

**CRAWLEY BOROUGH COUNCIL
LOCAL DEVELOPMENT FRAMEWORK**

**SUSTAINABILITY APPRAISAL /
STRATEGIC ENVIRONMENTAL
ASSESSMENT SCOPING REPORT**

JANUARY 2012

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1
Sustainability Appraisal and Strategic Environmental Assessment	
Contents of Scoping Report	
Consultation Arrangements	
2.0 CONTEXT AND METHODOLOGY	3
Introduction to Sustainable Development	
Methodology	
Habitats Regulation Assessment	
Plan Area	
3.0 OVERVIEW OF THE LOCAL PLAN	8
Crawley's Local Plan – Scope of Plan and Timetable	
4.0 SUSTAINABILITY APPRAISAL TOPIC AREAS	11
Introduction to Crawley	
Summary of Key Issues and Sustainability Objectives	
Topic Area A – Climate Change, Sustainability, Sustainable Design and Construction	17
Topic Area B – Heritage, Character, Design and Architecture	
Topic Area C – Housing	
Topic Area D – Economy	
Topic Area E – Natural Environment	
Topic Area F – Transport and Infrastructure	
Topic Area G – Population, Community Facilities and Open Space, Crime and Health of the Community	
5.0 NEXT STEPS	88
GLOSSARY	

1.0 INTRODUCTION

Sustainability Appraisal and Strategic Environmental Assessment

- 1.1 Under the regulations of The Planning and Compulsory Purchase Act 2004 Crawley must carry out Sustainability Appraisal (SA) of the Local Plan to satisfy independent examination and allow the Plan to be formally adopted. An EU Directive also requires that Strategic Environmental Assessment (SEA) is carried out to ensure that the environmental effects of the Plan are taken into account. The SA/SEA is an ongoing process, which attempts to identify the social, environmental and economic impacts of planning policies and allocations.
- 1.2 The SA/SEA process will consider the impacts of proposed development options on people's health, and covers the criteria of Health Impact Assessment. The Local Plan seeks to promote opportunities for all people in Crawley. The SA/SEA will also consider the potential effects of the Plan on people in respect of disability, gender and racial equality impacts, in light of the Equalities Act 2010.
- 1.3 This scoping report outlines the sustainability issues and objectives for Crawley, for consideration during the review of the adopted Core Strategy (2008). The review will take into account the emerging policies of the National Planning Policy Framework and the enactment of the Localism Bill in 2012, technical evidence and consultation feedback, and will result in a Local Plan for Crawley for the period 2014-2029.
- 1.4 The SA/SEA follows an iterative process, providing a view of the likely implications for sustainable development of different options for policy identified during the review of the Core Strategy. The findings of the scoping work will be taken into consideration when developing the preferred options for Crawley's Local Plan.

Structure of the Scoping Report

- 1.5 This SA/SEA scoping report is structured as follows:
 - Section 2 gives a summary of the report, the methodology proposed for Sustainability Appraisal of the Local Plan, and the plan area.
 - Section 3 provides an introduction to the SA process and explains how the SEA requirements have been incorporated. The Local Plan /SA production timetable is outlined.
 - Section 4 describes social (including health), environmental and economic issues of significance in Crawley; baseline data and relevant plans policies and programmes. The data is presented by topic, with a summary of key issues identified and list of Sustainability Objectives at the start of the section.
 - Section 5 provides detail on the next steps of the SA/SEA process including identifying a monitoring framework, undertaking Appraisal of Local Plan options and the proposed structure of the Sustainability Report.

Consultation Arrangements

- 1.6 Consultation on the Scoping report is running alongside consultation on Issues for the Local Plan, and a Draft Habitats Regulations Assessment Screening Report. Feedback from the consultations will be used to inform the preparation of the Local Plan Preferred Option, Sustainability Appraisal, and any further work on Habitats Regulations Assessment (HRA)
- 1.7 The document will be available for a six week public consultation period on 19th January. We welcome any comments on this Scoping Report. Specific questions are provided throughout the document to guide consultation responses, and are also quoted at Appendix A. Should you wish to comment on the document, please do so on or before **5pm on 1 March 2012**.
- 1.8 There are three ways in which representations can be submitted:
 - Electronically using the dedicated webpage:
www.crawley.gov.uk/crawley2029
 - Electronically by email to forward.plans@crawley.gov.uk
 - By post to Forward Planning, Crawley Borough Council, Town Hall, The Boulevard, Crawley, West Sussex, RH10 1UZ.
- 1.9 For further information about the Sustainability Appraisal and Strategic Environmental Assessment, please contact Catherine Martin on (01293) 438450 or e-mail forward.plans@crawley.gov.uk
- 1.10 The Sustainability Appraisal/Strategic Environmental Assessment can be viewed on the Council's website at www.crawley.gov.uk/crawley2029
- 1.11 Hard copies of the documents are also available to view at:

Town Hall: The Boulevard, Crawley, West Sussex, RH10 1UZ. Phone 01293 438000

Opening hours: Monday to Friday 8.30 am - 5.00 pm

Crawley Library: Southgate Avenue, Southgate, Crawley, RH10 6HG.

Phone 01293 651744. Opening hours: Monday to Friday 9.00 am -7.00 pm
Saturday 9.00 am -5.00 pm

Broadfield Library: 46 Broadfield Barton, Broadfield, Crawley, RH11 9BA.

Phone 01293 543298 Opening hours: Monday – Friday 10.00am -5.00pm
Saturday 10.00am -2.00pm

2.0 CONTEXT AND METHODOLOGY

Introduction to Sustainable Development

- 2.1 Sustainability is a difficult term to define. The most widely used definition is taken from the Brundtland Report, which was produced by the United Nations World Commission on Environment and Development in 1987. It defines sustainable development as:

"development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

- 2.2 The aim of Sustainable Development (SD) therefore, is to enable everyone to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations. It is about considering long-term social, economic and environmental issues and impacts in an integrated and balanced way.

- 2.3 The UK's sustainability strategy was set out in the document 'A Better Quality of Life' (2005). This states that *'its task is to meet five objectives at the same time, in the UK and the world as a whole'*. These objectives are

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

- 2.4 The Coalition Government has refreshed its vision and commitments to sustainable development in the document 'Mainstreaming Sustainable Development' (Defra, February 2011):

'Sustainable Development ... [means] making the necessary decisions now to realise our vision of stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same ... Our long term economic growth relies on protecting and enhancing the environmental resources that underpin it, and paying due regard to social needs.'

Strategic Environmental Assessment and Sustainability Appraisal

- 2.5 Section 39 of the Planning and Compulsory Purchase Act 2004, requires Local Development Documents (LDD) to be prepared with a view to contributing to the achievement of sustainable development. The requirement for a SEA is originally set out in the European Directive 2001/42/EC, which was adopted into UK law as the "Environmental Assessment of Plans and Programmes Regulations 2004". A SEA ensures that the environmental effects of certain plans and programmes, including land-use plans are taken into account.

- 2.6 The aim of the SA is to ensure that the Local Plan is as sustainable as possible. The process involves examining the likely effects of the plan and considering how they contribute to environmental, social and economic wellbeing. Where problems are identified mitigation measures can be proposed and put in place. These processes can therefore improve the overall sustainability of the plan being prepared.

2.7 As the SA and SEA processes are so similar, they have been undertaken together and for ease of reference, this document will refer to both processes as a SA. However, Government guidance suggests that the SA should identify where the requirements of SEA have been met. This scoping report will only need to meet those requirements which relate to the early stages of the SEA process. Table 2.1 sets out where the requirements of the SEA Directive have been met in this report. The remaining requirements will be covered in later stages of the process and will be included within the final SA submitted alongside the Local Plan.

Table 2.1 SA/SEA Report and conformity with SEA Directives

SEA Directive Requirements	Location within Report
<p>Annex 1 a Outline of report contents Main objectives of the plan & relationship with other plans and programmes.</p>	<p>Section 1 Section 3, paragraphs 3.11 onwards & Chapter 4, sections titled 'Relevant Plans, Policies and Programmes'</p>
<p>Annex 1 b Current state of the environment & likely evolution there of without implementation of the plan.</p>	<p>Section 4, described for each issue identified and titled: 'Likely evolution without the continued implementation of the Local Development Framework'</p>
<p>Annex 1 c Environmental characteristics of areas likely to be significantly affected.</p>	<p>Sections 3 and 4</p>
<p>Annex 1 d Existing environmental problems which are relevant to the plan, including, in particular, those relating to any areas of a particular environmental importance.</p>	<p>Section 4, on a topic and issue basis</p>
<p>Annex 1 e Environmental protection objectives, established at international, community or national level and the way those objectives and any environmental considerations have been taken into account during its preparation.</p>	<p>Section 4, on a topic basis, titled 'Relevant Plans, Policies and Programmes'</p>

Habitats Regulations Assessments (HRA)

2.8 A separate European Directive that relates to the Conservation of Natural Habitats and of Wild Fauna and Flora – the 'European Habitats Directive' (92/43/EEC) – requires an Appropriate Assessment (known as Habitats

Regulations Assessment (HRA) in the UK) to be undertaken. HRA assesses the impact of land-use plans against the conservation objectives of European Sites within certain distances of the Borough (15 km has been used in the case of Crawley). The HRA ascertains whether the plan's proposals would adversely affect the integrity of a site on its own, or in combination with the plans of neighbouring authorities.

- 2.9 In tandem with this SA Scoping Report, the Council has prepared a Draft HRA Screening Report. The findings of the Screening Report suggest that there is no significant likelihood of adverse impacts on protected sites from the implementation of the plan. However, since the exact scope and intensity of development of the Local Plan is still undetermined, further investigation of the likely impacts of Options will be undertaken in consultation with statutory bodies including Natural England. The findings of this work will be published in a Draft HRA report for consultation with the SA Sustainability Report.

Consultation Question:

Having read the HRA screening report, do you feel that Appropriate Assessment of the impact of the implementation of the Local Plan is required?

