctive quality of Crawley's built and natural environment and is of a high standard of design
- To ensure that new development and change within the neighbourhoods maintains the neighbourhood structure of the town and respects neighbourhood principles
- To enhance the environment of the Parades and residential areas

##### **Nature Conservation**

- 4.2 Crawley has a number of features and sites both within and outside the built-up area which are important for nature conservation. Such features also contribute to the appearance and character of the town. Therefore, such sites should be protected in line with European and national legislation and Government planning policy and where possible, opportunities should be taken to increase the number of such sites.

4.3 Environmental features that should be protected and (wherever possible) enhanced include:-

- Areas of Outstanding Natural Beauty (AONB)
- Sites of Special Scientific Interest (SSSI)
- Sites of Nature Conservation Interest (SNCI)
- Sites where protected species are present
- Local Nature Reserves (LNR)
- Ancient and semi-ancient woodland
- Aged and veteran trees
- Networks of natural habitats

**EN1 Nationally protected areas and areas of local environmental and ecological importance will be protected or enhanced in accordance with European and national legislation and PPS7: Sustainable Development in Rural Areas and PPS9: Biodiversity and Geological Conservation.**

**Opportunities to secure new areas and features to enhance nature conservation and for education and interpretation will be sought.**

**The need for new and integrated Biodiversity Action Plans (BAPs) will be investigated with relevant agencies.**

#### **Neighbourhood Structure and Neighbourhood Centres**

4.4 Crawley was designated a New Town in 1947 and incorporated the settlements of Crawley, Ifield and Three Bridges. The masterplan phased the development of the town through the addition of complete neighbourhoods, each with good access to its own centre. The neighbourhoods are a key feature of the planning and development of Crawley and represent a sustainable form of development.

4.5 The principles contained within the original Crawley Master Plan, which underpinned the layout of each successive neighbourhood continues to reflect Government guidance, particularly with regard to meeting local needs by focussing shops, schools and other community services and facilities in locations accessible by sustainable transport. The proximity and mix of uses and the ease of accessibility contributes to the character of the centres by creating a focus of activity. The role of the neighbourhood centres will be protected and enhanced and the Borough Council will continue to undertake environmental improvements within these centres as an integral part of this strategy. New development will be used in particular centres to achieve environmental and regeneration objectives.

4.7 In recent years, a number of the residential areas of the neighbourhoods have experienced an increase in the amount of infill development, particularly for housing, as it is more sustainable to use previously developed land within the urban area than in the countryside.

**EN2 The Council will:**

- maintain the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features;
- support and encourage development and improvements which would strengthen the ability of neighbourhood centres to serve their local communities and contribute to vitality and viability;
- identify Bewbush, Langley Green and Furnace Green as neighbourhood centres in need of major regeneration and improvement which could be achieved through redevelopment and environmental enhancement schemes; and
- undertake smaller scale environmental improvements for other priority (neighbourhood centres and in residential areas in accordance with Council's on-going programme.

**Green Spaces and Corridors**

- 4.8 The network of green spaces and corridors within the built-up area boundary of Crawley have helped to establish its distinctive character and identity, overall structure, wildlife habitats and opportunities for formal and informal recreation. Green spaces and corridors often incorporate walking, cycling and bridleway links to contribute to sustainable transport routes across the town and provide links into the countryside. The Borough Council intends to produce a Green Space Supplementary Planning Document and will require independent assessments in accordance with PPG17: Planning for open space, sport and recreation to form the basis of decision-making regarding deficiencies or surplus green space land.

**EN3 The network of green spaces and corridors in Crawley make an important and valued contribution to the town. Existing open space should not be built on unless assessments clearly demonstrate that the land is surplus to requirements and its loss to development would not have a significant detrimental impact on wildlife or the character and appearance of the area.**

**Opportunities will be sought to improve the network of green spaces and corridors for the benefit of people, wildlife and the character and appearance of the town. This will be achieved by enhancing existing sites, incorporating new open space, adding new links to existing rights of way and providing better facilities for walkers, cyclists and horse-riders**

**Greening New Development**

- 4.9 Landscape is key to the character and functioning of Crawley, in particular the significant contribution made by trees and open spaces. The Council intends to undertake an assessment of open space in accordance with PPG17: Planning for open space, sport and recreation with a view to producing a supplementary planning document to provide guidance on the protection and enhancement of green spaces, corridors and landscape assets. The landscape proposals for new developments should reflect local distinctiveness, utilising tools including landscape character assessments to inform the design.

**EN4 Landscape proposals should be an integral part of all new development schemes. Schemes must demonstrate how existing landscape assets, nature conservation assets, including historic landscape features, and rights of way have been integrated, protected and enhanced and opportunities taken to introduce new landscape, biodiversity and recreational assets. The landscape proposals for new neighbourhood-scale developments should define the edges of the schemes using substantial green landscaped areas and deliver a network of green spaces and corridors**

### **Protecting and Enhancing the Built Environment**

- 4.10 All new developments, whether on sites with designated features or not, should be of high quality and should protect and enhance the distinctive character and important cultural heritage of the town. Existing assets and their settings should be preserved and where possible enhanced. These assets include Listed Buildings, Conservation Areas, Scheduled Ancient Monuments and other features of archaeological interest, and Registered Parks and Gardens. Guidance on these assets can be found in PPG15: Planning and the Historic Environment and PPG16: Archaeology and Planning.
- 4.11 In addition to Conservation Areas, local assets in the Borough comprise Areas of Special Environmental Quality (ASEQ) and unlisted buildings which are important and interesting features in the street scene or have a place in local history. Guidance on these assets can be found in policies BN10 and BN16 respectively, saved from the Crawley Borough Local Plan 2000, and will be included in the forthcoming Development Control Policies DPD.

**EN5 All new development should be based on a thorough understanding of the context, significance and distinctiveness of its site and surroundings and be of high quality in terms of its urban landscape and architectural design and materials. To assist in this aim, the Council will continue to prepare supplementary planning documents and encourage pre-submission discussions. The Council will also encourage design reviews, where appropriate, undertaken by Commission for Architecture and the Built Environment (CABE), The South East Regional Design Panel or another suitable body.**

## 5. COMMUNITY SAFETY

*Helping to secure an environment in which everyone has the freedom to go safely about their daily lives*

- 5.1 Community safety is an important issue in the Borough and an important factor in determining whether a place is an attractive location in which to live, work or to visit. Crime, the fear or perception of crime, anti-social behaviour and disorder can deter people from going to particular areas or from going out at all. It is consequently socially damaging and detrimental to the local economy. The design, location and use of new and existing development can make a significant contribution to community safety, for example through natural surveillance and the integration of crime prevention measures.

### Objectives

- 5.2 The objectives proposed for the Core Strategy are:

- **To ensure that new and existing developments, in particular those related to the evening economy, take account of community safety with regard to their location, land use mix and design and are operated in ways that improve community safety, amenity and the public realm**
- **To improve underused and unattractive areas of the town**
- **To reduce crime, the fear of crime and anti-social behaviour**

### Safety through Design and Operation

- 5.3 A wide range of schemes, including those requiring a change of use or variations to a planning condition, can affect community safety. The potential impact on community safety must be carefully considered at the earliest opportunity to ensure that measures are integrated into the scheme without compromising other objectives, such as the need for high quality design.

**CS1 The Council will seek to ensure that all new development addresses crime, the fear of crime, anti-social behaviour and disorder and achieves “Secured by Design” status, where relevant. When appropriate, the Council will require from planning applicants a statement setting out how measures to address these issues will be incorporated into the development**

### Improvements to the Local Environment

- 5.3 The Council will work with others to identify development and/or environmental enhancement opportunities for areas which would secure improvements to community safety. Potential areas for improvement are regularly reviewed, and prioritised to determine which projects will come forward and set timescales for work. Problems affecting an open space will be considered in the light of an open space assessment undertaken in accordance with PPG17: Planning for Open Space, Sport and Recreation. Stakeholder consultation will be undertaken to ensure that the views of the local residents and groups are taken into account, particularly with regard to the future of open spaces.

**CS2 Opportunities will be sought to address crime, the fear of crime, anti-social behaviour and disorder through environmental improvement schemes, development or other measures.**

**Improvements will be sought for vacant, underused and unattractive areas in order to improve community safety, the quality of the environment and to make the best use of land. The selection of sites would be assessed in terms of their economic, social and environmental importance, taking into account the views of stakeholders**

## 6. **TRANSPORT**

***Achieving better and more sustainable integration between the local transport infrastructure and the developing needs of the growing town, its communities and its expanding economy.***

- 6.1 A key issue facing the town is how to secure a balanced approach to providing sustainable transport infrastructure and services whilst securing the future economic prosperity of the town. This issue has generated considerable comment and interest locally. It is considered that a mix of proactive initiatives and policies aimed at improving access to sustainable forms of transport, combined, where appropriate, with the introduction of demand management measures to deter use of the car in favour of new initiatives, would provide the potential maximum benefit for the town. The phased introduction of Fastway and the future major development of the Town Centre, provide a significant opportunity to bring about a step change in public transport choice. In order to maximise this potential, particularly in the Town Centre, there may need to be a more restrictive approach to the provision of parking and increases in the cost of long term parking. This approach should ensure that the access demands of the local community and the needs of an expanding and diversifying economy can be met whilst minimising potential environmental impacts, including road congestion.

### **Objectives**

- 6.2 The transport policies in the Core Strategy are based on the following objectives:

- To secure an effective integration of land use and transportation policies which reduces the need for people to travel long distances;
- To secure a safe and efficient transport system, making best use of existing infrastructure and developing new infrastructure;
- to encourage more sustainable use of transport, reducing energy consumption and pollution, and the environmental impact of car and lorry use;
- To work with other public agencies and the private sector to bring forward sustainable transport initiatives including walking and cycling.

### **General requirements for sustainable transport**

- 6.3 Given the development pressures the town is facing, it is vitally important to ensure that the existing town's transport infrastructure is utilised efficiently and effectively and to ensure new infrastructure is provided where necessary. Within this context, the spatial objective for transport reflects the need to secure sustainable development which reduces reliance on the private car. The ongoing phased development of the Fastway guided bus system provides a unique opportunity for the town to bring about the step change in the public transport offer for the town, and where appropriate, major new strategic development would be expected to facilitate further extensions or connections. The approach below reflects the need for a co-ordinated approach to reducing the reliance of the car and to manage the anticipated growth in the demand for travel. This would require new initiatives aimed at enhancing public transport services and facilities and bringing forward improvements to the cycling and

walking network around the town. The Council will work with other agencies, particularly the County Highway Authority, to ensure a co-ordinated effective programme is brought forward.

### **New development and requirements for sustainable transport**

- 6.4 New development will in most cases generate increased access requirements. Developers will be expected to meet the access needs generated by their proposed developments either through direct improvements associated with their development or by contributing to wider transport infrastructure improvements and/or through enhanced public transport services where such developments give rise to access requirements in the wider area. Therefore new development can provide an opportunity to secure neighbourhood or town wide improvements.

