

Crawley Densification Study

Compact Residential Development: Making more efficient use of land

PART 1: DRAFT FOR CONSULTATION

January 2021



Contents:

	Page
Part 1. Compact Development, Density and the Presumption in Favour of Sustainable Land Use	2
1. <i>Compact Development in Context</i>	2
The Three Primary Advantages of Compact Development	2
Opportunities for Reinvention and Reinvigoration of existing places	3
Protecting the Countryside	3
2. <i>Compact Development: The Traditional, Sustainable Urban Form</i>	5
Higher Density can be Low Rise	5
The Climate Emergency: Why Compact Development Matters	5
The Move from Traditional Compact Form to Suburban Sprawl	6
Risks with Compact Development	7
3. <i>New Compact Development and Existing Communities</i>	8
Foundational Principles for Successful Compact Form	8
4. <i>Crawley within this Context</i>	11
Past Compact House Building	11
Future Compact House Building	12
Further Potential for Intensification	12
Next Steps	14

Part 1: Compact Development, Density and the Presumption in Favour of Sustainable Land Use

1. Compact Development in Context

Densification is not a choice, it is a requirement in national planning policy in order to meet arising development needs, in addressing the acknowledged Climate emergency and to reach best practice urban design standards.

- 1.1 It is important that Crawley, as a borough, re-visits how its existing urban areas are used and organised, to enable existing land to be used more efficiently. This is particularly in regard to how the scale and layout of the existing built fabric could, or should, facilitate new compact forms of development within the Built-Up Area Boundary.
- 1.2 National Planning Policy¹ is clear that in setting new policies, plans must contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible and that this should include the use of minimum density ranges.

The Three Primary Advantages of Compact Development

- 1.3 There are three primary advantages of compact development:
 1. Sustainability and the climate emergency;
 2. Compact Urban Forms are Attractive and Desirable;
 3. Reducing the commute to work – improved quality of life.

1.3.1 **Sustainability and the Climate Emergency**

Compact residential development is vital if we want our urban settlements to become more sustainable. As such, it is embedded in government policy. Compact development not only uses less land, but it also has the potential to create efficiencies in the use of other resources, including energy supply, services and transportation and allow better provision of open space.

By living in closer proximity to each other, we can accommodate far more of the world's population, use less energy, concentrate goods and services and move from one place to another more efficiently. One obvious example relates to everyday movement. Compact settlement allows us to just walk five – eight minutes to get the things you need most often, the services and facilities you require on a regular basis. This means you don't need to use a private vehicle so often, requiring less land around these destinations to be covered in tarmac for car parking, traffic filter lanes, roundabouts and bypasses. Space which can, in turn, be used for play space and more housing.

“Compact forms of development bring people together to support local public transport, facilities and local services. They make destinations easily accessible by walking or cycling wherever this is practical. This helps to reduce dependency upon the private car²”.

1.3.2 **Compact Urban Forms are Attractive and Desirable**

Many of England's best villages and market towns, built over the centuries, are widely seen as attractive places in which to live, yet they have a compact form and relatively high density. Not a high or hyper dense, 60 dwellings per hectare minimum was standard in Victorian and Edwardian towns: it all had to be compact due to lack of car ownership. The majority of the most expensive residential addresses in our cities have also been laid out to various density scales of compact development.

¹ National Planning Policy Framework (NPPF), paragraph 123 (2019) MHCLG

² National Design Guide, page 19, 63, 'Compact form of development' (1 October 2019) MHCLG

High density living can be extremely desirable, as the New Town in Edinburgh and Kensington in London demonstrate. Both have at least 250 dwellings per hectare, and yet they are extremely expensive and highly sought after. In our most attractive villages and market towns it is often the older houses clustered at higher densities in the centre that fetch the highest prices.