Methodology

- 2.10 As the first stage of the SA/SEA scoping of the Local Plan, the Council has collected contemporary information on social, environmental and economic issues in the Borough. This is known as the 'baseline' data. This information was collected from monitoring carried out in the past, and other sources, and enabled the key issues facing the Borough today to be identified.
- 2.11 The next stage of the process has been to identify and analyse all plans, programmes and policies that could impact upon the Local Plan. These plans, programmes and policies include documents from international to local levels. The documents also provided further information about the Borough, which were included in the baseline data.
- 2.12 From this information, it was possible to identify Sustainability Objectives that the emerging policy options in the Local Plan will be assessed against. The Sustainability Objectives will be confirmed following this consultation. They will be compared with each other and against the overall objectives of the Local Plan during the development of a preferred option. This process will enable any conflicts between the objectives to be identified. By identifying these conflicts, possible ways of reducing or resolving conflicts between Local Plan policies and sustainable development will be found.
- 2.13 The SA is being prepared by Crawley's Forward Planning Department who are also responsible for the development of the Local Plan. To ensure the SA is subject to impartial scrutiny, we are intending to involve internal and external stakeholders during the Sustainability Appraisal of the Options and Preferred Option of the Local Plan. We will also consider the use of a 'critical friend' to provide objective opinion of the Appraisal. A list of statutory and proposed consultees is included at Appendix B.
- 2.14 This SA is still in its infancy, with a number of areas still requiring development, these are:

- SA Indicators – National Indicator Set (NIS)–based monitoring has informed much of the existing baseline data, and these indicators are quoted in the baseline information (Section 4) to show where the information has come from. Following the abolition of the NIS, the forward planning team will develop a new proposed monitoring framework to accompany the Local Plan and Sustainability Appraisal Report. This will be developed in line with corporate aims and the objectives of the Sustainable Communities Strategy 2008-2026. A new set of SA indicators will be developed and published with the Draft SA Report for consultation with the Proposed Submission Local Plan;
- Baseline Data – The evidence base being prepared for the Local Plan has a relevance to the whole LDF and this will be used as the basis for the SA baseline data where appropriate. Evidence studies are still being developed and their findings will be incorporated within the SA baseline once complete;
- Mapping – Currently the baseline data is mostly discussed in a Borough-wide context. Future baseline work will now focus upon the different areas of the town, to show how the baseline varies spatially across the Borough and how the likely development areas may impact them. Where appropriate, this data will be mapped to provide a visual representation of the data. Maps of baseline information that are currently available are included at Appendix C.

Consultation Question:

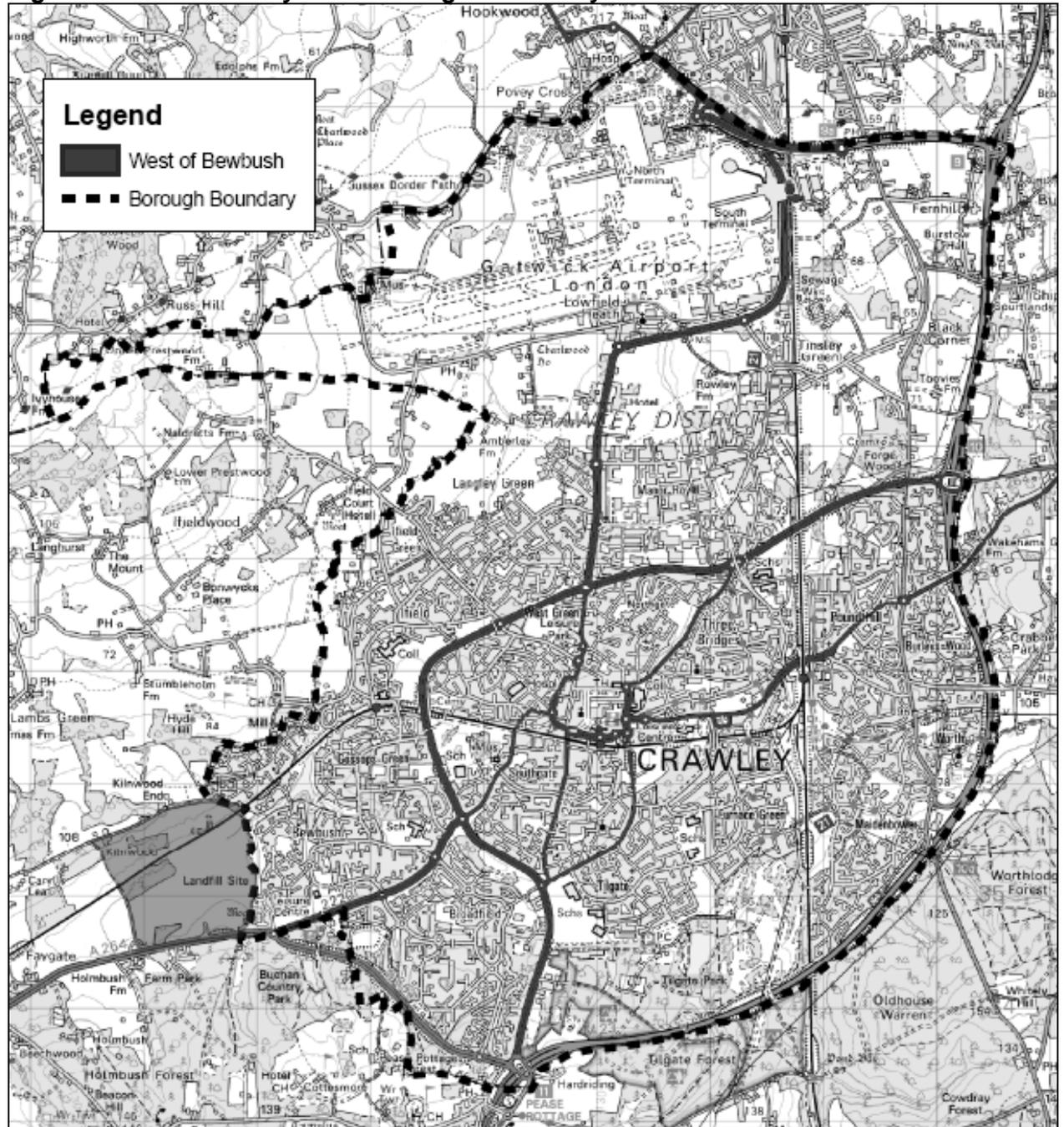
Will our proposed methodology appraise the social, environmental and economic impacts of development proposals in line with requirements for SA?

Are there any other groups with an interest in development in Crawley who we should involve in the process? (See Appendix B for a list of proposed list of consultation partners)

Plan Area

- 2.15 Broadly speaking, the focus of the Local Plan will be upon Crawley Borough. However the West of Bewbush Joint Area Action Plan adopted in July 2009 extends beyond Crawley’s Boundary into Horsham’s administrative area and the combined impacts of development at this stie will be considered with the Local Plan. Figure 2.1 shows the Borough Boundary, and area covered by the West of Bewbush JAAP, that will be considered by the SA.
- 2.16 Further growth into neighbouring authorities cannot be ruled out at this stage if further growth is required. Therefore, this SA scoping report could be applied to areas beyond the boundary of Crawley during the life of the plan. The area considered by the 2009 At Crawley study is shown in Appendix C. The study examined the potential for strategic development both within and beyond Crawley’s boundary. This is shown to indicate the area that may be considered during the preparation of the Local Plan – both for development, and to indicate areas likely to be impacted by development. The extent of the Plan area will be kept under review and updated as appropriate in future consultations.

Figure 2.1: SA Boundary - The Borough of Crawley



3.0 OVERVIEW OF THE LOCAL PLAN

Introduction

- 3.1 Crawley Borough Council is reviewing its Core Strategy. In light of the changes to planning emerging with the Localism Bill and the anticipated adoption of a National Planning Policy Framework, Crawley will produce a new Local Plan setting out policies to guide both strategic development and development management over the period 2014-2029. These policies will replace both the adopted Core Strategy (2008) and saved Local Plan policies.
- 3.2 A key aim of the Local Plan will be to ensure that the Borough continues to develop sustainably.

The Local Development Framework (LDF) and National Planning Policy Framework (NPPF)

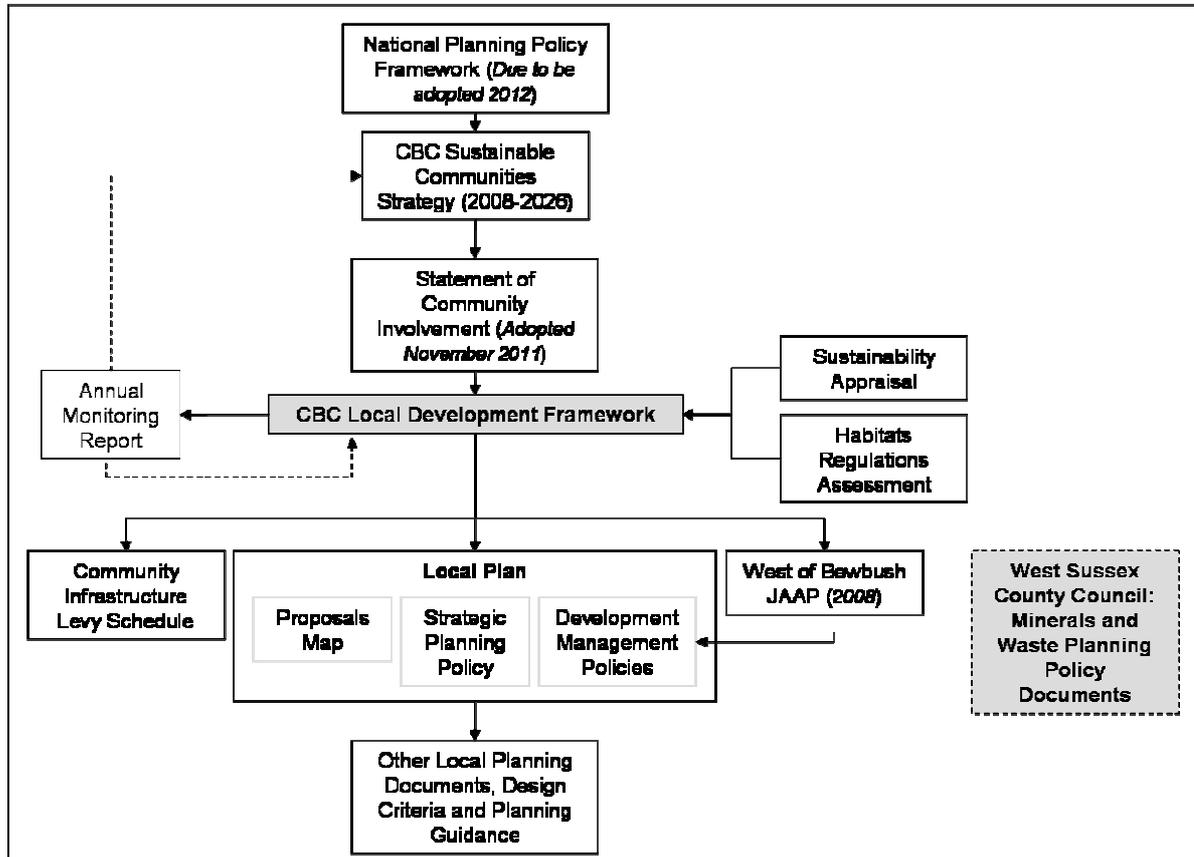
- 3.3 Crawley currently has a Local Development Framework (LDF) that comprises the adopted Core Strategy (2008); the policies that have been retained from the Local Plan (2000); the West of Bewbush JAPP, and a number of Supplementary Planning Documents (SPD) that cover subjects such as town centre redevelopment and Gatwick Airport.
- 3.4 The LDF is informed by a wide range of requirements, recommendations and guidance from documents produced at an international level all the way down to a local level. Such documents include national planning policies and the Crawley Sustainable Community Strategy.
- 3.5 The Coalition government has proposed to reform the planning system to consolidate existing national planning policy into a single National Planning Policy Framework (NPPF). The draft NPPF was published for consultation between July and October 2011 and proposed several reforms to planning policy and procedure including a requirement for Local Authorities to produce an up-to-date Local Plan in line with the policies of the NPPF. The final NPPF is expected to be adopted in early 2012.
- 3.6 The Local Plan will respond to changed economic circumstances affecting growth and employment. It will plan for changes to housing supply and demand influenced by the economic future of Crawley, and the recent permission granted to development of a new neighbourhood in the North East Sector of the town.