**T1 The Borough Council will work with the County Council and other key authorities, agencies and stakeholders to ensure a more comprehensive and sustainable integration between the local transport infrastructure and the changing transport needs of the developing town, its communities and its expanding economy. Particular importance will be placed on:**

- **improving and developing public transport options and the cycleway and footpath networks;**
- **easing congestion at key points on the primary road network;**
- **concentrating development in locations where sustainable travel patterns can be achieved through use of the existing transport network or timely improvements to it;**
- **locating more intensive, higher density developments at nodal points along the developing main public transport and cycling/footpath networks;**
- **employing travel plans wherever possible to minimise the use of less sustainable forms of transport.**

### **Park and Ride**

- 6.5 Park and Ride may have the potential to play an important part in the overall transport and parking strategy for the town, particularly for the Town Centre, especially if integrated with the Fastway system.
- 6.6 The Council will therefore carry out a study of the role, feasibility, funding and operation of Park and Ride across the Borough in association with the County Council, bus operators, the principal town centre developer and other appropriate partners. Consideration may need to be given to whether a successful system would require the identification of appropriate sites beyond the Borough boundary.

**T2 The Borough Council will work with the County Council and a wide range of other partners and stakeholders to establish the role, feasibility, funding and future operation of a Park and Ride system, including the location of appropriate sites.**

**If the decision is made to introduce a Park and Ride system contributions will be sought from developers in appropriate locations in accordance with the level of access demand capable of being met by the system.**

### **Parking**

6.7 The Crawley Area Transport Plan indicates that development of a parking strategy will be a key issue for the town. Central themes of this strategy will be the access needs for the expanded town centre and the way in which parking needs to be managed in association with this, together with issues to do with commuter parking at stations and parking in residential areas. However, taking into account the limitations both in terms of transport capacity and the potential impact on the environment, it is believed that a focus on more sustainable forms of transport with accompanying management policies is the right way forward for the future prosperity and development of the town.

**T3 The Council will work with the County Council and other key stakeholders to develop a parking strategy for the town. This will include the level of provision to be made for new development which will normally take into account:-**

- **The Council's agreed maximum parking standards; and**
- **The need to maximise the potential for public transport use.**

**The Council will seek to agree management and pricing regimes with developers to ensure that public and private parking is operated in a manner which benefits both users and the wider community.**

## **Improving Rail Stations**

- 6.8 The main rail stations and the areas immediately surrounding them provide opportunities for major development. However, it is important that such development reflects the function and operation of the particular stations concerned. Gatwick station is a highly strategic point for transport interchange and one of the key elements contributing to the Crawley-Gatwick regional transport hub. It will therefore be important to seize any available opportunities for broadening the function of the station as an interchange for surface travellers (particularly by those using rail, coach, Fastway and other buses), always provided that airport-related interchange functions (and the achievement of the targets of the Gatwick Airport Transport Strategy) are preserved or assisted rather than hampered by any such developments. Three Bridges Station, as the major rail junction for the Brighton and Bognor Regis rail lines, provides the opportunity to become a major parkway station for commuters. Crawley Station is a major gateway to the Town Centre, and given the strengthening of the Town Centre's attraction within the sub-region, provides opportunities to encourage better integration with the main shopping area. Ifield Station is a local neighbourhood rail halt serving residents on the western side of the town and would benefit from general improvement to its appearance and function.

**T4 Any improvements or developments at, or within the vicinity of railway stations will be expected to enhance the specific roles of the individual stations and:**

- **At Gatwick Station, seize opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses provided that airport-related interchange functions (and achievement of the targets of the Gatwick Airport Transport strategy are preserved or assisted rather than hampered;**
- **At *Three Bridges Station*, support its role as a potential parkway station and as a major interchange between the rail, bus and highway network;**
- **At *Crawley Station*, support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station;**
- **At *Ifield Station*, strengthen its role as a local suburban station meeting the needs of residents in the west of the town.**

**Contributions will be sought from developers of sites at, or within the vicinity of stations to enhance station facilities, taking into account the travel demands generated by the development.**

## **7 LOCAL ECONOMY**

### ***Sustaining the development of a thriving local economy where a diverse range of local, regional and national interests are encouraged to flourish***

- 7.1 Crawley, with its business sector and international airport, is the main economic driver in West Sussex and the sub-region. It is important to ensure that the Local Development Framework supports the growth of the local economy, but also addresses the related environmental, social and economic issues. An excessively buoyant and fast growing local economy can lead to problems such as increased in-commuting, skill shortages and increased pressure for the release of land for business and housing development.
- 7.2 An issue of particular importance is the need to encourage diversification of the local economy to reduce dependency on the airport and airport related sectors by providing new opportunities for high quality employment generating development.
- 7.3 The Core Strategy therefore seeks to balance protecting existing employment areas, alongside harnessing the important economic role of the airport, and facilitating new employment development to meet local economic objectives.

### **Objectives**

- 7.4 The key local economy objectives and principles are:

- To provide the right amount, range, size and type of employment provision, which secures a diverse and buoyant local economy;
- To address current skill shortages, especially in high value sectors;
- To support the development of a diverse economic base to minimise dependency on Gatwick Airport;
- To provide the necessary infrastructure and facilities to support economic growth for the Borough and the local economy;
- To maintain and enhance the Borough's Main Employment Areas due to their economic importance, but acknowledge that in exceptional circumstances change of use to alternative uses may be appropriate;
- To encourage the appropriate redevelopment and intensification of existing employment sites, buildings and employment areas.

### **Employment Floorspace Provision**

- 7.5 Crawley has been identified in RPG9, and the Regional Economic Strategy as a key area for securing economic buoyancy and a strong economy. Crawley is also central to the Gatwick Diamond and it is therefore, essential that the Core Strategy ensures adequate provision of employment floorspace to ensure economic growth for the town as well as the wider economic area.
- 7.6 Policy E1 outlines the amount of employment floorspace the Core Strategy is seeking to provide in conformity with the West Sussex Structure Plan's requirements. The policy also identifies the joint working partnership between

the adjacent local authorities to address long term sub-regional requirements. Within this context the Council seeks to secure a more diverse economic base to promote a sustainable local economy which can contribute to the prosperity of the region. However, this is dependent on the provision of a sufficient amount of new employment floorspace.

- 7.7 In accordance with Government guidance and to assist employment policy formulation and spatial strategy, the Council in conjunction with Horsham District Council and Mid Sussex District Council undertook an Employment Land Review to examine supply and demand issues over the sub region. The primary conclusions of the review were that the Borough's existing employment floorspace is predominately in good condition and that the Core Strategy should adopt a strong policy stance towards the retention of existing employment areas.
- 7.8 The Council will continue to consider and monitor the implications of additional floorspace requirements that may emerge from the South East Plan and the impact development of Town Centre North may have on the town's employment composition and provision as a predominately retail based development.
- 7.9 It is also acknowledged that flexibility is required in accommodating the overall floorspace requirement for the plan period to reflect the West Sussex Structure Plan requirement being a yardstick. Furthermore, as stated at paragraph 119 of the West Sussex Structure Plan there is potential for redistribution of the District floorspace requirements of Policy NE1 to support growth at Crawley/Gatwick, with some of the Horsham and Mid Sussex District requirement being provided within Crawley in addition to its own allocation. In the Joint Area Action Plan for West and North West of Crawley consideration is being given to the provision of a strategic allocation to accommodate high quality employment uses to meet the identified needs of the area, in accordance with WSSP.
- 7.10 The draft South East Plan reinforces the sub-regional approach to Crawley/Gatwick and the concept of the Gatwick Diamond as a means of maintaining strong growth of the area's dynamic and generally prosperous economy. Taking this concept forward will require the development of cross-border mechanisms to consider and address the way in which the approach of the WSSP may need to be developed and adapted to identify and meet quantitative and qualitative needs within the sub-region emerging from the South East Plan.

**E1 In order to meet the employment growth needs of the town, and to provide it with a strong and diversified economic base as a strategic employment location, 280,000 sq m of net additional employment floorspace will be provided in the period 2001-2016. This figure is regarded as a yardstick, rather than a prescriptive target or ceiling.**

**To support the town's central role within the Gatwick Sub-Region and the Gatwick Diamond initiative, the Borough Council will, in partnership with West Sussex County Council, adjoining districts and other stakeholders, (1) monitor provision of employment floorspace across the sub-region against the Structure Plan yardsticks, (2) consider the need and/or scope for sub-regional redistribution of WSSP floorspace allocations to achieve the best fit with sub-regional needs and opportunities, and (3) consider and address the implications of additional floorspace requirements arising from any quantitative and qualitative needs that may be identified within the sub-region following adoption of the South East Plan.**

**The Council will also monitor any impacts arising from the development of Town Centre North on the town's employment composition.**

#### **Location of new employment development opportunities**

- 7.11 The Council's strategy focuses on maintaining and strengthening the Town Centre and the main employment areas, whilst allowing a range of other sites to develop in order to provide a variety of opportunities. These are considered the most sustainable locations for employment and provide significant new employment opportunities.
- 7.12 Although Crawley currently has a strong economy, it is important that a range of sites are provided to help diversify and strengthen the economy. The existing main employment areas have an important role to play in continuing to provide new opportunities for employment. This includes the refurbishment, intensification and redevelopment of sites, especially for the more traditional types of employment that are still vital to the town's economy. However, other sites on the edge of the town, that are considered as appropriate, viable and sustainable for developing the local economy will provide a unique opportunity to attract high value firms to the town.
- 7.13 The approach below sets out the criteria where employment floorspace can be developed to ensure that it is in sustainable locations and can be appropriately accommodated within its location. It also identifies what type of employment floorspace is required as well as requiring any development to demonstrate what benefits it will bring to the town.
- 7.14 New Government advice requires all employment land to be reviewed including proposed and existing employment sites. The Employment Land Review considered supply and demand of employment land in the Borough. The policy approach also ensures that there is sufficient flexibility to consider the most appropriate employment mix for a site and potentially the most appropriate use for a site.

**E2 1) New Employment development or redevelopment and intensification of existing employment sites should be in sustainable locations, which are accessible by public transport. These locations are:**

- Existing main employment areas (as shown on the proposals map);
- North of Manor Royal Employment Opportunity Areas;
- The Town Centre;
- Town Centre to Three Bridges station corridor;
- Local neighbourhood centres;
- Other sites where there is a high level of access to public transport.

**2) Major employment development should be of a form and type which helps Crawley to fulfil its role as a strategic employment location in the sub-region and helps the town diversify its economy by attracting:**

- firms providing high value goods and services including high and medium high technology;
- knowledge based firms;
- financial services;
- prestige developments;
- the growth and modernisation needs of existing local firms.

**3) In assessing proposals, the Council would look for evidence that the development would:**

- increase skills levels and access to job opportunities;
- provide a flexible development on the site that could easily be utilised for a range of employment uses;
- increase the range and type of economic floor space available;
- provide facilities to help the local community gain access to employment;
- provide support facilities to benefit staff;
- balance employment with the overall housing supply made in this Core Strategy.