1.3.3 **Reducing the Commute to Work – Improved Quality of Life**

So many people spend too many hours every day sitting in their car or on a train. Assuming employment opportunities are nearby, compact development can significantly reduce this daily loss of time, allowing more for family, friends, leisure and overall quality of life.

This principle requires a fast, reliable, frequent and high capacity public transport network to be in place as a key infrastructural foundation, alongside increasing compact development.

1.4 In addition to the three primary advantages outlined in paragraph 1.3, other major advantages of compact development form include:

- **Physical Health**

Active movement is both more attractive and enabled by way of thoughtful layout and cycling and walking infrastructure.

- **Social interaction and mental health**

People are literally less isolated. There is more walking naturally built into compact form allowing for far higher levels of human interaction and life on the street, encouraging people to spend less time isolated within individual private vehicles.

- **Local choice and quality of life and attractive neighbourhoods**

When a neighbourhood within 500m from a local centre achieve an average minimum of 50 dwellings per hectare, residents will generally never be more than 5- 8 mins walking distance from a good range of local facilities. Mainly because: (a) this level of density makes such facilitates commercially viable (footfall); and (b) commercial units do not require large space consuming surface car parks or expensive multi-story provision as enough customers live within a comfortable walking distance (see diagram 1 below).

Opportunities for Reinvention and Reinvigoration of Existing Places

1.5 The reduction in the need for vast car parking allows compact development to become more like a traditional village setting and less like an out-of-town retail park, providing communities with visually attractive and interesting urban environments. Intensification and densification offers the opportunity for us to physically improve, enhance and even reinvent our existing built environment, particularly our less attractive, less beautiful, isolated low density places; to heal the breaks and gaps where appropriate by crafting new forms to infill and mend the urban structure; and to enclose a space or place better as well as to increase and amplify a landscape feature or green open space setting further than exists.

1.6 Intensification of our existing urban places can also unlock and enable new opportunities to opening up, link through and overall making better, more direct non-vehicular movement connections between places, providing the chance to more directly link neighbourhoods and destinations together and also out and into existing areas of open landscape and countryside.

Protecting the Countryside

1.7 Fundamentally, compact development form allows for better protection of the countryside as well as landscape settings within urban areas. Intensification helps to

create physically clear urban districts and distinct neighbourhoods with clear urban edges between countryside and town.

- 1.8 Published in June 1999, 'Towards an Urban Renaissance' was a report written by the Urban Task Force chaired by Lord Rogers of Riverside. It examined the question of how 4 million projected new homes over 25 years, might be accommodated in the UK without further encroachment into the green belt or other areas of countryside. This work helped launch emerging national policy to reverse the onward sprawl of unsustainable low density car dependent development.