Crawley's Local Development Framework

- 3.7 This SA Scoping Report is available for consultation in tandem with early consultation on Issues for the new Local Plan. The Local Plan will address development proposals including the long-term housing and employment land supply position for the period up to 2029. It will include policies to guide the location and type of new development, and to protect valued elements of natural and built environment; and will set out plans for the implementation of infrastructure supporting it. Although the SA is being prepared in tandem with the Local Plan, its focus is not solely upon the Plan, but will be used to appraise all subsequent documents including SPDs.

3.8 The early review of the adopted Core Strategy affords the Council the opportunity to prepare a new SA framework, building upon the lessons learnt during the preparation of the first Core Strategy. A simplified diagram of the key documentation proposed to accompany the adopted Local Plan is shown at Figure 3.1

Figure 3.1: Local Development Framework – relation between documents



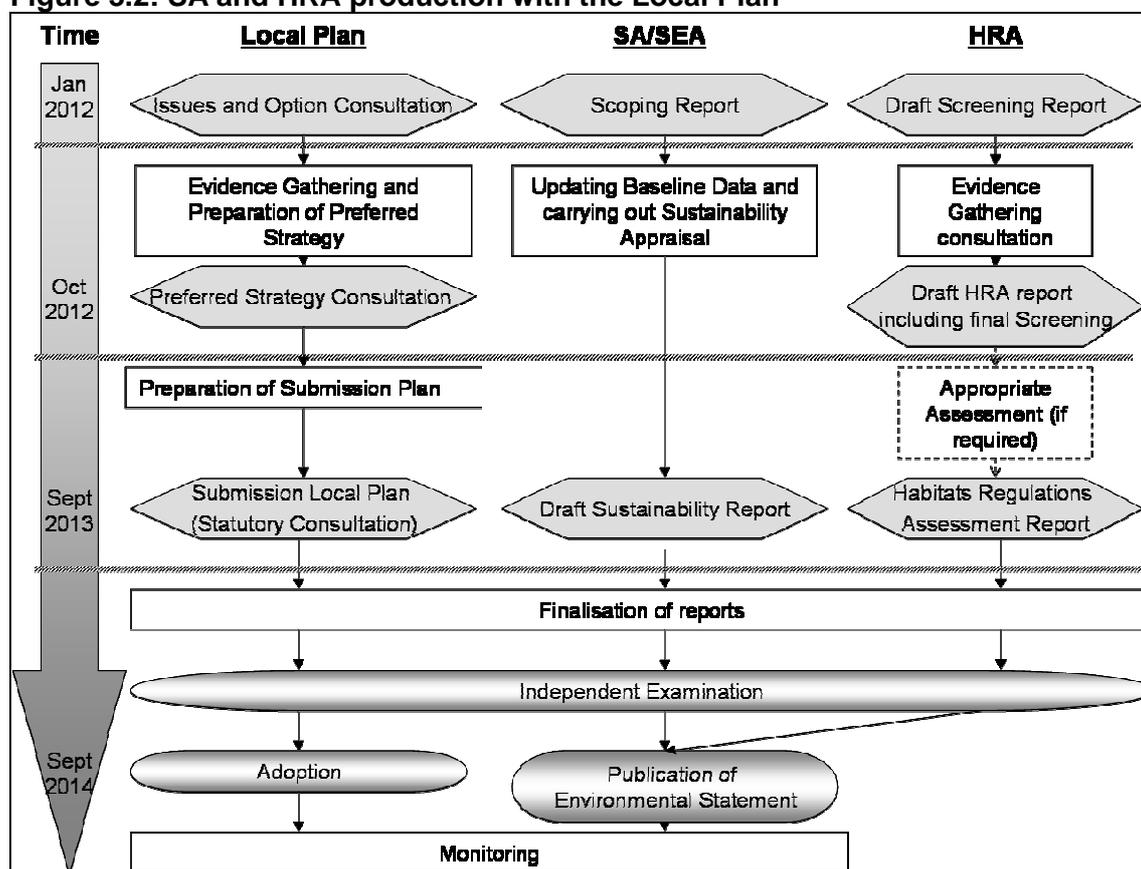
3.9 Figure 3.1 excludes the South East Plan which was adopted in 2009. It is expected that the SEP will be revoked in early 2012 with the enactment of the Localism Bill. It is also expected that all Planning Policy Statements and Guidance and some planning circulars will be superseded by the National Planning Policy Framework and any accompanying guidance, also due to be adopted in 2012. For the purposes of this Scoping Report, it is assumed that the SEP and existing PPS/Gs are relevant to the Borough until the enactment of the Localism Bill and adoption of the NPPF (such as through existing housing targets). These documents have been considered along with the Draft NPPF and Localism Bill when identifying issues for Crawley.

3.10 However, within the Topic areas listed in the following chapter, the plans, and programmes most relevant are highlighted in detail. This area will be developed at the draft stage, subject to the nature of the document being developed, to ensure the relationship between the plans, policies and programmes can be discussed in relation to the emerging LDF policy. The timetable for the adoption of the Local Plan is shown in Table 3.1. Figure 3.2 shows how the SA and HRA timetables will align with the Local Plan production.

Table 3.1: Local Plan Development Timetable

Key Milestone	Anticipated Programme Date
Issues & Options Consultation	January – February 2012
Preferred Strategy Consultation	October – November 2012
Submission Consultation	June – July 2013
Submission	September 2013
Examination (estimated)	January – February 2014
Adoption	September 2014

Figure 3.2: SA and HRA production with the Local Plan



3.11 The major objectives for the Local Plan will be determined using the evidence base and consultation feedback. The Issues consultation and preparation of Options for the Local Plan will identify objectives for the planning and delivery of development in Crawley. These objectives will be considered during the Sustainability Appraisal.

4.0 Crawley and the Sustainability Appraisal Topic Areas

Introduction to Crawley

- 4.1 Crawley Borough covers 4,497 hectares of land in the north east of West Sussex County and is predominately urban in character, although the town is surrounded by countryside lying mostly in neighbouring authorities. Horsham District abuts the town to the west, Mid Sussex District to the south and east, whilst the County of Surrey is adjacent to the north of the town.
- 4.2 Crawley has its origins in the Middle Ages, or even earlier, although the majority of the town's urban form is derived from growth occurring post 1947 when it was designated as one of the 8 post War 'New Towns'. 'New Towns' aimed to stem the increasing congestion and outward sprawl of London whilst providing a better quality of life for Londoners living in the inner and overcrowded areas of the city, by giving new residents access to employment, good quality housing and a green environment.
- 4.3 Fundamental to the urban form of the town is the principle of a town centre offering leisure and shopping opportunities, surrounded by a series of residential neighbourhoods, each with its own facilities and laid out preserving the best natural features of the countryside upon which the neighbourhoods were built. There are 13 neighbourhoods in the town, and planning permission has been granted for two more: at land West of Bewbush (Kilnwood Vale), and the North East Sector.
- 4.4 As a result of the planned approach to development, the town has extensive tree cover and semi-natural open spaces within the urban area. These features provide Crawley with a high quality natural environment and a sense of local distinctiveness, as well as a rich ecological infrastructure network throughout the town.

Sustainability Appraisal Topic Areas

- 4.5 The social, economic and environmental impacts that may arise from the implementation of the Borough's Local Plan will be appraised on a topic basis. Baseline data has been collected to establish the existing situation within the Borough, and the most important trends and issues. These have been condensed into 10 overarching Sustainability Objectives that should be considered when proposing any development options or policies for the Local Plan. Ideal sustainable development in Crawley would result in positive effects on all the Objectives identified – although in reality it is likely compromises will have to be found and mitigation implemented to find a balance between social, economic and environmental needs.
- 4.6 The baseline data draws upon the evidence base being gathered for the development of the Local Plan; and existing information and statistics available from monitoring data. At this relatively early stage in the preparation of the Local Plan, elements of the baseline data are still being collected, specifically in relation to data at the ward and neighbourhood level. New information will be added as it is identified to allow the spatial objectives of the LDF to be regularly assessed and prioritised.
- 4.7 Statistics and trends are quoted from information available at the time of writing. Much of this information will cease to be available as the Council no longer monitors non-statutory indicators from the now abolished National

Indicator Set. Crawley will be reviewing its monitoring arrangements for both the Local Plan and the Sustainability Appraisal following this consultation and will publish a proposed monitoring framework with the Preferred Option Local Plan and accompanying Sustainability Report.

4.8 The SEA Regulations and Government Guidance require that the policies, plans, programmes and objectives that influence the production of the LDF should be identified in the SA. The lists presented under each of the topic areas A to G is unlikely to be completely comprehensive because a number of the higher-level plans, policies and programmes are interpreted into lower level local documents. Where conflicts between plans, policies and programmes exist, the Council will aim to identify them during Sustainability Appraisal and discuss the approach to resolving the conflict.