### **Protection and management of employment floorspace**

7.15 There is increasing pressure to release employment land for other types of development, especially leisure and housing. It is important to ensure a sufficient supply of employment land in the town to support the key economic objectives of this Core Strategy. However, in exceptional circumstances some sites may be suitable for alternative uses, although any loss of employment provision needs to balance the growth of the economy, the Core Strategy's economic objectives and the pressure to accommodate alternative uses, particularly residential.

7.16 Given that there is a finite supply of land within the Borough it is important that all of the town's needs are balanced. Any loss of employment land to other uses such as residential must not restrain the economy in the longer term. Therefore, all employment sites, and particularly main employment areas are protected unless proposals can demonstrate that they satisfy the policy criteria. This policy stance towards employment protection is supported by the Employment Land Review, however, it does allow sufficient flexibility for proposals for alternative uses to be considered appropriately.

**E3 All employment sites, particularly within the Main Employment Areas will be protected unless it can be demonstrated that:**

- the site is shown to be no longer suitable for employment purposes because of its location; or
- the site is shown to be no longer suitable because of its impact on the local amenity and environment; or
- the loss of a minor proportion of existing floorspace would lead to the refurbishment or upgrade of floorspace on the greater part of the site; or
- the loss of employment floorspace would result in significant regeneration, or social or environmental benefits for the wider area; or
- the area, site or premises has been marketed for 18 months (minimum) at a reasonable price or rent with appropriate conditions for firstly, purely employment use, then secondly, mixed use or alternative employment creating uses; or
- the site is within an area identified for an alternative form of development in the Core Strategy.

#### **Small employment sites/provision**

7.16 In order to promote the diversification of the economy and new business start ups, there is a need to encourage smaller unit accommodation. The West Sussex Structure Plan, Regional Guidance and the Employment Land Review highlight a need to facilitate new businesses and to plan for the evolving changes in working practices. Such employment uses and premises may be appropriately located away from the Main Employment Areas; therefore, it is important to ensure that they do not have a negative impact on their surroundings. A balance between provision and amenity must therefore be considered for each proposal.

**E4 The provision of small scale employment units or uses is encouraged provided the proposal:**

- is in a sustainable location, makes efficient use of land, is accessible, integrates sustainable transport methods and can be sensitively accommodated within the surrounding area;
- will predominately provide smaller start up accommodation and this clearly demonstrated.

# A SPATIAL PERSPECTIVE

## 8. GATWICK AIRPORT

- 8.1 There appears to be general support for the growth of Gatwick Airport to maximise its use as a single runway, two terminal airport subject to the continued support by the British Airport Authority (BAA) to demonstrate their commitment to manage and limit the impact of new airport development, and to address some of the existing problems caused by current development and its use.
- 8.2 The Council currently does not support the growth of the airport beyond its one runway, two terminal capacity. However, in accordance with the Aviation White Paper, the Council has been required by BAA Gatwick to safeguard land for a wide-spaced second runway. Safeguarding would be required to remain in place until the Government announces the outcome of its studies and its views on the construction of a third runway at Heathrow and its views on the future of Gatwick Airport. The final decisions are not likely to be made for several years and any review of the safeguarded area will need to be made in the context of any Government announcements.
- 8.3 BAA Gatwick has issued a Draft Outline Master Plan for the airport which sets out their proposals for a wide spaced second runway by 2030, should it be needed. It is intended that BAA Gatwick will publish a final Master Plan in late 2007. At this stage, the Council has no other information to suggest whether there may be alternative proposals for securing a second runway which may require less land to be safeguarded. As a consequence, the Proposals Map puts forward a safeguarded area in accordance with BAA's Draft Outline Master Plan proposals. BAA Gatwick have published an Interim Masterplan for Gatwick Airport which proposes to extend the safeguarded area further east to the M23.

### Objectives

- 8.4 The policies for Gatwick in the Core Strategy are based on the following objectives:

- To ensure that the growth in business at the airport is associated with measures which limit its impact on the surrounding area.
- To ensure that land which may be required for future development at the airport is protected from development in accordance with Government policy.

## **Airport Development**

- 8.5 Local planning policies have long supported the growth of Gatwick as a single runway, two terminal airport. In recent years, growth of the airport has been linked to a Sustainable Development Strategy and associated legal agreement. These documents provide for a range of transport and environmental measures which, whilst supporting the growth of airport business, are required to be undertaken to limit and where appropriate, improve the adverse environmental conditions around the airport, such as air noise, air quality and traffic congestion. The Council is expecting to revise the current adopted Supplementary Planning Guidance regarding the future development of Gatwick Airport, to take into account the BAA Gatwick's Master Plan proposals for its single runway, two terminal operation up to 2015 and/or 45 million passengers per annum throughput. This new Supplementary Planning Document is likely to be accompanied by an agreement with BAA and the surrounding Gatwick Local Authorities towards a revised set of environmental commitments and legal obligations. Within this context, the Council would work with the surrounding Local Authorities and BAA Gatwick with a view to bringing forward revised commitments currently contained in BAA's Gatwick Airport Sustainable Development Strategy (SDS) or new commitments arising from the Airport Master Plan. The review would take into account changes arising since the publication of the SDS and the potential impacts arising from any increase in airport's capacity beyond 40 million passengers per annum. An important headline target adopted from the Gatwick Airport Transport Plan is that 40% of surface journeys by non-transfer air passengers will be by public transport when the airport's annual throughput reaches 40 million (forecast in 2015).

**G1 Within the airport boundary as set out on the proposals map, the Council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport subject to satisfactory environmental safeguards being in place. In assessing whether or not particular uses are appropriate within the airport the Council will have regard to the advice in PPG13 (Annex B).**

## **Safeguarded land**

- 8.6 The Government White Paper: The Future of Air Transport creates uncertainty over the long term future of Gatwick by identifying the need for additional runway capacity in the South East in the form of a second runway at Stansted and, subject to environmental issues being addressed, at a third runway at Heathrow. In the event that environmental issues at Heathrow cannot be addressed, then Gatwick is identified as the alternative airport for an additional runway. However, the White Paper accepts that action should not be taken to overturn the 1979 agreement between West Sussex County Council and the then British Airport Authority preventing construction of a second runway at Gatwick before 2019. This uncertain situation may not be resolved for some years.
- 8.7 The White Paper indicates that the airport operator should take steps to safeguard the land needed for the option of a second wide-spaced runway at Gatwick by defining appropriate limits in an airport Master Plan. Gatwick Airport Ltd (GAL) has developed this requirement through the preparation of its Interim Master Plan, October 2006 (IMP). The Council accepts the information in the IMP as adequate justification for the safeguarded area and has included it on the Proposals Map.

- 8.8 GAL has confirmed that safeguarding would not affect the provision of any relief or link roads that may be required in the future to serve the strategic development West and North West of Crawley.

**G2 The Proposals Map identifies land which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide-spaced runway (if required by national policy) together with a commensurate increase in facilities contributing to the safe and efficient operation of the expanded airport in accordance with advice in PPG13 (Annex B).**

**Minor development within this area, such as changes of use, and small-scale building works, such as residential extensions will normally be acceptable. BAA Gatwick will be consulted on all planning applications within the safeguarded area.**

## **9. MANOR ROYAL AND COUNTY OAK**

- 9.1 Manor Royal and County Oak constitute one of the largest employment areas in this part of the South East. The area has changed over the years as older premises have been replaced by modern business premises meeting a range of different economic and employment needs. Manor Royal and County Oak, the Town Centre and Gatwick are the three main areas within the town that are critical to the town's current economic buoyancy. The continued success of these areas is a key factor in ensuring the growth of a diverse economy, in line with the Community and Economic Strategies.
- 9.2 The Council will look to work with employers, their representatives and other agencies with a view to maximising the potential of the area and securing an environment in which business can continue to prosper and grow.

### **Objectives**

- 9.3 The key objectives and principles for Manor Royal and County Oak are:

- To ensure that the two employment areas can successfully contribute to the local economy and that of the wider region through redevelopment and intensification, which allows for high quality business use and diversifies the town's economic base.
- To maximise the efficient use of land.
- To ensure that development accords with the Core Strategy's approach to safeguarding for the potential second runway at Gatwick.
- To minimise impact on the countryside, Strategic Gap and landscape.

### **Redevelopment and Intensification**

- 9.3 The Core Strategy seeks to retain all employment land, particularly within the main employment areas (including Manor Royal and County Oak) to ensure sufficient floorspace exists to maintain a diverse and strong economy. The appropriate redevelopment and intensification of sites within the main employment areas is encouraged as an opportunity to provide diverse, complementary, modern, high quality and high tech additional floorspace, provided other policy criteria are met. Potential redevelopment and intensification would also provide an opportunity to deliver environmental improvements and improvements to methods of sustainable transport.
- 9.4 As Manor Royal and County Oak change and develop there may be opportunities to improve the quality of the environment and the range of facilities that support the core employment uses. These would help to strengthen the role of the area as a sustainable and attractive employment location. Such improvements and facilities will be supported.

**MC1** The Council will seek to ensure that proposals for the redevelopment and intensification of sites within Manor Royal and County Oak:

- Provide high quality accommodation aimed at attracting high quality, diverse and complementary employment, and/or provide for a range of facilities which support the main employment uses;
- contribute to improving environmental quality;
- make the most efficient use of land and incorporate high quality design and sustainable development methods;
- demonstrate appropriate methods of access and integrates sustainable methods of transport;

## **10. LAND WEST AND NORTH WEST OF CRAWLEY**

- 10.1 The Adopted West Sussex Structure Plan identifies the western side of Crawley to accommodate a Strategic Development Location for 2,500 dwellings up to 2016. The allocation should accommodate a new neighbourhood including subsidised housing, high quality employment land and other uses associated with residential neighbourhoods. The Structure Plan also requires the construction of a relief road around the north-western side of Crawley and possibly an extension to the Fastway. Whilst any development will primarily be beyond Crawley Borough, falling within Horsham District Council's administrative boundary, the development will have direct implications for Crawley and consequently, a Joint Area Action Plan, for the Strategic Location is under production.
- 10.2 The joint working logistics and arrangements for the production of the Joint Area Action Plan have now been endorsed by both Councils (February 2006) and are established in accordance with their Terms of Reference. A Joint Members Steering Group has been established to steer and oversee the production of the Joint Area Action Plan. The Joint Members Steering Group is supported by a Joint Officers Board and a number of Technical Working Groups, which include key stakeholders, landowners, community representatives and infrastructure providers. In terms of the Joint Members Steering Group's remit, it is the group's role to advise both Councils' Executive/Cabinet and Full Council on studies, work and consultation documents. In light of the information currently available from work undertaken at a local level and representations received on the proposals by both Councils during their respective Local Development Framework consultations, it is considered that further work and studies are required to explore fully how and where the development would take place. This further work and related studies will support the production of the Preferred Options and Submission Joint Area Action Plan. Furthermore, the work, studies and the consultation stages are essential to ensure the development is delivered through jointly agreed master planning principles, particularly the neighbourhood principle. In accordance with both Councils' Statements of Community Involvement, it is anticipated that this work will be undertaken in close consultation with the local community.
- 10.3 The undertaking of this further work and studies and the formulation of a Joint Area Action Plan is not likely to be completed until mid 2008. The timetable outlined in the Local Development Schemes for both Councils indicates that Issues and Options consultation will be undertaken in September 2006, Preferred Options consultation in September 2007, Submission April 2008 and Joint Area Action Plan adoption in July 2009. It is considered that there would remain sufficient time to bring the whole development forward within the plan period to 2018. In the interim, both authorities believe they have sufficient sites to maintain housing supply requirements.
- 10.4 In the unforeseen circumstances that the authorities are unable to bring forward the West and North West of Crawley Strategic Location in its entirety, it is important that the residual housing requirement is not distributed elsewhere within the County and the figures are evolved into the next plan period beyond 2018.