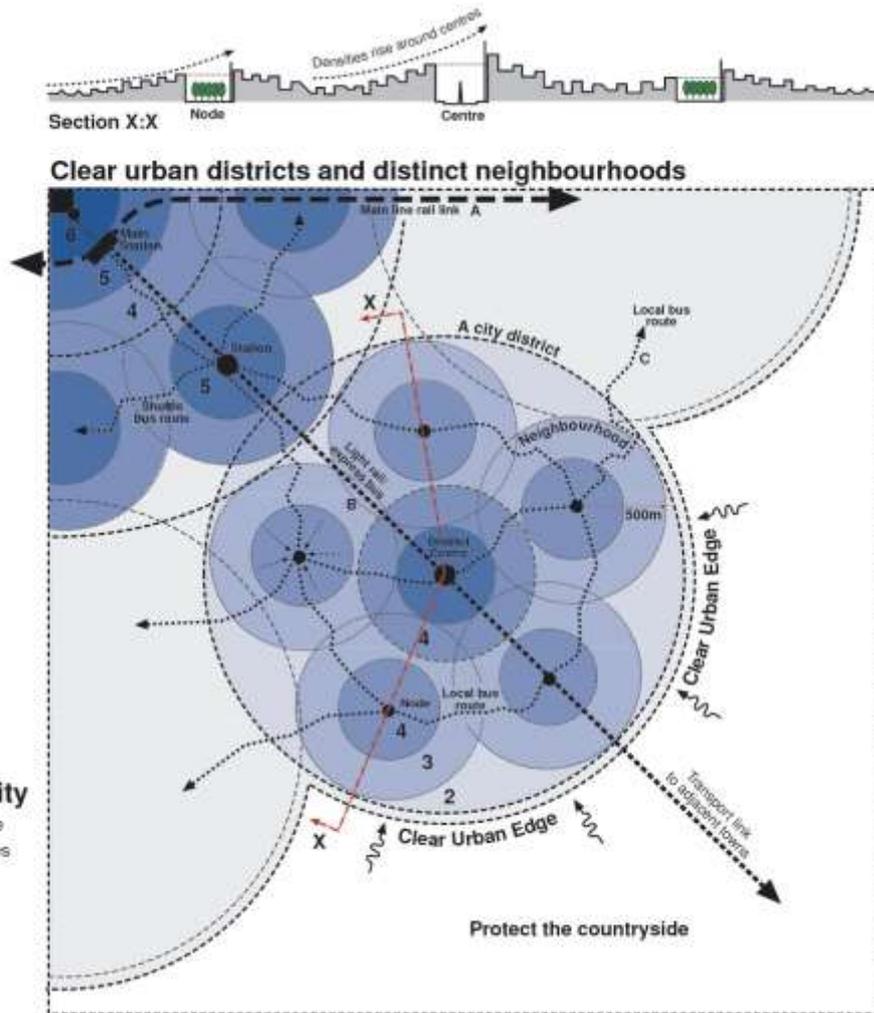


Diagram 1 (Above).

Image taken from Rogers 'cities for a small country' first published in 2000.

This was part of the work he chaired for the report in 1999 'Towards an Urban Renaissance' which resulted in the Our Towns and Cities - the Future - The Urban White Paper published in 2000, and was influential in the revised Planning policy guidance note 3: Housing (published in 2000). Ultimately this work informed the government guidance documents through the 2000s (e.g. CABE work) and the Urban design Compendium and the latest NPPF focus on 'efficient use of land and minimal densities'.

2. Compact Development: The Traditional, Sustainable Urban Form Ensuring Densification is Successful.

Higher Density can be Low Rise

- 2.1 Building at sustainable densities not only makes more efficient use of land but should and, as already stated, can also deliver higher quality urban environments. Yet there are many cases where higher density designs produce a poor quality environment and public opinion can be biased by negative perceptions. Some people imagine high density as only being possible when tall buildings which fail to relate to the local context are constructed, with many such schemes having been built in the UK over the last 50 years.
- 2.2 Yet high structures, as well as long, impermeable repetitive perimeter apartment blocks, are only one way to increase density. Higher residential densities can be achieved in low rise developments of two- to three- storeys which use innovative ways of providing outdoor amenity space.

“In the creation of new towns, the question of density is paramount. Milton Keynes covers an area twice the size of Florence, but contains half as many residents. We don’t have spare land to play with in that car-dependent way, and some kind of ‘gentle density’ is what we must aim to achieve. By ‘gentle density’ we mean density that is achieved at street level and without presenting alien or impersonal structures that challenge the ordinary resident’s sense of belonging. Tower blocks in cleared spaces do not necessarily achieve greater density than the terraced streets that they replace. For example, none of the post-war estates achieved the density of Pimlico or Notting Hill Gate. And certainly, the highest density square kilometres in Europe are not high-rise estates, but historic parts of Paris and Barcelona”.