4.9 The SA topic areas are listed in Table 4.1, with the SEA Directives clearly highlighted where relevant:

Table 4.1: Consideration of issues in the SEA Directive by Topic Area

Topic Area		Scope of Topic	Links to SEA Directive
A	Climate Change, Sustainability, Sustainable Design and Construction	energy efficiency, flooding, air quality, noise, water, waste, climate change and water supply	<i>Material Assets, Water; Air; Climatic Factors</i>
B	Heritage, Character, Design and Architecture	urban design, urban environment, cultural heritage.	<i>Cultural Heritage</i>
C	Housing	housing need, aspirations, strategic development locations	
D	Economy	maximising benefits of Gatwick Diamond, vibrant town centres, strong economic growth	
E	Natural Environment	countryside, landscape, biodiversity, greenways and green open space	<i>Biodiversity, Landscape, Air Quality, Fauna, Flora and Soil</i>
F	Transport and Infrastructure	roads, rail, public transport, Gatwick, infrastructure	
G	Population, Community Facilities and Open Spaces, Crime and Health of the Community	demographics educational establishments, community halls, open space, sport and recreation provision	<i>Population, Human Health</i>

Current Sustainability Issues

4.10 From the examination of the baseline data and the plans, programmes and policies that will influence the Local Plan, it was possible to identify the current sustainability issues faced by the Borough. These issues are set out in Table 4.2.

Table 4.2: Sustainability Issues

Crawley's Sustainability Issues:	
Pollution	Crawley's role as an economic hub and transport interchange means the town's contribution to air pollution and climate change is likely to rise.
Waste	Crawley has no strategy for managing commercial and industrial waste.
Flooding	The concentration of new development in Crawley and the surrounding area may increase the risk of flooding.
Water Supply	The potential for development to be concentrated in the Crawley area may lead to water supply issues.
Sewerage	The potential for development to be concentrated in Crawley may lead to sewerage capacity problems.
Air Quality	In the context of an expanding town and international airport, maintenance of air quality may become increasingly difficult.
Noise	Noise has the potential to affect people living, working in and visiting Crawley, particularly aircraft noise in the north of the Borough. The degree to which this will affect people is affected by uncertainty surrounding the future expansion of Gatwick Airport.
Attractiveness	The need to create a place that people want to live and invest in to enhance quality of life and encourage economic growth.
Housing Delivery	The economic downturn is seriously affecting the delivery of new housing.
Housing Stock	The housing stock does not match the need and aspirations of the Borough over the next 20 years.
Affordable Housing	Affordable housing provision does not match the level of need.
Land Supply	Land supply in the Borough is limited.
Building Stock	There is a mismatch between the existing building stock and the current needs of the changing economy, both within the dedicated business areas and within the town centre.
Skills Gap	Local skills do not match the requirements of local businesses, resulting in significant in-commuting to the Borough from surrounding areas.
Changing Economy	The economic structure of the town is moving from one dominated by large scale airport relating business to one where professional services are becoming increasingly strong.
Competitiveness	The retail sector of the town's economy has been declining in recent years and there is capacity for a step change improvement in the quality the town centre.
Green Infrastructure	The lack of development land is increasing the threat to nature areas, open spaces and green infrastructure within the urban environment.
Biodiversity	Development in the Borough will impact on biodiversity, fauna, flora and soil.
Traffic Demand	The growth of the town will increase pressures on transport infrastructure that is already approaching capacity.

Infrastructure provision	The rate of development, particularly residential, requires careful management to ensure that it does not outstrip the Borough's infrastructure.
Community Facilities	The changing population demographics area creating a mismatch between the need for housing and community facilities and current provision.
Ethnic Diversity	The ethnic structure of the population of Crawley is notably diverse in comparison to the national average resulting in specific development demands.
Young Population	Crawley has a high proportion of young children compared with other West Sussex local authorities but early years provision in the Borough is poor. Those leaving education are not able to participate fully in the local economy.
Crime	There is a need to reduce crime and the perception of crime.
Health	Physical activity in the Borough is below average.

Consultation Question:

Are there any other issues you feel we should consider when developing the long term plan for development in the Borough?

The Sustainability Objectives and Indicators

4.11 Taking the sustainability issues as a starting point, it was possible to identify the proposed Sustainability Objectives for Crawley. The Objectives will be used to assess how the various policy options being explored for the Local Plan could contribute to the sustainable development of the Borough – by comparing each policy or proposal's effects on each objective. The proposed Objectives, and examples of indicators that could be used to monitor the effects of the Plan against the Objectives are shown Table 4.3. (These indicators do not form the final proposed monitoring framework for the Sustainability Appraisal of Crawley's Local Plan, and are included as examples only, to show the sort of information the Council has gathered in the past.)

Table 4.3: Proposed Sustainability Objectives and possible monitoring indicators

Objectives	Examples of Indicators
1. To minimise climate change and local pollution through the promotion of low carbon and energy efficient transport and buildings; promotion of low/zero carbon and decentralised energy; low pollution technology and the reduction of waste.	CO ₂ reduction from Local Authority operations; Per capita CO ₂ emissions in the local authority area; Residual household waste kg per household; Household waste recycled and composted.
2. To adapt to the effects of climate change through the reduction of the risk of flooding and the amount of waste water; sustainable design of developments, and effective	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.

management of water resources.	
3. To protect and enhance the valued built environment and character within the Borough through high quality new design and the protection of culturally valuable areas and buildings.	The number and proportion of total new build completions on housing sites reaching very good, average, and poor ratings against the building for life criteria; Number of listed buildings on the Buildings at Risk Register; Percentage of conservation areas with up-to-date Appraisals (i.e. last 5 years).
4. To ensure that everyone has the opportunity to live in a decent and affordable home.	Net additional dwellings – in previous years; Net additional pitches (Gypsy and Traveller); Supply of ready to develop housing sites (5-year housing land supply); New and converted dwellings – on previously developed land (PDL).
5. To maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.	Skills gap in the current workforce reported by employers; Working age population qualified to at least Level 4 or higher; Skills gap in the current workforce reported by employers; Working age population qualified to at least Level 4 or higher.
6. To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the Borough.	Change in areas of biodiversity importance; Improved Local Biodiversity – proportion of Local Sites where positive conservation management has been or is being implemented - District (CBC); Amount and type of development within areas designated for their nature importance; Amount of trees with Tree Preservation Orders lost per annum
7. To reduce car journeys and promote sustainable and alternative methods of transport, whilst ensuring sufficient transport infrastructure is delivered to meet the requirements of the Borough.	Congestion – Average journey time per mile during the morning peak; Access to services and facilities by public transport, walking and cycling; Number of passengers using Gatwick Airport per annum and percentage arriving by public transport; People killed or seriously injured in road traffic accident.
8. To ensure the provision of sufficient infrastructure to meet the requirements of the Borough.	Rate of residential and commercial development to be in accordance with SEPlan annualised requirements and local commercial requirements
9. To promote healthy, active, cohesive and socially sustainable communities.	Percentage of people who feel that they belong to their neighbourhood; Overall satisfaction with local area; Percentage of people aged 16 – 74 with no qualifications.
10. To ensure everyone has the opportunity to participate in sport and to encourage active lifestyles.	Self reported measure of people's overall health and wellbeing; All-age all cause mortality rate; Healthy life expectancy at age 65.

Consultation Questions:

Do the proposed Sustainability Objectives cover all the issues that are important to consider when developing land or buildings in Crawley?

Please make any suggestions for information you consider to be useful for the Council to monitor for assessing whether development is taking place in a sustainable manner.

Topic Area A – Climate Change, Sustainability, Sustainable Design and Construction

Including: energy efficiency, flooding, air quality, noise, water, waste, climate change and water supply.

SEA Directive – Climatic factors, Material Assets, Water

Introduction

- A.1 Climate change is an issue that has recently come to the fore as awareness has grown of the gravity of its potential effects. Whilst reducing the release of gases that are contributing to climate change is an important aspect to this issue, there are a number of other sustainability issues that the LDF will have to consider. For example, the effects of environmental pollution from air and noise on localised areas of the town; and the risk of flooding. Parts of the town are already at risk from flooding, and as further development within the Borough may lead to increased run off there could be increased flood risk potential if it is not managed correctly.
- A.2 Similarly, resource management is important to sustainable development. Consumption of limited resources such as water and fossil fuels threaten future supply, and increased development will require material assets that will usually be sourced from beyond Crawley's boundary. The issue of waste is also important - the pressure on local landfill sites is increasing as capacity for household and commercial waste dwindles. Set out below are the key sustainability issues for the town.

Relevant Plans, Policies and Programmes

- A.3 For the purposes of this SA Scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

General

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- South East Plan (GOSE, 2009)
- Draft National Planning Policy Framework (CLG, 2011)
- Gatwick Diamond Local Strategic Statement (2011)
- Crawley Borough Council's Eco-management Audit System (EMAS) Statement
- Strategy for Energy Efficiency and Renewable Energy, (Nov 2004)
- Corporate Strategy 2010-2015
- Environmental report on the revocation of the South East Plan (October 2011)

Climate Change

- Climate Change Act (2008)
- Planning Policy Statement 1: Delivering Sustainable Development (CLG, 2007)
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (CLG, 2007)
- Planning Policy Guidance: Planning for a Low Carbon Future in a Changing Climate
- Planning Policy Guidance: Planning for a Natural and Healthy Environment
- Planning Policy Statement: 22 Renewable Energy (CLG, 2004)
- BREEAM and the Code for Sustainable Homes
- Building Regulations Part L
- Climate Change Strategy (CBC)

Water

- Consultation on the Transposition of Article 6 of the Groundwater Directive (DEFRA, 2008)
- Planning Policy Statement 25: Planning and Flood Risk (CLG, 2010)
- Crawley Borough Council Strategic Flood Risk Assessment (2011)
- Gatwick Sub-Region Water Cycle Study (Outline Study) (2011)
- London Gatwick Airport Water Quality Management Action Plan 2009-2011
- Thames River Basin Management Plan
- Water Resources Management Plan 2010-2035 (Southern Water, October 2009)

Noise

- Noise Policy Statement for England (March 2010)
- Planning Policy Guidance 24: Planning and Noise (DCLG, 1994)
- Draft South East Plan (Section 5: Sustainable Natural Resource Management)
- West Sussex Structure Plan 2001-2016 (Policies ERA5, NE19, NE20)
- Gatwick Airport Noise Action Plan 2010-2015 (June 2010)
- West of Bewbush Air Quality and Noise Summary (2007)

Air Quality

- Planning Policy Statement 23: Planning and Pollution Control (CLG, 2004)
- The Air Quality Strategy for England, Wales, Scotland and Northern Ireland (DEFRA, 2007)
- West Sussex Structure Plan 2001-2016 (Policies ERA4 and ERA5)
- Crawley Borough Council Local Air Quality Management Detailed Assessment of Air Quality (2007)

- West of Bewbush Air Quality and Noise Summary (2007)
- Crawley Borough Council Local Air Quality Management Progress Report (2011)