- 10.5 Notwithstanding the strategy outlined above for the West and North West of Crawley Strategic Location, the Council consider it essential that, in accordance with guidance in the adopted West Sussex Structure Plan, a wider exploration should be undertaken of potential alternative strategic development opportunities on the edge of Crawley for the longer term, including East and South East of Crawley. The 'At Crawley' study has recently been completed on behalf of Crawley Borough Council, Horsham District Council, Mid Sussex District Council and West Sussex County Council. The study examines what strategic development opportunities may exist adjacent to Crawley beyond the strategic requirements of the West Sussex Structure Plan, post 2016.

### **Objectives**

- 10.6 The key objectives and principles guiding the production of the Joint Area Action Plan for the Strategic Development Location West and North West of Crawley are:

- To carry out studies and work to establish how and where the development could take place to the West of Crawley to meet the housing requirements of the Adopted West Sussex Structure Plan and ensure it is delivered in the most sustainable manner and based on appropriate master planning principles;
- To ensure development takes place in accordance with the 'neighbourhood' principle;
- To ensure that any new development and its associated infrastructure is physically and socially integrated with Crawley;
- To minimise the impact on the Horsham Crawley Strategic Gap and the landscape's character;
- To secure appropriate transport infrastructure to meet the needs of the new neighbourhood, potentially including a relief road to help minimise impact on the surrounding area and maximising the opportunity for sustainable travel and transport methods;
- To ensure a mix of housing type, including affordable accommodation which will contribute to meeting Crawley's needs;
- To ensure that there are sufficient high quality community facilities and social infrastructure to serve any new development including a new neighbourhood centre, employment provision, education facilities, health care, green space and leisure facilities;
- To provide opportunities for new employment provision both within the neighbourhood and to the north west of Crawley in conjunction with links made into Manor Royal/County Oak;
- To ensure development protects and where possible, enhances the setting of Ifield Village Conservation Area;
- Development should avoid areas of flood risk and aircraft noise contours of 60dBA Leq or more (either as existing or as indicated in relation to the alignment of the potential second runway and 'safeguarded' area);

- The development should be based on maximising the opportunities for the use of sustainable construction methods.

### **Joint Area Action Plan**

- 10.7 The joint working logistics and arrangements are established and a Joint Members Steering Group is now overseeing and steering the production of the Joint Area Action Plan. Furthermore, the Joint Members Steering Group will continue to advise the Council's respective Cabinet/Executive and Full Council on the work, studies and consultation documents being undertaken and produced to support the Joint Area Action Plan's production.
- 10.8 The Joint Area Action Plan will set out how and where the development West and North West of Crawley will be accommodated and translate the principles and objectives for the development into policy, particularly the masterplanning and sustainability principles.

**WI A Joint Area Action Plan for the Strategic Development Location West and North West of Crawley will be prepared jointly by Horsham District Council and Crawley Borough Council and will:**

- **Be supported by further work, studies and consultation documents and stages;**
- **Cover the Area of Study for the Strategic Development Location West and North West of Crawley, as defined on the Proposals Map;**
- **Make provision for a high quality mixed-use neighbourhood development comprising of up to 2,500 dwellings (including 40% affordable housing), a new neighbourhood centre (potentially comprising shops, employment floorspace, a community hall, a primary school, a doctor's surgery, a library, a public house, public open space);**
- **Include the possible provision of new employment, beyond that required in a neighbourhood centre, including the possibility of a strategic employment allocation to meet the needs of the Gatwick Sub-Region;**
- **Include consideration of other uses which may be required to meet wider community needs;**
- **Include the provision of sufficient transport infrastructure to meet the needs of the new development while maximising the opportunities for sustainable travel, including reducing dependency on the car by providing access to local facilities and services, providing high quality passenger transport links (such as Fastway and/or a new interchange station) and ensuring safe, alternative and convenient pedestrian and cycle routes between the development and Crawley and to the countryside;**
- **Determine whether there is a need for any relief or link road between the A264 and A23, the route for any such road, and the means of providing it;**
- **Ensure that new development protects and where possible enhances the setting of the Ifield Conservation Area;**

- **Translate the key principles and objectives for development into policy;**
- **Outline the masterplanning and sustainability principles for the development.**

### **The Western Relief Road**

- 10.9 The adopted West Sussex Structure Plan (2001 – 2016) requires the construction of a relief road around the north-western side of Crawley in conjunction with the development of the Strategic Location. As indicated in the Gatwick section, BAA has confirmed that any proposals to accommodate such a road would not be prejudiced by safeguarding proposals. The Borough Council considers that any new development West and North West of Crawley should not be allowed to add to existing traffic problems in the neighbourhoods on the western side of Crawley and should include measures which relieve pressure on the existing road network. In line with the Structure Plan the Council considers that this should be achieved by a form of 'relief road' but will work with Horsham District Council to ensure that sufficient transport infrastructure is provided to meet the needs of the new development and that any proposals finally adopted are in the best interests of sustainability and the local community on both sides of the Borough boundary.

## **11. NORTH EAST SECTOR**

- 11.1 The North East Sector was identified in the West Sussex Structure Plan 1993 as a suitable location for an additional new neighbourhood for Crawley and land was allocated in the Local Plan of 2000 for the development of up to 2700 dwellings and other uses. A planning application for the new neighbourhood was submitted in 1998, but as the Government was intending to bring forward a White Paper on the Future of Air Transport it issued an Article 14 Direction in March 1999 preventing the Council from granting planning permission without his authority.
- 11.2 The eventual White Paper, issued in December 2003, retained the option of developing a second (wide-spaced) runway at Gatwick to be exercised after 2019 if it proves impossible to pursue the nationally-preferred option of a third runway at Heathrow. In May 2007 the Secretary of State dismissed an appeal against non-determination of the 1998 planning application for the North East Sector on the grounds that if the development were to proceed (a) the configuration of any new runway might have to be altered, which could reduce the ultimate capacity for the airport and (b) aircraft using a second runway would result in noise levels within the new housing area well beyond those likely to cause community annoyance and significantly in excess of 60dB which PPG24 recommends as a desirable upper limit for major noise sensitive development. In addition the Secretary of State considered that circumstances in May 2007 presented no immediate need to release the site to meet housing need judged against provision at Structure Plan rates in the period to 2012.
- 11.3 A final decision whether or not a second runway will be needed at Gatwick may be several years away. However, in the meantime there will soon be an increasingly pressing need to identify more housing land in Crawley to meet the higher, long-term annual growth requirements set out in the draft South East Plan to 2026. An early review of the Local Development Framework will therefore be undertaken. Notwithstanding this, in view of Crawley's sub-regional role, it is important to retain the option for development at the North East Sector to commence as soon as may be possible if and when this is not prevented by reasons related to national policy safeguarding land for a second runway at Gatwick. The North East Sector is therefore identified and safeguarded as a strategic housing development opportunity to come forward if (and as soon as) this becomes possible.
- 11.4 Any residential development at the North East Sector will only take place in the form of a sustainable and comprehensively master-planned new neighbourhood, reflecting the existing urban structure of the town. Partial development of the sector would undermine these principles. On the other hand, if Government policy were to require a second runway to be built, the opportunity will be taken to explore alternative forms of development for this area, including accommodating any commercial development displaced from the site of the runway.

## Objectives

11.5 The key objectives and principles for development of the North East Sector are:

- To safeguard the North East Sector for the development of a new neighbourhood if and when this becomes possible without prejudice to the aims of the Air Transport White Paper;
- To ensure that any new neighbourhood here adopts high standards in housing quality, local facilities and services, residential environment and sustainability objectives and principles;
- To ensure that development avoids areas of flood risk ~~and existing or possible future aircraft noise contours of 60 dBA Leq or more;~~
- To ensure provision of all necessary local facilities and services, which will include affordable housing, a new neighbourhood centre (potentially comprising ~~of~~ shops, a community hall, a primary school, a doctor's surgery, a library, a public house, public open space) and employment provision;
- To provide sufficient transport infrastructure to meet the needs of the new development whilst maximising the opportunities for sustainable travel;
- To safeguard the amenity of existing residents and to integrate existing housing satisfactorily into the new neighbourhood;
- To safeguard as far as is practicable the natural assets of the area and to integrate them into the design and layout of the new neighbourhood.

## North East Sector

**NES1 The North East Sector is identified and safeguarded for the development of a new neighbourhood to accommodate up to 2,700 dwellings and other uses.**

## The North East Sector Neighbourhood

**NES2 If it is able to proceed, the North East Sector must be delivered as a sustainable and comprehensively master planned neighbourhood. The development will comprise a high quality mixed use development of 2,700 dwellings (including 40% affordable housing and a mix of dwelling size and type), a new neighbourhood centre (comprising shops, local employment floorspace, a community hall, a primary school, a doctor's surgery, a library, a public house, public open space, play areas, places of religious worship), park and ride facilities and 5000sq.m of employment provision**

## **12. NEIGHBOURHOOD STRUCTURE AND NEIGHBOURHOOD CENTRES**

12.1 Crawley was designated a New Town in 1947 and incorporated the settlements of Crawley, Ifield and Three Bridges. The masterplan phased the development of the town through the addition of complete neighbourhoods, each with good access to its own centre offering local shops, services and community facilities. The relatively small size of each neighbourhood was intended to help build up the new communities, achieve closer integration and provide greater accessibility to the neighbourhood centres. The neighbourhoods are a key feature of the planning and development of Crawley and represent a sustainable form of development.

12.2 The principles contained within the original Crawley Master Plan which underpinned the layout of each successive neighbourhood, continue to reflect Government guidance, particularly with regard to meeting local needs by focussing shops, schools and other community services and facilities in locations accessible by sustainable transport. The role of the neighbourhood centres will be protected and enhanced and the Borough Council will continue to undertake environmental improvements within these centres as an integral part of this strategy. New development will be used in particular centres to achieve environmental and regeneration objectives.

### **Objectives**

12.3 The policies for the structure of the neighbourhoods in the Core Strategy are based on the following objectives;

- To maintain the existing character of the residential neighbourhoods
- To encourage development which meets the local needs of neighbourhood residents in sustainable locations within the neighbourhood
- To protect and enhance the vitality and viability of the neighbourhood centre

### **Neighbourhood Structure**

12.4 In recent years, a number of the residential areas of the neighbourhoods have experienced an increase in the amount of infill development, particularly for housing, as it is more sustainable to use previously developed land within the urban area than in the countryside. The neighbourhoods should remain predominantly in residential use with higher density mixed use development focussed at sustainable locations including the neighbourhood centres.