Living with Beauty: Report of the Building Better, Building Beautiful Commission, MHCLG, 30 January 2020

The Climate Emergency: Why Compact Development Matters

- 2.3 Choices made in relation to the layout and scale of new development strongly influence everyday human activity, particularly in relation to movement which dictates how people move within, through and around a place. As a result, it has a major influence on climate change. Domestic buildings accounted for 22.7% of Crawley’s overall emissions in 2018, and industrial and commercial buildings for 35.7%, with transport accounting for the remaining 41.6%³. Government policy makes it clear that higher residential densities, public transport and sustainability are all interconnected and that they rely upon one another in order to achieve an increase in the supply of residential units required in order to meet the needs of the population.

“Making cities sustainable means making them more compact, better connected and less damaging to the environment. To do this, we need to recycle our land and our buildings, to increase the density of development and to stop our suburbs sprawling over the countryside. We need a plan of action that works from the centre outwards, layer by layer, developing existing communities and clusters of activity into a denser, closer texture”.

Cities for a small country, Richard Rogers and Anne Power, 2000/2014

³ UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018 (2020) Department for Business, Energy & Industrial Strategy (hereafter BEIS).

The Move from Traditional Compact Form to Suburban Sprawl

2.4 It is only in the recent past that this long standing, best practice approach to settlement formation has been ignored. Unfortunately, instead, it has often been replaced by low density poor quality sprawl.

“Throughout the twentieth century, politicians and planners believed that moving people out of our city centres was a good thing, and many of the great architects of the twentieth century were anti-urban. In the late 60’s there was a shift in attitude in favour of inner-city renovation and moves were made to protect traditional communities, but for the most part, depopulation continued. Terraced housing was abandoned and planned garden cities fell out of favour.

Instead, growth was delivered by the expansion of unplanned suburbs, large-scale clearance of the inner cities and the construction of new mass housing estates. This re-ordering of settlements separated work from home, breaking the close integration of commerce, manufacturing, leisure and home life which is found in popular inner-city neighbourhoods as well as smaller cities, market towns and historic villages. We are now reaching the limits of dispersal and this is forcing us back to the idea of compact, dense, mixed-use, integrated cities⁴”.

“The Tudor Walters Report of 1918 argued for slum clearance, and the replacement of dense housing schemes with suburban developments at a density no greater than 30 units per hectare. The massive consumption of countryside that this entailed led to the foundation of the Council for the Preservation (subsequently Protection) of Rural England in 1926, and the pressure of opinion today is now in the opposite direction”.

Living with beauty: report of the Building Better, Building Beautiful Commission, MHCLG; 30 January 2020.

“Public disenchantment with so much of what has been built since the war cannot be adequately captured in facts and numbers; it is a powerful and present feeling of loss... The reason for this failure... translating principle to built form. People fear that the places they love will be spoiled, and the fear is very often justified”⁵.

2.5 Two of the primary reasons for this are:

a. Little respect or care for existing character and context:

Minimal regard is usually given to the existing positive character attributes of sites themselves, the area immediately surrounding them and the wider hinterland, the area surrounding, apart from those which are most obvious (such as protected buildings, views, landscape assets).

Many definitions are used to define what people perceive as the character of an area, labels such as sylvan, rural, suburban, Victorian, high street, leafy, terraced. These definitions are not enough on their own to define the character of a place. Behind these labels there is a less obvious physical skeleton, or rural/urban structure, underpinning every area. This structure consists of tangible physical elements (such as paths, landmarks, roads, an edge of woodland, views and vistas), which together give a place its distinct form.

⁴ Cities for a small country, Sir Richard Rogers and Anne Power, 2000/2014

⁵ Building Better, Building Beautiful Commission (Interim draft) Chapter 4, page 10 & 11. 'Introduction' (2019) MHCLG

In order to guide the form of new development, these key components needs to be defined accurately, their identification practically clarifies how and why people experience, appreciate and enjoy a place.

b. Time and skill: Architecture and Urban Design – crafted and bespoke design is essential to unlock good compact development form:

Compact residential development requires more thought, expertise and craft than is required or usually applied to low density development, or demanded by market forces.