Waste

- Planning Policy Statement 10: Planning for Sustainable Waste Management (CLG, 2005)
- Planning for Sustainable Waste Management: A Companion Guide to Planning Policy Statement 10 (CLG, 2006)
- Revised Deposit Draft Waste Local Plan (West Sussex County Council, 2004)
- Draft Minerals and Waste Core Strategy – Background Papers (West Sussex County Council, 2009)
- Emerging West Sussex Minerals and Waste Development Framework (under consultation)
- Crawley Waste Management Strategy 2006-2009 (2005)
- Government Review of Waste Policy in England (Defra 2011)

Issue: Crawley's role as an economic hub and transport interchange means the town's contribution to air pollution and climate change is likely to rise

- A.4 The estimated total carbon emissions for Crawley Borough during 2005 was 911 Kilo-tonnes CO₂. Domestic contribution was 214 Kilo-tonnes CO₂ and Industry 428 (DECC Carbon Emissions Calculations 2011). By 2009 total carbon emissions had fallen to 806 214 Kilo-tonnes CO₂ with the Domestic contribution falling to 190 Kilo-tonnes CO₂ and Industry to 386 Kilo-tonnes CO₂.
- A.5 Over 17% of Crawley's total carbon emissions are from transport use. During peak hours there are around 35,000 vehicle movements within Crawley. 58% of car trips are less than 5 miles and 25% are less than 2 miles. At the peak school travel time of 8:50am nearly 1 in 5 cars on Crawley roads are taking children to school. 60% of Crawley residents use their car to get to work, the second highest in West Sussex. Crawley is ranked number one in the South East for net in-commuting as there are more people travelling into the area to work than travelling out. Transport is a topic investigated further in Topic Area F.
- A.6 Crawley has a higher-than-average proportion of Carbon emissions from commercial and industrial activities. This is due to the presence of activities and industries supporting the international airport. Despite this, the town's compact structure and high proportion of people who both live and work in the borough mean the per capita carbon emissions are lower than or comparable with more rural districts in the County.

Table A1: Per capita CO2 emissions for West Sussex by sector. 2009

Local Authority	Industry and commercial (tonnes)	Domestic (tonnes)	Road Transport (tonnes)	Total (tonnes)	Population '000s (mid-year estimate 2009)	Per capita emissions (tonnes)
Adur	88	121	97	402	61	5.0
Arun	210	323	218	969	150	5.0
Chichester	321	295	317	1249	113	8.3
Crawley	386	190	115	806	105	6.6
Horsham	275	288	311	1185	130	6.7
Mid Sussex	233	293	321	1168	132	6.4
Worthing	162	212	110	593	102	4.7
West Sussex Total	1673	1722	1488	6372	793	6.2
South East Total	18261	18221	13667	50149	8,436	5.9

Source: NI 186:Local and Regional CO2 Emissions Estimates for 2005-2009 (Author AEA for DECC, Sep 2011)

Figure A1: Crawley Carbon emissions by sector. 2009

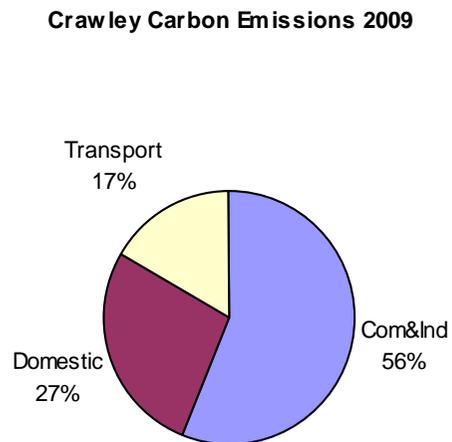


Table A2: CO2 emissions trends 2005-2009. Crawley and the South East

	Total CO2 emissions (tonnes per person)				
	2005	2006	2007	2008	2009
Crawley	7.7	7.3	7.6	7.5	6.6
West Sussex	7.3	7.2	7.0	6.7	6.2
South East	7.0	6.9	6.7	6.6	5.9

Source: NI 186:Local and Regional CO2 Emissions Estimates for 2005-2009 (Author AEA for DECC, Sep 2011)

Likely evolution without the continued implementation of the Local Development Framework

- A.7 Although national legislation and standards for carbon emissions may have an impact on reducing per-capita levels, it is likely that growth of the town and businesses associated with Gatwick will result in an absolute increase in carbon emissions.

What the Local Development Framework can and cannot do

- A.8 The South East Plan and Gatwick Diamond Local Strategic Statement seek to develop Crawley as a high profile regional hub and deliver significant numbers of new residential dwellings – objectives not necessarily compatible with reducing the Borough’s impact on the environment. A strong economy could be a key driver in facilitating the private sector and local residents to make the necessary changes and invest in sustainable design and buildings, particularly if the Council encourages energy-efficient measures and decentralised and renewable energy.
- A.9 It is more than likely however, that the scale of development anticipated in the Crawley area is likely to create a net contribution to climate change and air pollution if the number of residents and businesses increases, which means lessening the impact is likely to be the focus for the LDF in future years.

Topic Area A

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
A1	CO ₂ reduction from Local Authority operations	<p>During 2008/09 an energy saving device was installed in the Town Hall which will save 50 tonnes of CO₂ each year.</p> <p>The Council ran a 10:10 campaign including awareness raising; provision of grants and funding for carbon reduction schemes; and encouraging sustainable travel.</p>		The council achieved its 10:10 target with a 10.9% reduction in its direct carbon footprint (6.1% reduction in indirect emissions including contractors, service providers etc.)	<p>NI185</p> <p>Crawley Borough Council's Eco-management Audit System (EMAS) Statement</p>
A2	Per capita CO ₂ emissions in the local authority area	<p>2009: Domestic: 1.8 tonnes Total Emissions: 6.6 tonnes per capita</p>	<p>2009 South East: Domestic 2.2 tonnes Total Emissions SE – 5.9 tonnes per capita</p>	<p>The domestic figures compare favourably with the South East. Total emissions are higher than the regional average region due to a high contribution from industrial and commercial activity in the borough.</p> <p>Crawley CO₂ emissions have decreased by 15% from 2005</p>	<p>NI186</p> <p>Crawley Borough Council's Eco-management Audit System (EMAS)</p>
A3	Adapting to climate change	<p>Level 1 (evidence submitted to DEFRA in May 09 that CBC currently at Level 1</p>			NI188

Issue: Crawley has no strategy for managing commercial and industrial waste

- A.10 In 2010/11 Crawley Borough residents produced 31,639 tonnes of household waste. Of this, 22,573 tonnes (71.3%) was sent to landfill and 9,065 tonnes (28.7%) was sent for recycling, reuse or composting. This contributes to a county wide recycling rate of 41.75%, well above the national average of 39.7%. In 2002/03 Crawley's commercial and industrial sectors produced an estimated 96,143 tonnes of waste. The commercial areas were responsible for 37,015 tonnes (38.5%) and the industrial waste totalled approximately 59,127 tonnes (61.5%).
- A.11 As a lower tier authority Crawley is responsible for municipal waste collection, and operates weekly waste and fortnightly recyclables and garden waste collection services. Commercial and industrial waste is not collected by the authority, and businesses in the Borough commission private waste collection and disposal services. There are no up to date figures available for C&I waste, but 2002 figures suggest that C&I arisings are the greater proportion of waste produced within the Borough.
- A.12 There is potential for the Council to work with local businesses to reduce waste production and manage collection. Commercially viable opportunities for renewable energy production within the borough are being explored by the council, and Gatwick Airport Limited has recently issued a tender for management of its on-site CHP unit. Given the high proportion of aviation-related business in Manor Royal and the vicinity of the airport, there is potential for the Borough to complement the waste management solutions being progressed by the Airport.

Likely evolution without the continued implementation of the Local Development Framework

- A.11 As set out below, the LDF's influence over waste production is relatively limited. The commissioning of the Mechanical Biological Treatment (MBT) facility in Horsham District in 2012/13 will manage the County's household black bag rubbish (including Crawley's) and turn as much of it as possible into a resource, significantly reducing the amount sent to landfill. As landfill tax continues to rise and the Government implements measures through the Waste Management Plan to fulfil the requirements of the Waste Directive it is likely that these and social pressures will lead to an increase in the percentage of waste being recycled or reused. County Council plan to produce a Waste Local Plan which will identify strategies and locations for the treatment and disposal of all waste streams.

What the Local Development Framework can and cannot do

- A.12 The LDF's influence on waste production is limited, however, it may be able to encourage greater levels of recycling and reuse by ensuring new properties include adequate space for recycling boxes etc; and the Council continues to make separate collections of recyclable waste separated at the household level. The council can also ensure, through planning, that waste production during construction is minimised. In developing Crawley's role as an economic regional hub, there remains the potential for new commercial

Topic Area A

developments and residents to add to the amount of waste produced and energy consumed in the town. The LDF can encourage sustainable disposal of unregulated waste by encouraging and providing renewable or low-carbon energy solutions that utilise non-recyclable waste streams.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
A4	Residual household waste kg per household	529 (kg/hhd) (2010/11) 552(kg/hhd) (2009/10) 561 (kg/hhd) (2008/09) 575 (kg/hhd) (2007-08)	England – 669 (2008/09) 735 (2007/08) South East – 626 (2008/09) 678 (2007/08)	Residual waste sent to landfill is decreasing.	NI 191 EMAS Statement
A5	Household waste recycled and composted	28.7% (2010/11) 29.1% (2009/10) 28.6% (2008/09) 27.4 % (2007/08)	England –39.7% (09/10) South East 38.4%(08/09) 36.0%(07/08)	There has been a continuing increase in the amount of waste diverted from landfill, from 14.7% in 2001/02. Crawley recycling is still below regional and national levels	NI 192 Crawley Waste Strategy EMAS Statement Update 2009, October
A6	Municipal waste land filled	71.3% (2010/11)	England – 60.3%(09/10) South East – 45.6 %(08/09) 51% (07/08)	Currently a significant amount of municipal waste is sent to landfill compared national and south east percentages.	NI 193

Issue: The concentration of new development in Crawley and the surrounding area may increase the risk of flooding

A.13 It is estimated that within Crawley Borough, 846 properties are at 'significant' risk of flooding (i.e. at risk once in every 100 years or more). A further 59 properties are at 'moderate' risk of flooding (i.e. at risk, between once in every 100 and once in every 1000 years). It is also important to recognise that the Borough (including Gatwick Airport) is situated immediately upstream of Reigate and Banstead Borough. The pressures for housing within Crawley and neighbouring areas have the potential to increase the likelihood of flooding if issues such as drainage are not managed appropriately. Current evidence from the Strategic Flood Risk Assessment (SFRA) suggests that a relatively small proportion of the Borough is currently affected by flooding from the River Mole and its tributaries. The areas at risk from flooding are shown in the Strategic Flood Risk Assessment (2007) which is available to view at: http://www.crawley.gov.uk/stellent/idcplg?IdcService=SS_GET_PAGE&nodeId=383&strCSS=PB1_SS_MAIN.