**NS1 Development within the neighbourhoods should mainly be residential in keeping with the existing neighbourhood.**

**Mixed use and higher density development may be compatible with the existing structure of the neighbourhood, particularly if it is situated in sustainable locations such as the neighbourhood centres.**

## **Neighbourhood Centres**

- 12.5 As a result of the development of Crawley as a new town, each neighbourhood has a neighbourhood centre which contain a mixture of uses to serve local needs. These uses include shops, community uses, small employment premises and schools. Despite their origins as part of the original masterplan for the town and its neighbourhoods, the role of the neighbourhood centres also reflects the principles of sustainable development as reflected in current government guidance. This is achieved by locating uses which generate local trips in areas which are most accessible by foot, cycle and public transport.
- 12.6 Due to the age of a number of the neighbourhoods and the changing needs of local residents, some of the neighbourhood parades are now in need of enhancement or redevelopment. However, future development proposals will continue to reflect the important role that the centres play in meeting local needs.

### **NS2 Neighbourhood centres will be protected and enhanced by:**

- **Permitting retail, employment and community uses within the neighbourhood centres where the development contributes to a mix of uses which enhance the vitality and viability of the neighbourhood centre**
- **Promoting major regeneration and improvement at the neighbourhood centres in Bewbush, Langley Green and Furnace Green as neighbourhood centres through redevelopment and environmental enhancement schemes**
- **Undertaking smaller scale environmental improvements for other priority neighbourhood centres**

### **13. TRANSPORT CORRIDOR BETWEEN THE TOWN CENTRE AND THREE BRIDGES STATION**

- 13.1 This axis is a key transport corridor within the town linking Three Bridges Station to the Town Centre. It is also a route of the Fastway public transport system. It is a mixed use area - primarily residential and employment - where some redevelopment has already occurred. As a sustainable location, the opportunity to secure redevelopment of older and outdated premises for high quality mixed development at higher density should be progressed. There was significant support for securing higher density development in this area expressed by stakeholders during consultation.

#### **Objectives**

- 13.2 The policies in the Core Strategy for the Three Bridges Corridor are based on the following objectives:

- As a key sustainable location, to promote a mix of new development opportunities which meet the needs of the town
- To ensure new development makes efficient use of land and is of high environmental and design quality
- To ensure new development makes efficient use of land and is of high environmental and design quality

#### **Mix of Uses and support infrastructure**

- 13.3 The corridor area provides a potential opportunity to develop highly sustainable, mixed use development, whilst bringing about a major improvement to the environment and attractiveness of the area. It will be important to secure major infrastructure improvements both to general community facilities and the transport infrastructure. Given the corridor's proximity to Three Bridges Station and the Town Centre, it is considered there are major opportunities to maximise the potential for securing highly accessible developments, particularly to public transport and the Fastway scheme. The area surrounding Three Bridges Station provides an important opportunity for making better use of the land through new mixed use development. It also provides an opportunity to secure a major improvement in its function as a major transport interchange for the town, possibly as a sub-regional parkway station. Any development in the area would need to be appropriate to its location and character of the surrounding area.

**TBC1 The Council will promote the development of the Three Bridges Corridor as a location for high quality mixed use development and will bring forward supplementary planning documents to support and guide development. New development will be permitted in the Three Bridges Corridor where:**

- It secures a mix of employment and residential uses;
- Adequate new infrastructure is provided to support the development;
- It is of a high environmental and design quality.

### **Redevelopment of Employment Premises**

- 13.4 The opportunities to secure high density development, both in terms of employment floorspace and new housing, should ensure that the employment contribution of the corridor to the town is maintained. Where proposals come forward for redeveloping existing employment land for residential use, the developer would be expected to demonstrate how the replacement of the lost employment land or floorspace would be replaced and how any reduction in floorspace is compensated by the quality of provision which results. Only in exceptional circumstances, where a major public benefit would be secured, would a substantial loss of employment floorspace be considered acceptable.

**TBC2 Redevelopment of employment premises in the Three Bridges Corridor will be permitted where either:**

- **There is no net loss of employment floorspace ;or**
- **There is a significant increase in the quality of employment provision as part of a mixed used development.**

**There may be an exceptional case for the loss of employment floorspace provision at Three Bridges Station where :-**

- **The development secures significant improvements to the station facilities which enable it to fulfil its role as a parkway station and public transport interchange; and**
- **It has been clearly demonstrated that it is not viable to develop the site for employment use.**

## **14. THE COUNTRYSIDE**

- 14.1 The limited area of countryside within the Borough is an extremely valuable asset for the community which should be protected and enhanced wherever possible. The approach in this Core Strategy is therefore not to permit new development within the countryside unless it is generally consistent with national policy in PPS7. This will help to ensure that the countryside is protected for future generations to enjoy.
- 14.2 West Sussex has long operated the concept of “strategic gaps”, intended as policy tools to prevent urban coalescence across often narrow areas of undeveloped land between nearby settlements which could otherwise be vulnerable to development pressures. National policy in PPS7 does not refer to gaps. Although some support is given to the concept of “local landscape designations” where these are formally and robustly assessed and justified, strategic gaps are not normally landscape designations. The draft South East Plan seeks to achieve a more common approach to policy on “gaps” across the region but has been the subject of considerable representations on this issue.
- 14.3 Until the regional framework is clarified it is inappropriate for further changes to be made to the gaps identified in the Local Plan. This issue will therefore be revisited in the context of the Development Control DPD (DCDPD), due for submission to the Secretary of State in January 2009. Representations received during the consultation process for this strategy have revealed mixed views about the need to retain the concept, the roles of various areas as either “strategic” or “local” gaps, and the appropriate extent of any designations. Some supported the retention of gaps in their current form. Others proposed a range of alterations to ensure that the boundaries of any designated gaps either support the strategic function of preventing coalescence between settlements or enable more appropriate forms of development at the boundary of a gap.

### **Objectives**

- 14.4 It is proposed that the Core Strategy contains the following objectives for the Countryside:

- To enable the countryside to remain an important natural resource, to contribute towards prosperity and be enjoyed by all.
- To ensure that the quality of the countryside is protected and enhanced and any losses from essential development are mitigated.

### **Development Beyond the Built-up Area Boundary**

- 14.5 Open countryside beyond the built up area of the town is important as a natural resource and forms an important setting for the town, even though the amount of countryside within the Borough is relatively small. Generally, the countryside, particularly at the urban fringe, will be protected from development which does not need a rural location. Where necessary the quality of the countryside should be enhanced, possibly through encouraging informal recreation.

- 14.6 As the Core Strategy is not the appropriate vehicle for undertaking a comprehensive review of the built-up area boundary the Proposals Map makes only one change from that shown in the Local Plan, in order to facilitate a strategic housing development at Bewbush. The boundary as a whole will be reviewed in the context of the DCDPD referred to above. The DCDPD will also consider whether there are any Crawley-specific countryside issues requiring further detailed policy development and expression.

**C1 The countryside beyond the Built-Up Area Boundary will be protected for countryside uses and enhanced and improved for example, for informal recreation use. Planning permission for development beyond the Built-Up Area will only be granted if it would be consistent with national policy, particularly that in PPS7: Planning and the Countryside, and sympathetic to the existing quality and character of the wider countryside.**

### **Setting of the Town**

- 14.7 The setting of the town is protected through (a) the status of the small area forming part of the High Weald Area of Outstanding Natural Beauty, (b) the countryside status of the area outside the built-up area defined on the Proposals Map, and (c) the continued designation of the strategic gaps brought forward from the Local Plan pending review in the forthcoming DCDPD. The latter are areas given additional protection from development in order to protect and enhance the separate identity and character of Crawley and to prevent coalescence with other settlements.

**C2 The Council will seek to prevent development within the strategic gaps in order to protect the separate identity of the named settlements and prevent their coalescence. The following strategic gaps are brought forward from the Local Plan Proposals Map on an interim basis pending review after adoption of the South East Plan:**

- **Charlwood Crawley and Gatwick Airport/Horley;**
- **Crawley and Horsham;**
- **Crawley and Pease Pottage.**

## **15. THE TOWN CENTRE**

- 15.1 The Town Centre is a key component of the spatial strategy of this Core Strategy for Crawley. It is the most sustainable location for major developments attracting large numbers of people, and for a mix of uses including housing. Therefore, the Core Strategy adopts a positive and proactive spatial vision and strategy for the Town Centre in accordance with Government planning guidance (Planning Policy Statement 6: Planning for Town Centres PPS6).
- 15.2 The Draft South East Plan acknowledges that accessible, vibrant town centres are important for sustainable development and should continue to be the focal point for major retail, leisure, commercial and residential developments. It encourages local authorities to be proactive in encouraging appropriate development to maintain and enhance the function of their centres and identifies Crawley within the strategic network of regional centres where growth should be focussed. Crawley is also identified as a Regional Transport Hub in the Regional Transport Strategy, which advocates mixed- use, higher density land uses to create “living centres”.
- 15.3 The Core Strategy seeks to promote and facilitate a major new mixed-use development in the Town Centre including new retail, leisure and residential opportunities, and to ensure that the vitality and viability of the Town Centre is enhanced. These new development opportunities should improve the Town Centre’s range and quality of services, including the retail offer, and strengthen its local and sub-regional role. These new opportunities need to be embraced to ensure the Town Centre does not experience gradual erosion in its vitality, viability and ability to meet local and sub-regional needs as it comes under increasing pressure from competing centres, which are continually improving and changing.
- 15.4 The strategy also aims to create and maintain a high quality public realm and sets out policies for improving sustainable access to and within the Town Centre by all modes of transport, particularly public transport, and for car parking. Improving community safety within the Town Centre, its effective management, marketing and promotion will help ensure it remains a successful Centre, which residents, visitors and workers will want to visit, bringing prosperity to the town. Of particular importance is the ability to bring forward a planning framework and environment that acknowledges the positive role non-retail uses can play, particularly in delivering a welcoming evening economy.

## **Objectives**

15.5 The following objectives are proposed for the Town Centre:

- To promote a thriving Town Centre with a rich mix of uses – jobs, shops, housing, leisure, community and civic facilities to enhance the vitality of the Town Centre during the day and into the evening.
- To secure the growth of the Town Centre so it can fulfil its role in meeting the needs of the Gatwick Sub-Region, and can compete effectively within the region providing a greater range and quality of shops together with employment, cultural and leisure facilities.
- To increase residential development in the Town Centre and create a new “Town Centre neighbourhood” with associated community facilities.
- To create a strong retail circuit across the whole of the Town Centre and east to west / north to south balance in retailing.
- To promote the evening economy within the Town Centre, retaining vitality in the Centre beyond shopping hours and supporting local residents, whilst protecting amenity and controlling anti-social behaviour.
- To enhance the Town Centre’s role as a major public transport interchange serving the sub-region and improve the quality of existing facilities.
- To provide and manage high quality public realm within the Town Centre.
- To improve community safety and reduce Town Centre crime, disorder and anti-social behaviour.