In the short term, it's a lot cheaper and easier to simply keep building one and two storey dwellings across open countryside. However, in the long term the effect on the wider environment suffers significantly. There are also significant negatives to quality of life for residents literally built in to such places.

- 2.6 Low density suburban sprawl has, in part, become so prolific, as it avoids these issues due to the fact that such homes are, in the main, physically separated from one another with no common space and minimal public realm areas beyond the highway and public parks. This is all achieved, with minimal effort: simply put, this really only involves arranging standalone 'boxes', physically distanced from one another by garden walls and driveways.

Risks with Compact Development

- 2.7 However, conversely, risks associated with Compact Development include:
- 1) Closer proximity to a greater number of people and, by default, greater chance of disturbance from perceived antisocial activities (including noise and parking);
 - 2) The residential amenity, enjoyed by existing residents, can be compromised. For example, day light, views and privacy;
 - 3) A clutter of cars parked up everywhere, which could occur when alternative transport modes are not provided in tandem with intensification.
- 2.8 These are all matters which need to be carefully considered against the design and layout of any proposals in relation to the context and character of the area in which a site is located.

3. *New Compact Development and Existing Communities*

Reconciling the need for change.

- 3.1 An unprecedented number of densification, intensification and infill development projects as well as new planned urban extensions are occurring across cities and towns throughout the UK, and Crawley is no exception. New urban characters are being introduced near, alongside and within established neighbourhoods, at a fast pace.
- 3.2 Successful, compact, sustainable places share a number of characteristics based upon key urban design principles, as outlined later in this document. However, crucially, and particularly in the case of Crawley, locations for compact development are located both within and adjacent to existing neighbourhoods. As a result, new proposals need to be based on a thorough study and understanding of context and the existing character of such areas. Proposals need to be carefully stitched and moulded into these established urban locations.

The government, through the NPPF, recognises the importance of local character in new design⁶. In addition, the Identity Chapter of MHCLG's National Design Guide (page 16, 51 -52) outlines typical characteristics of local character.

In addition, and as already touched upon, the layout, appearance, residential amenity and private open space requirements for compact design, requires more thought and expertise than is usually applied (or even necessary) for low density housing. A far greater quality of architectural design, attention to detailing, materials and consideration of the needs of future occupants is needed.

Foundational Principles for Successful Compact Form

- 3.3 The form of new proposals must first and foremost be guided by the following four foundational principles:

1. The existing character

Of both the development site and surrounding areas.

2. Movement patterns

5-8 minute safe walking access to sustainable transport infrastructure and shops, along with the crucial inter-related issue of car parking and car usage.

3. Residential design

Including the common areas scheme management and maintenance.

4. Walking distance to areas of substantial natural/rural landscape

Without the need for a car - 10 mins walk.

The potential for and determination of density range is primarily guided by existing character of an area and the proximity to sustainable transport infrastructure.

- 3.3.1 **The existing character, of both the development site and surrounding areas:**

From the outset, proposals must identify, respond to and be based upon a thorough understanding of the significance and distinctiveness of both the site and the positive aspects of the wider area's existing character.

Proposals must demonstrate and document how the components of existing rural/urban structure, movement patterns (including push/pull attractors), and spatial hierarchies, individual landscape/built assets and topography have guided and directed the form of new development. Proposals must be dictated to and directed by these various elements, setting out a clear design vision which builds upon, protects,

⁶ National Planning Policy Framework, Chapter 12, 'Achieving well-designed places (2019) MHCLG

reinforces and enhances this existing character, while not preventing or discouraging appropriate innovation or change. The NPPF states that:

“In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”⁷.

3.3.2 **Movement patterns:**

5-8 minute access to sustainable transport infrastructure* and the shops and the crucial inter-related issue of car parking and car usage (the frequency of car usage is the key issue, not car ownership).