A.14 Crawley suffers from flooding from the upper reaches of the River Mole, including the Gatwick Stream, Tilgate Stream, Crawters Brook and Ifield Brook. Projects are underway to reduce flood risk within the region, most notably the Environment Agency's Upper Mole Flood Alleviation Scheme. Work has been completed on the first stage of the project, which has involved raising the height of the dam at Tilgate Park. Later stages of the scheme are expected to be complete by March 2014 including flood attenuation schemes at Clays Lake, Ifield and Worth Farm and environmental enhancement works at Grattons Park.

A.15 Planning guidance has been provided to the Council in the Strategic Flood Risk Assessment review (2010). This document provides up to date locally specific flood risk maps to assist in the application of the sequential approach to site suitability, and makes Development Management recommendations that should be considered in determining planning applications.

A.16 Further detail is provided in the Gatwick Sub-Region Outline Water Cycle Study (2011). This recommends that to reduce surface water flooding, particularly downstream in Reigate and Banstead, Development Plan Documents should include policies that promote sustainable drainage techniques in all developments. As part of any SuDS policy it is suggested that any redeveloped brownfield sites disconnect their surface water drainage from the foul network.

Likely evolution without the continued implementation of the Local Plan

A.17 The Council has a saved Local Plan policy relating to flooding and has recently completed the Strategic Flood Risk Assessment (2011). Were this policy to be lost, planning applications would still need to conform with national planning guidance and advice from the Environment Agency. However, the local plan policy and the SFRA provide locally relevant data to aid the need to consider flood risk at the local level, and implement locally relevant and cost effective measures.

What the Local Plan can and cannot do

- A.18 By providing a framework through which the recommendations of the Water Cycle Study can be implemented, the local plan can play an active role in reducing flood risk. In consultation with the Environment Agency, the local plan can direct development away from areas that are at greatest risk of flooding and ensure that new development is planned to minimise the risks of runoff and flooding downstream. PPS25 advocates a sequential approach that will guide the decision making process (i.e. the allocation of sites). In simple terms, this requires planners to seek to allocate sites for future development within areas of lowest flood risk in the initial instance. Only if it can be demonstrated that there are no suitable sites within these lower risk areas should alternative sites (i.e. within areas that may potentially be at risk of flooding) be contemplated. The Draft NPPF proposes to keep the sequential approach to development in areas at risk of flooding. The Council will work in partnership with the local authorities adjoining the authority on this issue.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
A7	Number of homes and amount of commercial floorspace developed per annum within: Zone 3b – Functional Floodplain Zone 3a – High Probability Zone 2b – Medium Probability Zone 1 – Low Probability	846 in Flood Zone 3 59 in Flood Zone 2			CBC Strategic Flood Risk Assessment (2010)
A8	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	EA raised objections to 5 planning applications in 2010/11 on the grounds of unsatisfactory flood risk assessments. 4 of these were permitted following revisions and/or further submissions from developers. One is still waiting for a decision			CLG Core Output Indicator E1

Issue: The potential for development to be concentrated in the Crawley area may lead to water supply issues

- A.19 As mentioned in reference to the geographical scope of the SA, there is the potential for future development to be built in Local Authority areas adjoining Crawley. Acknowledging the risk that potential new homes and increased population, combined with the level of economic development planned in Crawley, could create water supply issues and associated water quality and infrastructure capacity issues, an Outline Water Cycle Study has been undertaken to investigate the availability of water supply (January 2011).
- A.20 Although the south east is identified as being subject to significant water stress, the Water Cycle Study outlines that through a twin-track approach of demand management (customer metering, leakage reduction etc.) and resource development (bulk water supply transfer from other areas) there is sufficient water supply to accommodate 7,000 new dwellings at Crawley over the plan period to 2026. To assist the water companies reduce water stress, the document recommends that the Council includes water efficiency policies in its Core Strategy Review, an approach that has been endorsed by the water companies.

Likely evolution without the continued implementation of the Local Development Framework

- A.21 The Water Cycle Strategy identifies that through the water companies 'twin-tack' approach, sufficient water supply can be made available to support planned development of the adopted Core Strategy at Crawley up to 2026. Southern Water supply Crawley's water and expect to complete the installation of universal water meters for all households by Spring 2012. They are also required to produce Water Supply Management Plans identifying infrastructure capacity and water sources for the future. It is therefore likely that water would continue to be supplied reliably without the implementation of the LDF.

What the Local Plan can and cannot do

- A.22 The local plan can play a key role in ensuring an efficient and sustainable supply of water over the plan period by delivering on the advice of the Water Cycle Study to encapsulate its recommendations in the planning policy framework. This approach can lower per capita water consumption in all new homes and commercial premises by encouraging water efficient new buildings and the retrofit of low-water use facilities in existing building stock.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
A9	Per capita water consumption in relation to supply predictions	2008/09 160 litres per person per day	2008/09 South East average 156 litres per person per day	<p>In the south east there has been a small reduction in daily water consumption, consistent with the downward trend evident in the last five years. Metered householders tend on average to consume less than unmetered householders: in 2008/09 they consumed 23 litres pppd less. It is forecast that by 2020, 78% of all households in the South East will have a water meter.</p> <p>The Regional Economic Strategy target is 135 litres per day by 2016 and Government aspiration as set out in Future Water (Defra 2008) is for a reduction to 130 litres per person per day by 2030.</p>	Environment Agency CBC

Issue: The potential for development to be concentrated in Crawley may lead to sewerage capacity problems

- A.23 As well as potentially adding to water supply stress, new development at Crawley will invariably take up sewerage network capacity. To establish whether there is sufficient sewage treatment and network capacity to accommodate identified levels of residential and economic growth, the Water Cycle Study has undertaken further investigation.
- A.24 Following discussion with Thames Water, the study identifies there will be sufficient capacity at Crawley Wastewater Treatment Works to accommodate planned development up to 2021, subject to the implementation of upgrade works that are scheduled to be completed during 2012/13. Development exceeding this threshold is proposed, additional work would be required to identify solutions for wastewater treatment capacity.
- A.25 On this basis, taking account of existing planning permissions and Core Strategy housing allocations, the allocated new neighbourhood west of Bewbush (Kilnwood Vale) and delivery of a new neighbourhood at the North East Sector, Crawley Wastewater Treatment Works will be able to accommodate the development of one further new neighbourhood at Crawley up to 2021, to be located at Crawley's North East Sector.
- A.26 The study concludes that wastewater treatment/sewage capacity will not represent a constraint to development currently planned in the adopted Core Strategy during the period 2010-2026. It is however recommended that for new developments of 10 or more dwellings, developers should as part of any Water Sustainability and Drainage Assessment demonstrate that the sewerage provider has been contacted to determine if capacity exists offsite for foul and surface water provision. Where capacity off site is not available, developers should ensure that plans are in place for provision ahead of the development's occupation.
- A.27 Further, the study concludes that there are at present no environmental constraints (i.e. the capacity of receiving water to receive treated effluent) to development. It is however acknowledged that the Environment Agency may in the future wish to tighten existing discharge consents if Water Framework Directive (water quality) requirements are to be met.

Likely evolution without the continued implementation of the Local Development Framework

- A.28 On the completion of upgrades to Crawley Waste Water Treatment Works in 2012/12, sewage capacity is not expected to present a constraint to development at Crawley. This is however on the basis that the level of housing coming forward at Crawley over the adopted Core Strategy period does not exceed Thames Water's identified capacity of 7,666 new homes. If unplanned developments, or additional developments proposed in the Local Plan were to exceed this housing level it is likely that sewerage capacity would be reached, and further work to ensure sewerage capacity would be required. Without the local development framework the likelihood of

this threshold being exceeded will be hard to predict, and it would be more difficult for Thames Water to plan for and deliver an adequate service.

What the Local Development Framework can and can't do

- A.29 Through continued dialogue with infrastructure providers and a more detailed understanding of housing requirements (if beyond currently identified figures), the local plan can manage the delivery of housing, and if necessary phase development to ensure that sufficient sewerage infrastructure is in place. The approach taken will ultimately depend upon the level of housing that is identified through evidence base and consultation, and this position will evolve as the local plan develops.

Issue: Maintenance of air quality may become increasingly difficult as both town and airport grow

- A.30 Crawley Borough Council's air quality monitoring network consists of one automatic monitoring site located at Gatwick Airport which measures NO₂ and PM₁₀, and nine permanent diffusion tube sites for NO₂ distributed through out the borough. Crawley Borough does not monitor Carbon Monoxide, Benzene, 1, 3-Butadiene, Lead or Sulphur dioxide as levels are considered to be relatively low.
- A.31 EU Directive air pollution limits require an AQMA be declared if PM₁₀ levels exceed 50 µg/m³ (daily average); or 40 µg/m³ measured as an annual average of NO₂. There were no exceedences of the 50 microgram concentration in Crawley during 2009. PM₁₀ trends over the last 4 years show a reduction in PM₁₀ since 2007 and an overall downward trend since 2004. The average background level of Nitrogen Dioxide in Crawley for 2010 was 28.1 µg/m³, with some local exceedences of the EU standard.
- A.32 Principle sources of air pollution in Crawley are the airport and road traffic. Air quality in Crawley is currently of a good standard but may come under increasing pressure in the future if Gatwick continues to expand and development continues to occur in the town without mitigating measures to offset associated growth in vehicle numbers. The prevailing wind direction means that much of the air pollution from Gatwick affects areas to the north and east in Surrey, rather than the town itself; and the built form of Crawley with wide open spaces and planting between built-up areas allows diffusion of pollutants. Consequently Crawley has no Air Quality Management Areas (AQMA) in place. Despite this, air pollution has increased in recent years, and the Council continues to monitor the situation and will take action as and when appropriate.
- A.33 Pollutant concentrations for all monitoring sites in Crawley (both automatic and diffusion tube) showed sharp increases in 2010 compared to previous years. NO₂ levels at background, roadside and airport sites rose between 30%- 40% in 2010. PM₁₀ concentrations at all of the monitoring sites around Gatwick rose for the first time (by 6%) in three years, but did not exceed National Air Quality Objectives. The long term PM₁₀ trend continues to fall. The exceptionally high levels of pollution in 2010 may be accounted for by a combination of unfavourable climatic conditions encouraging the build up of pollutants, and a prevailing wind direction transporting unusually high levels of pollutants into Crawley from the airport, M23 and the M23 Gatwick spur.
- A.34 For NO₂ there is now an upward trend across all locations in Crawley including exceedences of the National Air Quality at four monitoring sites. Two of these sites were at Tinsley Close adjacent to the A2011, and the others were at Northgate Avenue, close to the Hazelwick Roundabout, and at Brighton Road, close to the railway level crossing. Crawley Borough Council will be submitting Detailed Assessments of air quality for the three locations exceeding the Air Quality Objective for NO₂ which will form the basis for deciding if Air Quality Management Areas need to be declared.