## **Town Centre North**

15.6 The SE Plan recognises that there is significant residual expenditure in the region, and therefore major capacity for new retail floorspace. Policy TC2 of the SE Plan identifies Crawley as one of the twenty-three primary regional centres in the strategic network of town centres, which is to be the focus for major retail, leisure, office and cultural developments. The Plan’s strategy for town centre development within the Gatwick Sub-Region is to prioritise support for the growing centre of Crawley and identifies a proposed development in the north of Crawley town centre to provide the area with a full range of shops, services and facilities.

15.7 The adopted Structure Plan supports the growth of the Town Centre, recognising that planned growth in the north east of West Sussex will support and require an enlarged retail base, and that in order to keep retail expenditure within the local area, it is likely that Crawley’s retail provision will need to grow.

- 15.8 Retail Capacity Studies undertaken in 2000 and again in 2005 and 2006 have identified a need for additional retail floorspace within the Crawley catchment to address unmet expenditure and to prevent leakage. The studies also identify a particular need for quality retail, particularly a high quality department store, which is not replicated within the sub-region, to claw-back expenditure lost to major centres some distance away, and to reduce retail mileage within the region. The study undertaken in December 2005 indicates that there is capacity to support a development in the order of 45,000 sqm net new retail floorspace by 2016. This would be sufficient to support a quality department store. This study indicates that a development of this nature would be unlikely to have a significant adverse impact on neighbouring centres as the primary claw-back is anticipated to be from major centres with a similar offer.
- 15.9 The most recent retail impact assessment, dated April 2006, considers the implications of changes in market share resulting from the proposed Town Centre North mixed-use, retail-led development, and the impact this is likely to have on existing retailers in Crawley and on other town centres. It identifies a 'baseline capacity' for about 33,000sq.m of additional comparison retail floorspace by 2016 but increases this to about 56,000sq.m net retail after allowing for certain other factors. It again concludes that clawback is likely to come from higher order shopping centres rather than neighbouring town centres.
- 15.10 Crawley needs to fulfil its role as an identified primary regional centre, providing for the needs of the growing population within its sub-region. Growth of the Town Centre, which is a transport hub supported by Fastway, will help reduce car trips across the region and support the planned growth of housing and employment. The Town Centre North development opportunity provides sufficient space for a sustainable, comprehensive mixed-used scheme to be developed, bringing a significant amount of new housing together with new retail, leisure, community and employment facilities. This will enhance the vitality of the Town Centre and help support a Town Centre "neighbourhood". This is such a significant development for Crawley, critical to the whole approach of the Core Strategy, that it is considered appropriate to allocate the Town Centre North site through the Core Strategy. This allocation will be supported by Supplementary Planning Documents for the site itself and for the wider Town Centre. Any additional retail provision in the Town Centre should only be permitted if it can be demonstrated that there is a clear need over and above the capacity of Town Centre North, or that it complements it.
- 15.11 A draft Supplementary Planning Document is being progressed which sets out the Development Principles Statement for Town Centre North. This document outlines the Borough Council's objectives and requirements for the development, including the information that will be required to support any planning application. It requires the development to integrate a new high quality, sustainable, mixed-use, retail-led development with the existing Town Centre. This Statement will be revised and progressed as a formal Supplementary Planning Document.
- 15.12 The development is expected to act as a catalyst for other improvements and developments across the centre, either through direct provision or by facilitating other development and investment, or through active management, which will be secured through partnership arrangements with other agencies and the Borough Council. The Town Centre Partnership is preparing a Town Centre Strategy for the wider Town Centre, and the Borough Council will complement this with a Town Centre Masterplan Supplementary Planning Document to ensure the benefits of Town Centre North are maximised for the centre as a whole.

- 15.13 The Town Centre North site encompasses many existing uses, such as the Town Hall, the Post Office and the Magistrates Court. Some of these are essential services that require a Town Centre location and therefore a requirement for their relocation within the Town Centre. Various sites are being considered for these facilities, some of which may be re-provided within the Town Centre North scheme.
- 15.14 The scale and complexity of the Town Centre North scheme is such that it needs to be delivered on a comprehensively master-planned basis. The Borough Council has therefore selected one lead developer to act as its partner in the project. In order to provide the necessary certainty to make progress with the scheme the boundaries of the land required for a comprehensive and successful scheme are defined on the Proposals Map. If necessary the Council will employ its compulsory purchase powers to assist assembly of the site. Implementation of the scheme will be phased, commencing with the construction of a department store and a new (relocated) Town Hall.

**TC1 Town Centre North is identified and allocated for a major mixed-use, retail led development (in the region of 50,000sqm net gain of comparison floorspace) to help Crawley fulfil its role as a primary regional centre, enhance the retail offer within the subregion, and act as a catalyst for a step change in the facilities, quality and environment of the whole Town Centre. The development will need to be carefully integrated with the current centre and should also include an appropriate range and quantity of high quality offices (including a new Town Hall), about 800 residential units, and a range of leisure, community and other uses. The extent of the site is defined on the Proposals Map.**

#### **Area of additional mixed use development opportunities**

- 15.15 Within the area between the Town Centre boundary and the Main Shopping Area boundary the Council wishes to encourage mixed use development in cases where this will maximise the appropriate potential of outworn buildings and underused land and support and diversify Crawley's role as a primary regional centre, provide facilities for new residents, improve the links between different areas of the Town Centre and create a good living and working environment. Developments within this area could accommodate a mix of uses, particularly employment and residential development. The policy identifies a number of suitable general locations for such development but this is not a comprehensive list and others may emerge. Appropriate uses are indicated for the identified locations but others may also be suitable, such as community or leisure facilities. As this area is located beyond the Main Shopping Area boundary, the only retail provision considered appropriate is convenience retail at the Haslett Avenue / Telford Place location. This would meet an identified need without conflicting with the provision of Town Centre North. In appropriate cases Supplementary Planning Documents will be progressed to help bring forward such developments.

**TC2 Mixed use development will be encouraged at suitable locations comprising outworn buildings and under-used land within the Town Centre boundary outside the Main Shopping Area. Such developments will not normally contain any material net gains in retail floorspace.**

**The following broad locations are generally indicated on the Town Centre Inset Map, but this is not a comprehensive list and appropriate developments may be brought forward at other locations:-**

- **Haslett Avenue/Telford Place - Library / Housing / Employment / Convenience Retail;**
- **Station Way - Employment / Housing / Interchange improvements;**
- **West of Pegler Way (Southern Counties) - Housing / Employment;**
- **Adj Belmont House (Southgate Ave) - Employment / Housing;**
- **Land west of Traders Market – Employment / Housing**

### **Town Centre Development**

- 15.16 The Town Centre is a highly sustainable location, particularly for developments that attract large numbers of people. A variety of leisure, employment and community facilities in the Town Centre adds to its vitality and viability, and supports Town Centre residents. Mixed-uses, horizontal and vertical, make the most efficient use of scarce Town Centre land. New developments can help renew and regenerate older parts of the existing centre, and secure facilities to support its regional function and provide for the new residents. However, given the strategic importance of the Town Centre North development to the regeneration of the Town Centre, any additional retail floorspace will only be acceptable if it can be demonstrated that there is a clear need over and above the capacity of Town Centre North, or that it complements it by providing for small, independent stores.
- 15.17 It is also important to protect the core “shopping” heart of the Town Centre from becoming dominated by non-retail uses at ground floor level. The presence of too many non-retail uses within the core shopping area would undermine the retail function of the Town Centre and its vitality and viability. However, the important role non-retail uses such as restaurants, cafes, banks, building societies, insurance brokers etc can play in enhancing the vitality of the Town Centre is acknowledged, particularly regarding the evening economy, which the Council is promoting. An SPD will be prepared which will identify the key retail frontages within the Town Centre, which need to be protected, and will specify the percentages of non-retail uses which are considered acceptable in each location. These issues, including the control and management of such uses and activities, will also be addressed in the formulation of the Town Centre Strategy.

**TC3 Additional retail floorspace within the Main Shopping Area will be permitted if it:-**

- **Adds to the range and quality of shopping facilities in the Town Centre, enhances its vitality, viability, attractiveness, and enhances the retail circuit.**
- **Can be demonstrated that there is a clear need for the development over and above the capacity of Town Centre North, or that it**
- **Complements Town Centre North by providing opportunities for small, independent stores.**

**Leisure, culture, health, employment and other community facilities, particularly those supporting Town Centre residents, workers and visitors, will be supported provided the vitality and viability of the primary shopping area is not undermined. The positive role the evening economy can play in enhancing the Town Centre's vitality and viability is recognised, provided that concentrations of such uses and the possible effect on local amenity is controlled.**

#### **Retail Development outside the Main Shopping Area**

15.18 One of the Government's key planning objectives is the promotion and enhancement of existing town centres, by focusing development in the centres and encouraging a wide range of services in a good environment, accessible to all. Retail development outside the Main Shopping Area therefore needs to be restricted and controlled, in accordance with Government guidance. Edge of centre or out of centre retailing, including retail warehousing, will only be permitted if need (both quantitative and qualitative) can be proven, the sequential approach has been applied to site identification and it can be demonstrated that the proposal would not have an adverse impact on the Town Centre's vitality and viability. The Council may seek to control the type of goods sold, mezzanine floors or the overall floorspace of a development. Proposals will also have to comply with other policies such as the protection of employment floorspace and greenfield sites.

**TC4 Retail development outside the Main Shopping Area, which is not identified in Policy TC2 will not be permitted unless:**

- **There is an identified quantitative and qualitative need for further retail development which cannot be met on more central Town Centre sites after the application of the Sequential Approach; and**
- **The impact of the development will not undermine the vitality and viability of the Town Centre or neighbourhood centres.**

### **Town Centre Living**

15.19 The Town Centre is a highly sustainable location for housing growth, and residents in the Town Centre help increase activity and surveillance in the centre, particularly after normal shopping hours. Furthermore, increased numbers of residents in the Town Centre add to its vitality and support the Town Centre neighbourhood concept. Town Centre North includes significant housing provision, and the strategic development opportunities, identified in TC2, are potential locations for housing development. There may be other smaller sites where housing development would be encouraged as part of mixed-use schemes. As required by Policy H6, residential proposals within the town centre will be expected to provide 40% affordable housing unless it can be demonstrated that this would not be viable.

**TC5 High density, high quality housing is encouraged within the Town Centre as part of mixed-use developments. 40% of the housing provision on any site should be affordable, unless it can be demonstrated that this would not be viable.**

### **Transport and Parking**

15.20 The Town Centre is a sustainable location for major development, but public transport access needs to be improved and car journeys reduced to control congestion and ensure the Town Centre is accessible to all. Therefore, the modal split for access into the Town Centre by car should be reduced from current levels. The availability and price of car parking can help influence the choice of travel mode, and ratios need to be considered across the Town Centre as a whole. Park and ride must be considered in order to provide alternative parking, particularly for commuters.