Leaving sustainability aside, there is a second crucial reason why such public transport infrastructure is needed - it gives people a viable and attractive alternative to private car use (and usually also reduces the desire for car ownership, especially when coupled with proper cycling infrastructure, car clubs and micro-mobility being in place). Higher Density imposed into existing communities cannot be allowed to wreck current movement expectations and clutter our existing public space with parked cars and fill the roads with increased car journeys.

Compact development should be possible without it resulting in new parked cars filling up existing residential streets and green verges. Compact proposals will consider the opportunity and need to include clear ‘no car ownership clauses’ in many unit purchase contracts or provide allocated car parking (either a little removed from these new houses or more expensively located within under-crofts or underground facilities). High capacity, high frequency, segregated public transport such as rail, bus rapid transit or trams) is essential in order to attract people away from private car use.

3.3.3 **Residential Design:**

The common areas, scheme management, and maintenance.

The devil is in the application and, really, in the detail. This is especially important in regard to residential amenity for existing and future residents.

The design and layout of housing, has for centuries been well understood, appreciated and applied across Britain. Conversely, apartment and maisonette living lacks the same understanding or application. Apart from the positive perceptions associated with Penthouse and Loft apartments, the preference of most UK urban dwellers would be to live in a house. People generally believe that apartment living offers less conveniences and flexibility. Design and residential amenity standards need to improve as new development now has to be more compact and sustainable in order to make efficient use of land. How flats are designed and laid out, improved standards in relation to internal planning and layout, as well as the management of the common areas, are all key to changing both perceptions and the quality of apartments and maisonettes.

Apart from the question of privacy, the critical issues connected with living in flats can be listed under three main headings:

- quality of internal planning and layout;
- sharing circulation spaces (that is entrances, lifts, stairs and corridors), common facilities such as refuse disposal, parking, and cycle storage, services such as aerial systems and deliveries, and most importantly, maintenance;
- outdoor space, aspect and orientation.

⁷ National Planning Policy Framework, Chapter 12, ‘Achieving well-designed places’, paragraph 131 (2019) MHCLG

Well-designed homes and communal areas within buildings provide a good standard and quality of internal and external space. This includes room sizes, floor-to-ceiling heights, internal and external storage, sunlight, daylight and ventilation. The quality of internal and external space needs careful consideration in higher-density developments, particularly for family accommodation, where access, privacy, daylight and external private amenity space are also important. Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future.

In addition to the Nationally Described Space Standards, the following provisions are believed to be important for ensuring successful compact development, in order to minimise the risks outline in paragraph 2.7 above:

- i. Attractive communal circulation spaces which avoid long, narrow, badly-lit and ventilated internal corridors. The use of external gallery access and the use of central atria to improve natural ventilation and dual aspect, is also welcomed.
- ii. Integrated tenures with entrance lobby and cores being shared between owner-occupiers and shared ownership occupiers.
- iii. All units either dual aspect or where single aspect, south facing. Dual aspect can also be achieved by adding projecting 'bay' extensions to the main living spaces, positioned proud of the principal elevation, these 'bay' elements offer potential for glazing in two directions.
- iv. Units with minimum clear floor to ceiling height of 2.7m for 3 person 2 bedroom units and above or, if proven, a lower height where it suits the proportions of a narrower unit.
- v. Usable private outdoor space, at least 2.5m in depth x 4m wide, and accessed directly from main living areas or kitchen.

3.3.4 Walking distance to areas of substantial natural and/or rural landscape.

This really should be without the need for a car – No more than a 10 minutes' walk.