Likely evolution without the continued implementation of the Local Development Framework

- A.35 Although national standards for air quality may improve matters in the short term it is likely that they will start to decline again in the future as development of both Crawley town and Gatwick Airport come forward, and traffic increases.

What the Local Development Framework can and cannot do

- A.36 The LDF is limited in what it can achieve because despite there being an influence over the sustainability of new buildings; some influence over car ownership in new developments; and the promotion of sustainable travel options, individuals and businesses are responsible for the environmentally based decisions they make on a day to day basis. It is these lifestyle decisions that will ultimately determine the air quality in the town and surrounding area. The growth of the nationally significant airport is another factor largely outside the LDF and Council's control. Mitigation, to offset air pollution, may be an option that the LDF will need to consider further.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
A10	Level of air quality – reduction in NOx emissions and Particulate matter through local authority's estate and operations	NOx: 2010 – 28.1 µg/m3 2009 - 28 µg/m3 2008 – 28.3 µg/m3 PM10: 2010 – 21.9 µg/m3 2009 – 22.4 µg/m3 2008 – 23.5 µg/m3		PM10 trends show a reduction in PM10 since 2007 and an overall downward trend since 2004. Annual mean NO2 trends over the last 3 years show a rising trend in Borough-wide average readings. 2010 showed a significant rise in NO2 concentrations in specific locations in the Borough, exceeding 40 µg/m3. The Council is undertaking additional monitoring and analysis and will declare an AQMA if and when appropriate.	NI 194 2011 Air Quality progress report. Crawley Borough Council May 2011

Issue: Noise has the potential to affect people living, working in and visiting Crawley, particularly aircraft noise in the north of the Borough. The degree to which this will affect people is affected by uncertainty surrounding the future expansion of Gatwick Airport.

- A.37 Defra have mapped noise across the country in response to the Environmental Noise Directive. Road and rail noise mapping around Crawley identifies several noisy areas around the M23, A23 and A264. Defra are expected to draw up a Noise Action Plan covering the area that will include measures to mitigate excessively noisy areas. Crawley Borough may be expected to take responsibility for implementing some of these measures. Under the Environmental Noise Regulations (England) 2006 it is expected that noise mapping of Crawley will be carried out in 2012 and as a part of that process the Council will identify 'quiet areas' for protection against noise. The Council will continue to monitor the situation and respond to any noise mitigation measures that are required.
- A.38 Gatwick Airport is a significant concern for noise pollution in Crawley Borough. Currently, certain areas to the south of the runway are noise affected which means that residential uses are inappropriate in this location. The possibility of a second runway at the airport would result in more of the town being affected by aircraft noise, specifically the North East Sector development area. Planning permission for the development of a new neighbourhood at the North East Sector was granted in February 2011 including several conditions relating to the mitigation of noise. A second runway would significantly increase noise levels. In this context, it is important that new development is appropriately located and designed so that future expansion does not lead to problems for residential properties in the future.

Likely evolution without the continued implementation of the Local Development Framework

- A.39 The decisions linked to the development of a second runway at Gatwick will be taken outside of Crawley's LDF. Without the local plan the council will still be obliged to identify 'quiet areas' for the protection of local tranquillity.

What the Local Development Framework can and cannot do

- A.40 The plan can strongly influence the types and location of development within the areas of the town that may be subject to aircraft noise in the future. However, North East Sector Housing allocation, which the Minister advised that he was minded to approve following the Inquiry, could place significant numbers of new dwellings in locations that the Council and national planning policy would ordinarily consider unsuitable for such uses. The production of the local plan will assist in the identification of areas that local people would like protected as local quiet areas – and ensure they are in line with other proposals for development and the protection and use of open space in the Borough.

Indicator No.	Indicator	Crawley Data SE/England Data	Trend	Data Sources
A11	Number and type of new developments built in the current and potential noise affected areas	No new developments currently fall within the 60 dB (A)Leq noise contour	As a result of the State of Secretary's decision in respect to the North East Sector, a number of the new residential units and a school will fall within the projected 60 dB (A)Leq noise contour associated with a future second wide spaced runway. Numbers affected will be subject to the detailed design of the new neighbourhood currently in negotiation.	CBC Indicator

Sustainability Appraisal Objectives

Objective One - To minimise climate change and local pollution through the promotion of low carbon and energy efficient transport and buildings; promotion of low/zero carbon and decentralised energy; low pollution technology and the reduction of waste.

Objective Two - To adapt to the effects of climate change through the reduction of the risk of flooding and the amount of waste water; sustainable design of developments, and effective management of water resources.

Topic Area B – Heritage, Character, Design and Architecture

Including urban design, urban environment, cultural heritage

SEA Directive – Cultural Heritage

Introduction

B.1 Despite Crawley experiencing significant change and expansion since the New Town designation in 1947, many features of the cultural heritage and design present within the original settlements (Ifield, Crawley, Three Bridges) and the best features of the natural landscape have been preserved and incorporated into the urban fabric of the new town. These features are often fundamental to the 'feel' of the neighbourhoods and the quality of the town's environment, but are increasingly under development pressure as Crawley continues to expand. The key issues in relation to heritage, design and architecture are discussed below.

Relevant Plans, Policies and Programmes

B.2 For the purposes of this SA scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- Planning Policy Statement 1: Delivering Sustainable Development (CLG, 2005)
- PPS5 Planning and Historic Environment
- South East Plan (GOSE, 2009)
- Draft National Planning Policy Framework (CLG, 2011)
- Crawley Borough Council Corporate Heritage Strategy 2008
- Crawley Baseline Character Assessment (2009)
- Planning (Conservation Area and Listed Buildings) Act 1990
- Crawley ASEQ's and Locally Listed Buildings Heritage Assessment (ABA, April 2010)

Issue: Creating a place that people want to live in and invest in to enhance quality of life and encourage economic growth.

- B.3 Well-designed buildings and spaces, of which the historic environment is often a part, help create attractive, locally distinctive and valued places in which to live and work. Good design should create buildings and spaces that are easy to use, maintain and adapt and which encourage sustainable travel, healthy living, biodiversity and a sense of well-being.
- B.4 Significant quantities of existing housing stock fail to meet the Decent Homes Standard. The visual appearance of the town is of importance because it affects the quality of life of residents and its perception and attractiveness to outside businesses and potential residents and investors. This effect is most obvious in the town centre where the appearance and function of certain areas needs updating. This issue is possibly made starker due to the rapid nature of the town's growth during the 50s, 60s and 70s, which has meant that many buildings are of a similar age and style, which is considered outdated by some. Consequently, the perception of Crawley to some outsiders (and outside investment) can be negative.
- B.5 Despite having grown considerably over a short period of time, Crawley's neighbourhoods have retained distinctive characters. There are 100 listed buildings throughout the Borough, none of which are believed to be at risk. Ifield has the highest number of listed buildings with 22, including two Grade I properties. The High Street has 13 listed buildings including 4 II* properties. There are 4 Scheduled Ancient Monuments, 13 Archaeologically Sensitive Sites and 38 other areas of suspected archaeological interest. There are 6 historic parks included within West Sussex County Council's list of sites of archaeological interest.
- B.6 There are currently eight conservation areas in the Borough, defined as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. These are: The High Street, Ifield, Worth, Forestfields & Shrublands (in Furnace Green) Dyers Almshouses (Northgate), Sunnymead Flats and St Peter's (both in West Green) and the newly designated Brighton Road Conservation Area, which was adopted on the 25 March 2009. At present there is also additional work being undertaken to assess the potential of designating 6 additional Conservation Areas.
- B.7 There are nine designated Areas of Special Environmental Quality (ASEQs) in Crawley, which are locally important areas of special environmental quality. Five of these are located in Pound Hill. These ASEQ's and other potential new areas are under review as part of the Local Plan consultation.
- B.8 The Council has prepared a number of plans, including the adoption of a Corporate Heritage Strategy in June 2009 and more recently the Crawley Baseline Character Assessment and ASEQ review 2009, which provides a baseline character assessment of the town and indicates the need and opportunity for revisions and new Conservation Areas and Areas of Special Environmental Quality. The Crawley Extensive Urban Survey (EUS) which forms part of the Sussex (EUS) is a survey of Historic Towns in Sussex, and part of a national

survey programme to assess smaller historic towns of England county by county. The Sussex EUS will deliver a unique and flexible tool to aid the understanding, exploration and management of the historic qualities of 41 of the most significant towns in Sussex and is being prepared by a consultant on behalf of West Sussex County Council (with funding from English Heritage).

Likely evolution without the continued implementation of the Local Development Framework

- B.9 Without the continued implementation of the LDF it will be harder for the Council to continue to rejuvenate areas of the town that are struggling. Whilst aspects of the town's heritage are already protected, there are other areas, particularly within the New Town, that could continue to be negatively affected or even completely lost without the continued implementation of the LDF.

What the Local Development Framework can and cannot do

- B.10 Through Core Strategy policies and design guidance, the quality and local distinctiveness of new development can be enhanced. Similarly, for sites owned by the Council, like Neighbourhood Parades, the Council will continue to implement the Neighbourhood Parade Improvement programme to address the aging appearance of the neighbourhood centres. Furthermore, subject to the other policy considerations, the culturally important areas of the town can continue to be protected and it is likely that further conservation areas and ASEQs will be identified and protected.

Topic Area B

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
B1	Number of listed buildings on the Buildings at Risk Register	100 on CBC Register			CBC register English Heritage at Risk
B2	Percentage of conservation areas with up-to-date Appraisals (i.e. last 5 years).	One Conservation Area Statement Currently reviewing 9 statements	N/A	These Appraisals will be reviewed in detail to tie in with the preparation of the Local Plan.	Local Performance Indicator

Sustainability Appraisal Objective

Objective Three – To protect and enhance the valued built environment and character within the Borough through high quality new design and the protection of culturally valuable areas and buildings.