**TC6 All Town Centre developments will be expected to support the provision of enhanced public transport access, including extensions to Fastway and park and ride (if feasibility is established). Parking provision for all development should not exceed the maximum Town Centre parking standards set out in SPG16, but the provision for major retail development will be assessed against parking levels for the Town Centre as a whole. Pricing regimes should discourage long stay car parking**

## **Town Centre Strategy**

- 15.21 Town Centre North should be a major catalyst for improvement across the whole of the Town Centre. Some changes will be directly related to this and other new development, will add to the attraction and viability of the Town Centre. The Town Centre must also be a clean, safe and pleasant place in order to attract shoppers, workers and visitors, and become a place where people will want to live. Town Centre management has an important role to improve and promote the Town Centre. The Borough Council and key stakeholders, through the Town Centre Partnership, will develop a Town Centre Strategy covering all these aspects. This Strategy will complement the Town Centre North SPD, and the Borough Council may progress a Town Centre-wide Masterplan SPD and other site specific SPD's as appropriate. This approach should ensure that full advantage is taken of the opportunities arising from the step-change created by Town Centre North.

**TC7     The Council will work with the Town Centre Partnership to develop a Town Centre Strategy to identify wider aspirations for the Town Centre, to identify environmental and ecological improvement opportunities and to address Town Centre Management, maintenance, safety and security, promotion, and accessibility. Supplementary Planning Documents for the Town Centre and sites within it will complement this as appropriate.**

## **PART 3 : MONITORING AND IMPLEMENTATION**

- 16.1 The Core Strategy must respond to changing needs and circumstances, nationally, regionally and at Borough or local level. An Annual Monitoring Report will assess the effectiveness in delivering the vision and spatial objectives of the Core Strategy. It will indicate the extent to which core policies are being adhered to or achieved and identify where changes to policy may be required as new Development Plan Documents or revisions to the Core Strategy are made.
- 16.2 The implementation of the Strategy will depend on the effective action from a range of different agencies. The Council, as Local Planning Authority, will be a key player through its approach for development control and the provision of guidance for prospective developers. However, other parts of the Council and other agencies will also play an important role in helping to deliver or support different elements of the Strategy – either as a provider or facilitator of new development or through their statutory roles in helping to manage and control development.
- 16.3 The support of the private sector, whether as an agency for development or in the provision of services in the local community, will also be important and the Council will look to maintain close engagement with them in the coming years. Fundamental to this approach is the need to ensure the involvement of the wider community, whether those who live, or work here. The Council will continue to engage the local community seeking to build on their capacity to engage and influence change which is fundamental to the lives they lead.
- 16.4 Details of the way in which different parts of the community and different agencies can play in the implementation of the strategy will be developed and it is hoped through this approach it will be possible to secure the commitment and ownership of all those required to deliver the Core Strategy objectives.
- 16.5 The framework attached provides a basis for assessing progress against the spatial objectives and Sustainability Appraisal indicators and provides a guide to overall progress on the delivery of key development provisions, particularly housing.
- 16.6 The Core Strategy sets out the Council's spatial strategy for the future planning and development and of the town and a set of key monitoring and performance indicators have been developed to assess against the spatial objectives.
- 16.7 This document is also accompanied by a Sustainability Appraisal/Strategic Environment Assessment document which appraises the preferred approaches against a series of seventeen sustainability objectives with the objective of achieving the integration of economic growth, to deliver the needs of all the sectors of society and conserve and enhance the local environment.

Topic	Indicator / Proposed Action	Target and dates	Responsible Agency	References / Comments
<b>Housing</b>				
H1 / H2 Housing provision	Completion of 4,500 dwellings by	From 2001 to 2006 current base and annually to 2016 (from 2001 – annual average of 300) – Housing trajectory showing actual and projected completions	Private sector and Housing associations (facilitated by Borough Council)	Lower annual average for 2001-2006 following Article 14 Direction of North East Sector and need to identify and bring forward alternative 'brownfield sites'.
H3 - Use of previously developed land	Percentage of homes built on previously developed land	60% of new homes from 2006 to 2018	Crawley Borough Council	
H4 - Housing densities	Percentage of housing schemes with 10 or more dwellings permitted at greater than 30 dwellings per hectare.	95% of all planning permissions greater than 30 dwellings per hectare	Crawley Borough Council	
H5 - Affordable housing	Percentage and nos of qualifying residential schemes meeting 40% affordable housing requirement.	100% of all major housing schemes meeting 40% affordable housing requirement unless accepted as an exception under Policy H5.	Crawley Borough Council.	

H7 - Gypsy and Traveller site	Provision of site(s) to meet identified local need	Provision of sites/buildings by 2016	County Council, Borough Council and neighbouring Districts	Needs assessment and site identification to be progressed jointly with WSCC and neighbouring Local Authorities.
<b>Infrastructure and Community Services</b>				
ICS2 - Infrastructure provision	Number of schemes with S.106 planning obligations / use of contributions made for infrastructure , open space and community facilities  Up to date SPD's setting out basis for requirements	Collection and expenditure of monies within appropriate timescales.  100% of S.106 agreements fully complied with in agreed time scales	Borough Council / West Sussex county Council	
ICS4 - University Campus	Provision of new university campus within or surrounding Crawley Borough	Site Specific DPD in place in accordance with LDS.  Planning permission submitted for new University campus by 2016	Sussex University / Dept for Education / other higher education facilities / Borough Council	
ICS5 - Use of Surplus education land	All redevelopment proposals for educational land not needed for public open space to be used for	100% use of surplus educational land utilised	WSCC Education Authority / Crawley Borough Council	

	community facilities or housing			
<b>Environment</b>				
EN1 - Nature Conservation	<p>Ensure all relevant agencies are consulted on planning applications involving listed sites / areas</p> <p>Ensure no development permitted on listed sites set out in EN1</p> <p>Number of new Biodiversity Action Plans agreed</p>	<p>100% within DC consultation periods</p> <p>No development permitted on EN1 listed sites unless conforming with Policy EN1</p> <p>No specific monitoring beyond looking for opportunities for undertaking such Action Plans</p>	Borough Council / appropriate agencies	
EN3 - Green Spaces and Corridors	No loss of green space without local assessments being undertaken	100% use of local assessments to evaluate loss of green spaces	Crawley Borough Council	
<b>Community Safety</b>				
CS1 - Safety through design and operation	Ensure all major proposals consider community safety issues	All major developments undertake a major community safety audit of their proposals	Borough Council / Sussex Police	

<b>Transport</b>				
T1 to T3 - Managing Travel demand and widening choice of transport	<p>Increase in the proportion of journeys to work by walking, cycling and public transport</p> <p>Reduced proportion of car parking for commercial properties in the town centre (B1 and retail off street and on-street parking).</p>	<p>Increase on 2001 levels by 2018</p> <p>Reduction from 2001 levels by 2016</p>	Borough Council / West Sussex County Council	Monitoring through Census travel to work data and through adhoc transport surveys/assessments.
<b>Local Economy</b>				
E1 / E2 - Employment provision	280,000 sq.m by 2016 from 2001	<p>Completion of 280,000 sq.m employment floorspace between 2001 and 2016.</p> <p>Bringing forward of employment land DPD within Plan period.</p>	Crawley Borough Council and Private sector	<p>Review necessary to consider:</p> <ul style="list-style-type: none"> <li>• potential implication of West and North west of Crawley; and</li> <li>• Town Centre North implications</li> </ul>
<b>Three Bridges Corridor</b>				
TBC1 / TBC2 – redevelopment and improvement of the Three Bridges corridor	Secure major redevelopment / development within corridor to attract high value business occupiers and environmental improvements	Development Strategy in place by 2016 and programme of improvements ongoing	Crawley Borough Council, Private sector, English Partnerships, other business agencies	

TBC3 – New transport interchange at Three Bridges Station	Secure new Three bridges transport interchange	By 2016	Crawley Borough Council, West Sussex county Council, Network rail, Train Operators, private sector	
<b>The Countryside</b>				
C1 – Development beyond the built up area boundary	Maintain countryside areas against inappropriate development	No loss of Countryside unless in accordance with exceptions policy.	Crawley Borough Council	
C2 – Local Strategic Gaps	Maintain strategic gaps	No loss of strategic gap unless for those uses identified in saved local plan policy	Crawley Borough Council	
<b>Town Centre</b>				
TC1 – Town Centre North	Develop Town Centre North Scheme	By 2015	Crawley Borough Council, English Partnerships, Grosvenor developer and other private sector, Town Centre partnership, other agencies	

TC2 – Alternative Town Centre sites	Deliver other town centre development sites	Bring forward adopted SPD's for all relevant sites by 2015	Crawley Borough Council, Town Centre partnership, private sector.	
TC7 – Town Centre Strategy	Bring forward an overall plan allowing for the co-ordinated development of the Town Centre and associated management issues	Establish town Centre strategy and Action Plan by 2011  Supplementary Planning document for whole Town Centre by 2008.	Borough Council, English Partnerships, Grosvenor developer and other private sector, Town Centre partnership, other agencies	

## **APPENDIX 1**

### **Crawley Borough Housing Trajectory 2001 – 2016**

Local Planning Authorities are required to prepare a housing trajectory, the main purpose of which is to provide a progress report comparing past performance against anticipated housing supply. This trajectory has been prepared in support of the housing policies within the Core Strategy but will be updated annually through the Annual Monitoring Report. The trajectory will also assist in implementing the Plan, Monitor and Manage approach in determining housing proposals.

The trajectory explains the table below (as included within the housing chapter of this Core Strategy):

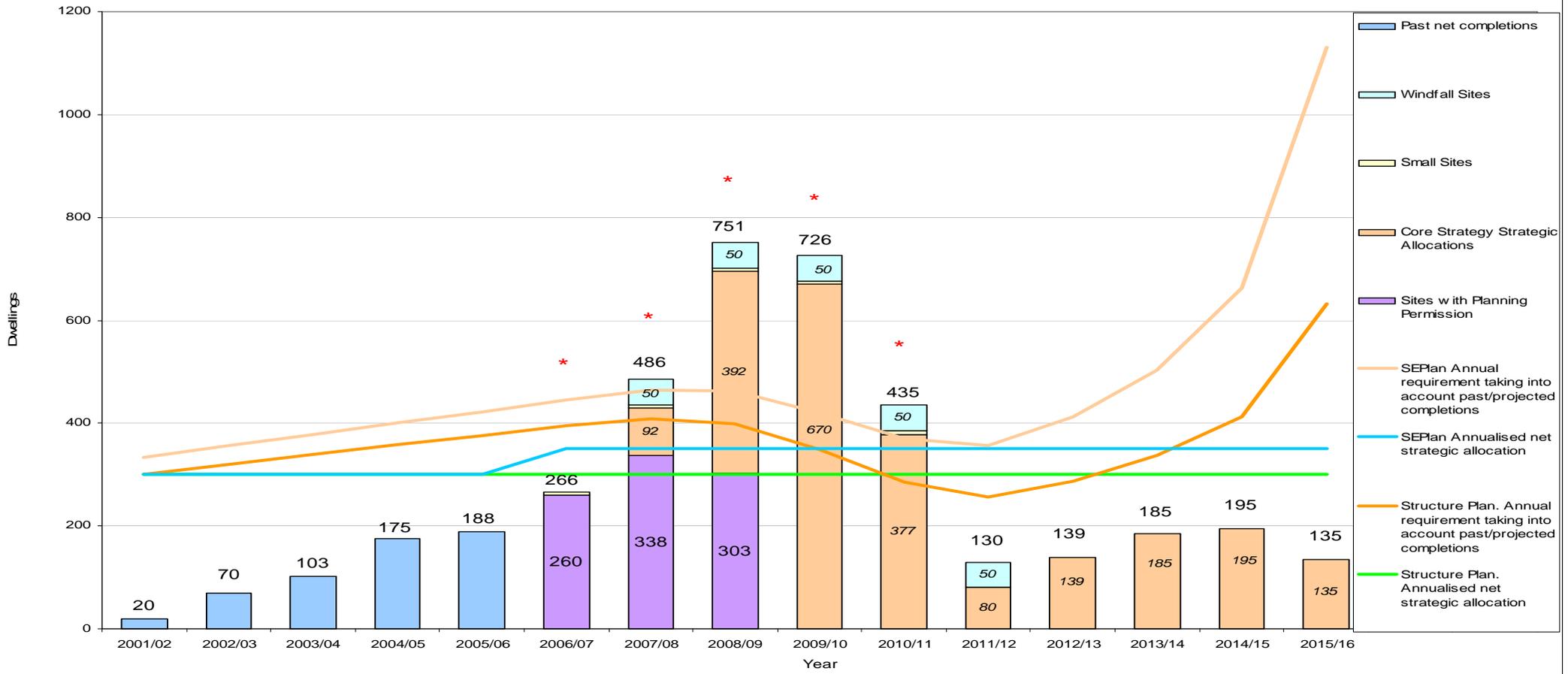
<b>Plan Period Requirement 2001-2016 at WSSP rates</b>	<b>4500</b>
Completions mid 2001-2006 (net)	556
Outstanding net full planning permissions	901
Small Sites	32
Windfalls	250
Strategic Housing Opportunity Sites	2265
<b>Total</b>	<b>4004</b>