<i>Natural England's Accessible Natural Green Space Standards⁸ recommend that all people should have accessible natural green space:</i>	• <i>Of at least two hectares in size, no more than 300m (five minutes' walk) from home.</i>
	• <i>At least one accessible 20-hectare site within 2km of home.</i>
	• <i>One accessible 100-hectare site within 5km of home.</i>
	• <i>One accessible 500-hectare site within 10km of home.</i>
	• <i>A minimum of one hectare of statutory local nature reserves per 1,000 people.</i>
	• <i>That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size.</i>
<i>The Woodland Trust's Woodland Access Standard⁹ aspires that:</i>	• <i>No person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size; and</i>
	• <i>There should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes.</i>
<i>Crawley Open Space, Sport and Recreation Local Standards for Natural Greenspace</i>	• <i>Quantity Standard: 1.8ha per 1,000 population.</i>
	• <i>Accessibility/Walkability Standard: 720m (15 minutes' walk).</i>
	• <i>Quality Standard: Green Flag Quality Score of 70% to achieve a Good Quality Score or above.</i>
	• <i>Value Standard: Value Score of 60% and above to achieve a High Value Score.</i>

⁸ Accessible Natural Green Space Standards in Town and Cities (2011) Natural England

⁹ Space for People, Targeting Action for Woodland Access (2017) Woodland Trust

4. *Crawley within this Context*

- 4.1 Compact development is particularly important to Crawley given the limited extent of the borough and the constraints on development which affect many areas of the town. The population of Crawley has been rising significantly over the past three decades, increasing by about 22% from 88,750 in 1991 to 106,600 in 2011, it now stands at approximately 113,500 residents. Crawley's population is expected to grow by over 16% over the period 2019-2039¹⁰ to reach 135,262 residents. The borough is already well served in many places by a good public transport network and, through the Local Cycling and Walking Infrastructure Plan (LCWIP) is seeking to create an improved network of safe, coherent cycle routes. In addition, employment opportunities are also significant within the borough, limiting the need for out-commuting.
- 4.2 Crawley has very constrained land supply, alongside the high projected housing need associated with the increasing population. In particular, opportunities for further strategic development is limited within the borough due to:
- The planned areas of open space (both formal and informal) within the neighbourhoods which are clearly highly valued by local residents for their amenity and recreational values and are critically important for their role in response to the Climate Emergency – including as opportunities for securing biodiversity net gain, carbon sequestration and flood management.
 - The tight relationship between the Built-Up Area Boundary and the borough's administrative boundary limits the potential for urban expansion on strategic greenfield sites within the Local Plan's scope.
 - The continued need to safeguard land for a potential future southern runway at Gatwick Airport, together with the noise contours associated with both the existing and potential southern runway scenarios, further limits the potential for additional housing extending in the northern parts of the borough.
 - Much of the borough is subject to aerodrome safeguarding, limiting opportunities for upward expansion and new high rise buildings. Restrictions to the height, design and types of developments may be necessary to avoid impacts on the aviation safety, including those relating to navigational aids, creating building-induced turbulence or include lighting that could pose a hazard to the safe operation of the airport.
 - Crawley's residential neighbourhoods are characterised predominately by two-storey, family-sized homes; all built meeting established internal and external space standards. In seeking higher densities for the borough, compromising the town's character, reducing quality of life for residents and creating town cramming will still not be accepted.
- 4.3 There are no major greenfield sites suitable for strategic residential development remaining within the borough's administrative boundaries after Forge Wood is completed. Therefore, any future development in the borough will have to be compact in order to make effective use of the land supply available.

Past Compact House Building

- 4.4 Good examples of compact forms of development within Crawley include St Peter's, Brighton Road and Ifield Village Conservation Area, as well as more recent developments such as the Commonwealth Drive scheme at Three Bridges.
- 4.5 Over recent years, residential windfall developments within the borough have been higher than anticipated, particularly in the form of developments benefiting from

¹⁰ 2014-Based Population Projections, Northern West Sussex Strategic Housing Market Assessment (2019) Icen Projects

permitted development rights for the conversion of offices to dwellings. Of the 2,490 gross completions over 2015-20, 32% came from developments benefiting from these permitted development rights. In many of these cases, densities have been achieved that would not otherwise have been approved through a formal planning application, because of the unacceptably small size of the new apartments. These have resulted in serious concerns regarding their impacts, on location, design and quality of life.

Future Compact House Building

- 4.6 National planning policy emphasises the need to plan for the effective use of land in order to deliver a sufficient supply of homes, and states that strategic policies should make “as much use as possible of previously-developed or ‘brownfield land” ... and “promote and support the development of under-utilised land and buildings” . Furthermore, the NPPF identifies that “small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly”.
- 4.7 To determine a realistic assumption for the quantum of housing land supply within the borough, a Strategic Housing Land Availability Assessment (SHLAA) is undertaken to form part of the evidence base for the Local Plan. Inclusion of a site within the SHLAA does not mean that planning permission is certain. It merely carries out an assessment of whether a site is suitable, available or achievable for housing development. As part of each assessment the anticipated gross and net dwellings is indicated, based on the high level known site characteristics (i.e. site area and critical constraints such as flood zones).
- 4.8 In addition, it is also anticipated that further housing development is likely to come forward through unidentified/windfall sites over the Plan period. As part of this process it is necessary to be mindful of the principles behind the realistic densities achievable and appropriate on sites within the borough.

Further Potential for Intensification

- 4.8 Crawley’s development as a series of comprehensive neighbourhoods, many of which have also accommodated a significant amount of infill housing in the last decade, means that the capacity of the built up area to accommodate further housing is limited without careful consideration. Notwithstanding this, scope for further new residential infill development remains and a number of new sites have been identified as part of the Local Plan Review.
- 4.9 In addition, critically, opportunities for intensification will particularly apply to areas within the Town Centre and other locations which are already well served by high frequency, reliable public transport. Crawley already has some of this necessary transport infrastructure in place. In such locations, major new development should seek a significant uplift in the average residential densities, unless it can be shown that there are strong reasons why this would be inappropriate.
- 4.10 Key routes, access points or interchanges within the borough overall include:
1. Crawley Town Centre rail and bus station hub;
 2. Two high frequency, quality bus corridors, running north/south along Fastway bus route 10, and including routes 20 and 100 as follows
 - a. Where route 20 aligns with 10, all stops between Gatwick Airport and the Gatwick Road North stop; and all stops between the Southgate Avenue stop and Broadfield Barton stop;
 - b. Where Fastway Routes 10 and 100 intersect; the Manor Royal Centre stop, and in the Town Centre, Crawley Bus Station and the Broadway.

3. Two of the best rail stations south of London in terms of connectivity; frequency of services; journey times/express services; number, variety and desirability of destinations served, being Gatwick Airport and Three Bridges;
4. Gatwick Airport is directly linked by coach to more than 100 UK towns and cities.

Town Centre Sustainable Transport Infrastructure



- 4.11 Areas on the periphery of Crawley, both within and outside the borough boundary, will continue to be assessed in partnership with the adjoining authorities.

Next Steps

Part 2. How and Where New Compact Development could be Located TBC

5. *The Key Baseline Output*
 - Existing Character Appraisals
 - Strategic, High Capacity Public Transport Route Layout Plan
 - Densification Ranges and Basic Design Requirements
6. *The Background Evidence Base and Viability/Business Case*
 - Land Value Capture and Residential Unit Type Viability Study
 - Compact Residential Typologies
 - Encouraging Families to move into Compact Typologies
7. *Site Specific Proposals; Masterplans; and Vision Documents*
 - Masterplanning
 - Quality control of new proposals – design codes and new technical design guidance

Part 3. Emerging and Existing Compact Development Locations within Crawley TBC

8. *Opportunities? New visions and ideas for how to make existing places even better*
 - The key baseline output from Section 5 identifies potential sites
 - The approach outlined in Section 7, will inform Development Management and design decisions
9. *Allocated Sites*
10. *Mapping possible sites or locations for considering new Compact Development*