### Crawley Borough Housing Trajectory 2001 - 2016 with gross WSSP annualised allocation

(including 2005/06 residential data)

	ACTUAL COMPLETIONS					PROJECTED COMPLETIONS									
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Sites with Planning Permission						263	340	308							
Core Strategy Strategic Allocations							92	394	670	377	80	185	185	195	135
Small Sites						6	6	6	6	8					
Windfall Sites							50	50	50	50	50				
Total Past Completions	33	73	116	188	221										
Total Projected Completions						269	488	758	726	435	130	185	185	195	135
Estimated losses	13	3	13	13	33	3	2	7				46			
Past net completions	20	70	103	175	188										
Projected net completions						266	486	751	726	435	130	139	185	195	135
Cumulative net completions	20	90	193	368	556	822	1308	2059	2785	3220	3350	3489	3674	3869	4004
Structure Plan. Annualised net strategic allocation	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
SEPlan Annualised net strategic allocation	300	300	300	300	300	350	350	350	350	350	350	350	350	350	350
Structure Plan. Position above/below zero indicates how many dwellings above or below the cumulative allocation at any point in time	-280	-510	-707	-832	-944	-978	-792	-341	85	220	50	-111	-226	-331	-496
Structure Plan. Annual requirement taking into account past/projected completions	300	320	339	359	376	394	409	399	349	286	256	288	337	413	631
SEPlan Position above/below zero indicates how many dwellings above or below the cumulative allocation at any point in time	-280	-510	-707	-832	-944	-1028	-892	-491	-115	-30	-250	-461	-626	-781	-996
SEPlan Annual requirement taking into account past/projected completions	333	356	378	401	421	444	464	462	420	369	356	413	504	663	1131

**Crawley Borough Council Housing Trajectory 2001 - 2016**



**Position above/below annualised allocation (2001 - 2016)**



## **APPENDIX 2**

### **Regulation 13(5) statement**

Table 1 below fulfils the requirements of Regulation 13(5) of the Town and Country Planning (Local Development) (England) Regulations 2004 by identifying how the policies of the Core Strategy supersede certain policies of the Crawley Local Plan 2000. The legend to the Proposals Map includes indications in brackets (where relevant) of proposals brought forward unchanged from the Local Plan, and the number of the relevant policy.

**Table 1:Superseded Local Plan policies**

<b>Core Strategy Policy</b>	<b>Superseded Local Plan Policy</b>
<b>Core Strategy Chapter 2. Housing</b>	
Policy H1 – Housing provision	Chapter 7 Housing Policy, H2 – Overall Housing Provision
Policy H2 – Housing development Opportunities	Chapter 7 Housing Policy, H3B – Allocated Housing Sites Chapter 7 Housing Policy, H3C – Allocated Housing Sites
Policy H3 – Housing development locations	
Policy H4 – Making efficient use of land	
Policy H5 – Affordable housing	Chapter 7 Housing Policy, H8 – Subsidised and low cost market housing
Policy H6 – Housing range and type	Chapter 7 Housing Policy, H6 – Dwelling Mix Chapter 7 Housing Policy H7 - Small Dwellings
Policy H7 – Gypsies and Travellers	Chapter 7 Housing Policy H14 is partially dealt with in the Core Strategy before the completion of an appropriate needs assessment
<b>Core Strategy Chapter 3. Infrastructure and Community Services</b>	
Policy ICS1 – The location and provision of new community and leisure facilities	Chapter 11 Recreation and Leisure, Policies RL1-3 inclusive
Policy ICS2 – Infrastructure provision	Chapter 12 Community Services, Policies COM1 & 2
Policy ICS3 – Providing educational needs	
Policy ICS4 – Providing for a new University Campus	
Policy ICS5 – Educational land which becomes surplus	
Policy ICS6 – Providing for primary healthcare needs	
Policy ICS7 – Providing for secondary / higher order healthcare needs	

<b>Core Strategy Chapter 4. Environment</b>	
Policy EN1 - Nature conservation	Chapter 4 The Built and Natural Heritage, Policy BN19 Chapter 5 Use of the Countryside, Policy C5 Areas of Outstanding Natural Beauty
Policy EN2 – Neighbourhood structure and neighbourhood centres	
Policy EN3 – Green spaces and corridors	
Policy EN4 – Greening new development	
Policy EN5 – Protecting and enhancing the built environment	Chapter 3 General Development and Design, GD11- Creative Design
<b>Core Strategy Chapter 5. Community Safety</b>	
Policy CS1 – Safety through design	
Policy CS2 – Improvements to the local environment	
<b>Core Strategy Chapter 6. Transport</b>	
Policy T1 – New development and requirements for sustainable transport	Chapter 6 Transport and Access, Policies T1 – Transport Infrastructure Chapter 6 Transport and Access, Policies T2 – Transport Infrastructure
Policy T2 – Park and Ride	
Policy T3 – Parking	
Policy T4 – Improving Rail Stations	
<b>Core Strategy Chapter 7. Local Economy</b>	
Policy E1 - Employment floorspace provision	Chapter 8 Economy, Policy E2 – Employment Provision Chapter 8 Economy, Policy E4 – Land available for development
Policy E2 – Location of new employment development opportunities	Chapter 8 Economy, Policy E1 - General Criteria Chapter 8 Economy, Policy E3A and E3B
Policy E3 – Protection and management of employment floorspace	Chapter 8 Economy, Policy E6 – Local firms Chapter 8 Economy, Policy E7 – Protection of existing employment floorspace Chapter 8 Economy, Policy E10 – Protection of Industrial Areas
Policy E4 – Small employment sites / provision	Chapter 8 Economy, Policy E5 – Small Firms Chapter 8 Economy, Policy E12 – Small Units
<b>Core Strategy Chapter 8. Gatwick Airport</b>	
Policy G1 – Airport Development	Chapter 10 Gatwick Airport, Policy GAT1 – General policies for the growth of business at the airport Chapter 10 Gatwick Airport, Policy GAT2 – General policies for the growth of business at the Airport
Policy G2 – Safeguarded land	
<b>Core Strategy Chapter 9. Manor Royal and County Oak</b>	
Policy MC1 – Redevelopment and Intensification	
<b>Core Strategy Chapter 10. Land West and North West of Crawley</b>	
Policy W1 - Joint Area Action Plan	

<b>Core Strategy Chapter 11. North East sector</b>	
Policy NES1 – North East Sector	The following LP policies are replaced by NES1 and NES2 in the CS: Chapter 7 Housing Policy H3A, Provision for a new neighbourhood Chapter 13 Development of the North East Sector, Policy NES 1 – General requirements Chapter 13 Development of the North East Sector, Policy NES 2 – Sustainable Design Chapter 13 Development of the North East Sector, Policy NES 3 – Housing requirements of the new neighbourhood Chapter 13 Development of the North East Sector, Policy NES 4 & 5 – Other development in the North East Sector Chapter 13 Development of the North East Sector, Policy NES 6 – Facilities for the new neighbourhood Chapter 13 Development of the North East Sector, Policy NES7 – Provision of social infrastructure
Policy NES2 – The North East Sector Neighbourhood	
<b>Core Strategy Chapter 12. Neighbourhood Structure and Neighbourhood Centres</b>	
Policy NS1 – Neighbourhood Structure	H3A – Provision for a new neighbourhood
Policy NS2 – Neighbourhood Centres	
<b>Core Strategy Chapter 13. Transport corridor between the Town Centre and Three Bridges Station</b>	
Policy TBC1 – Mix of uses and support infrastructure	
Policy TBC2 – Redevelopment of employment premises	
<b>Core Strategy Chapter 14. The Countryside</b>	
Policy C1 - Development beyond the built-up area boundary	Chapter 5 Use of the Countryside, Policy C1- Development beyond the built up area boundary
Policy C2 – Setting of the town	Chapter 5 Use of the Countryside, Policy C2 - Strategic Gaps Policy C3 – Strategic Gaps Policy C4 – Strategic Gaps
<b>Core Strategy Chapter 15. The Town Centre</b>	
Policy TC1 – Town Centre North	Chapter 8 Economy, Policy E8 – North of the Boulevard Chapter 9 Shopping, Policy SH6 – The Boulevard Chapter 9 Shopping, Policy SH4 – Town Centre Regeneration
Policy TC2 – Area of additional mixed use development opportunities	Chapter 9 Shopping, Policy SH13 – Town Centre Development Opportunities
Policy TC3 – Town Centre development	Chapter 9 Shopping, Policy SH1 – General Chapter 9 Shopping, Policy SH10 – Primary Shopping Areas

	Chapter 9 Shopping, Policy SH12 – Town Centre Development Opportunities
Policy TC4 – Retail development outside the Main Shopping Area	Chapter 9 Shopping, Policy SH2 – General Chapter 9 Shopping, Policy SH3 – General
Policy TC5 – Town Centre living	Linked to Local Plan Chapter 7 Housing.
Policy TC6 – Transport and parking	
Policy TC7 – Town Centre strategy	Chapter 9 Shopping, Policy SH5 – Town Centre Regeneration

Note Chapter 2 of the Saved Local Plan (2000) and the STRAT 1-3 policies will be superseded by Core Strategy objectives, listed at the beginning of each chapter.

This document is available in other formats on request. Please contact the Forward Planning Team on: 01293 438450 if you would like a translation or copies in braille, large print audio tape or computer disk.

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