Topic Area C – Housing

Including: housing need, aspirations, and strategic development locations.

Introduction

C.1 Set out below are the issues and problems associated with housing provision and quality in Crawley. Housing is a separate topic area because of the importance of housing to peoples' quality of life, the economy and its contribution to sustainable living.

Relevant Plans, Policies and Programmes

C.2 For the purposes of this SA Scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

- The Plan for Growth (BIS, March 2011)
 - Draft National Planning Policy Framework (CLG, 2011)
 - Planning Policy Statement 3: Housing (CLG, 2011)
 - Laying the Foundations- A Housing Strategy for England (CLG 2011)
 - South East Plan (GOSE, 2009)
 - Crawley, The Housing Strategy 2009-13 (CBC, 2009)
 - A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
 - Housing Act (2004)
 - Homes for the future: The Housing Green Paper (CLG, July 2007)
 - Draft National Planning Policy Framework (CLG, 2011)
 - Planning for Traveller Sites – consultation (CLG, April 2011)
 - Delivering Affordable Housing (DCLG, 2006)
 - Northern West Sussex Strategic Housing Market Assessment (2009)
 - Gypsy and Traveller Accommodation Assessment (WSCC, 2007)
-

Issue: The economic downturn is affecting the delivery of housing.

C.3 Housing delivery in the period 2000 to 2005 was generally weak as the Borough’s new neighbourhood allocation (in the northeast sector of the town) was safeguarded for the possible expansion of Gatwick Airport, thus preventing development in that location. However, between 2006 and 2008, delivery rates picked up significantly as a number of Core Strategy strategic allocations and windfall sites gained planning permission and were developed. Over recent years, the downturn in the economic climate has gradually slowed the delivery of sites creating a potential delivery issue, and although the North East Sector was granted planning permission by the Secretary of State in February 2011, development of the site will not commence until detailed matters are subsequently agreed. Therefore, a key priority for the Council is to work to lessen the effects of the economic downturn by bringing forward sites for housing development and assisting those who wish, to access a home which meets their needs and budget.

Likely evolution without the implementation of the Local Development Framework

C.4 Without the development of the LDF and identification of housing sites, the long-term housing land supply position is uncertain and opportunities to tackle and rectify the shortfall in delivery that is predicted will be lost. Without an agreed spatial development strategy which underpins the LDF, housing sites may come forward in unsustainable locations, or in strategic sites prejudicial to the long term aspirations of the Council.

What the Local Development Framework can and cannot do

C.5 Whilst planning policy can be made more flexible to ensure that the viability of schemes is maintained, the two key determinants of supply and demand – access to developer finance and purchaser finance – are beyond the control of the LDF and therefore difficult to influence through the planning process.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
C1	Plan period and housing delivery targets	Average 303 p.a. over 2001-2011; And 461 p.a. over 2006-2011 compared to targets: West Sussex Structure Plan - 1/07/2001 to 31/03/2016 = 4500 or 300 per annum	South East Plan 28,900/annum for region over period 2006-2026		CLG Core Output Indicator H1

Topic Area C

		South East Plan - 1/04/2006 to 31/03/2026 = 7500 or 375 per annum			
C2	Trajectory comprising: a) Net additional dwellings – in previous years b) Net additional dwellings – for 2010/11 c) Net additional dwellings – in future years Managed delivery target	a) 1924 delivered over 2006-10 b) 384 (net) in 2010/11 c) 1597 projected over 2011-16		There has been a reduction in the provision of new dwellings from the 679 net dwellings provided in 2007/08 to 384 in 2010/11 reflecting a general slow down in the housing market as a result of the recent economic recession	CLG Core Output Indicator H2 (a), (b), (c), and (d)
C3	Net additional pitches (Gypsy and Traveller)	Nil	Authorised Sites with Planning Permission England: July 09 – Socially Rented - 6603 Private - 7105 South East : July 09 – Socially Rented -1255 Private - 1604	The Gypsy and Traveller Accommodation Assessment 2007 identified need for 22 pitches in Crawley and need for a transit site in the north of West Sussex.	CLG Core Output Indicator H4 The bi-annual Count of Gypsy and Traveller Caravans
C4	Gross affordable housing completions	2010/11 - 134 (35% of supply) 2009/10	2007/08: England: 60,630 (2010/11) 58,010 (2009/10)	Crawley relied increasingly on affordable housing supply until 2010/11 when the proportion of	CLG Core Output Indicator H5 CBC Housing

Topic Area C

		<p>- 282 total (68% of supply)</p> <p>2008/09: - 148 total (40% of supply)</p> <p>2007/08: - 232 total (33.7% of supply)</p>	<p>53,730 (2007/08)</p> <p>South East 10,130 (19%)</p>	<p>affordable homes dropped. 44% of dwellings completed in the last four years were affordable – higher than the Council's policy target.</p> <p>The number of affordable dwellings provided in England is increasing</p>	<p>Strategy</p> <p>CLG Housing and Planning Statistics</p>
--	--	--	--	---	--

Issue: Housing stock does not match the needs and aspirations of the Borough over the next 20 years

- C.6 Baseline data collected in relation to demographics, indicates that the population of Crawley has risen significantly over the past three decades, increasing by about 28% from 82,000 in 1981 to 105,000 in 2009. This rate of growth has exceeded levels achieved in the wider South East Region over the same period. In terms of population structure, Crawley's population has a greater proportion of younger people between the ages of 25 and 34 and a lower percentage of elderly people, compared with the rest of the South East. Inward migration to Crawley has also been outstripping out-migration, which is contributing towards continued population growth.
- C.7 Looking to the future, population projections indicate continued growth in the order of about 22% between 2010 and 2031, reflecting the relatively young age profile of today's population. Over the next 20 years, births are expected to exceed deaths by a factor of around 2:1. This natural change, combined with trends in people living longer and increasing proportion of people living alone or in smaller households, means that there will be a significant requirement for additional housing in the future.
- C.8 Despite an increasing proportion of smaller households, the housing market will continue to be dominated by families. However, there is increasing demand for housing to meet the needs of the over 65s, such as bungalows and homes that support assisted living for the elderly. At the same time, the bulk of housing in Crawley is predominately smaller homes or flats, between one and three beds and usually terraced. Qualitative evidence suggests that current housing stock does not meet the aspirations of the community, the economy, or families seeking larger properties and that increasing numbers of homes are not meeting the 'Decent Homes' standards. Therefore, a priority for the LDF will not only be to facilitate the delivery of housing but to ensure the correct types and quality of housing are available in the correct locations to support the needs and aspirations of a changing population.
- C.9 The number of households in Crawley increased by 43% from 30,000 in 1981 to 43,000 in 2008. This increase is greater than the growth in population over the same period. Average household sizes have declined from 2.74 in 1981 to 2.41 in 2008. This is consistent with national trends, which have seen shifts in household composition towards smaller household sizes. The change in the number of households between 1981 and 2009 equated to an average of 482 per annum. CLG project a figure of 520 per annum for the period 2008 to 2033 based on 2008 population projections. This implies greater household growth in the future than previously which is again consistent with national trends and which is being driven by population growth and changing household composition.
- Likely evolution without the continued implementation of the Local Development Framework**
- C.10 It is considered that without the development of appropriate planning policies with regard to house size, type, location, affordability and tenure, the disparity between residents housing needs / aspirations and new housing stock will not be addressed.

What the Local Development Framework can and cannot do

- C.11 If required, planning policy could specify the required housing mix (i.e. tenure, type, size) for development based upon current need and subject to scheme viability. These issues will be explored further through the LDF consultation process and associated dialogue with housing providers, residents and elected members.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
C5	Mix of affordable housing delivered compared to the indicative affordable housing provision by bedroom size identified in the most recent SHMA (1-bed - 20%, 2-bed – 35%, 3-bed – 35%, 4-bed – 10%)	Requirement by bedroom size: 1-bed (474) 43% 2-bed (325) 29.5% 3-bed (286) 26% 4-bed (17) 1.5% (based on 2007/08 Core lettings data)		The greatest demand trend is for smaller homes, but those waiting for larger family homes currently wait the longest for suitable properties.	CBC, first Strategic Housing Market Assessment 2009
C6	Further work is required to identify a suitable housing need mix for the private sector				

Issue: Affordable housing provision does not match the level of need

C.12 Affordable housing delivery, as previously reported, has been strong in recent years. However, the numbers of people believed to be in housing need, which includes affordable and intermediate forms of housing, is continuing to increase. Family groups, requiring large housing are currently waiting the longest due to the types of dwellings currently being built in the town (mostly one and two bed properties). One particular group who require attention are those who can afford to pay more than social rented, but cannot afford open market housing. There is therefore a need to provide intermediate forms of housing provision.

Likely evolution without the continued implementation of the Local Development Framework

C.13 The Council has existing policies that relate to the provision of affordable housing and therefore, the supply would not necessarily be affected. However, the opportunity to revise targets and update the composition of need may be lost.

What the Local Development Framework can and cannot do

C.14 Whilst the Council cannot make developers develop sites in the current climate, it can introduce policies that require the correct tenure, types and mix of housing, in the correct locations, subject to viability. The existing Core Strategy policy requires 40% affordable housing on developments of 15 units or more or on developments over half a hectare in size.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
C7	Estimated number of households in housing need (per annum)	103 – 250 affordable dwellings per annum	n/a		CBC Strategic Housing Market Assessment 2009
C8	Number of people on the housing need register by size of accommodation required	20010/11 1 bed= 1,281 2, 3 and 4 bed= 1,478 Sheltered/retirement= 309 Total= 3,068 2009/10 1 bed= 1,337 2, 3 and 4 bed = 1,321 Sheltered/retirement= 328 Total = 2,986	n/a	The number on the housing needs register has increased over the past three years, suggesting that supply does not meet demand for affordable housing. The need for 2,3 and 4 bed homes is	CBC Strategic Housing Market Assessment 2009 CBC Housing Strategy AMR

Topic Area C

		2008/09 1 bed (singles and couples) = 1279 2 & 3 & 4 bed (families) = 1270 one & two bed sheltered = 302 Total = 2851		increasing faster than the need for 1 bed or sheltered accommodation.	
--	--	--	--	---	--

Issue: Land supply in the Borough is limited

- C.15 As Crawley's boundary is tightly drawn around the built-up area boundary, there is a limited supply of undeveloped and unconstrained land in the Borough. Understandably, this has strong implications for meeting housing need and aspirations. Recent developments have tended to be flatted one and two bed schemes, because of the types of housing sites that are available in the town. Building family and aspirational homes whilst meeting the numerical requirements of the Borough will be dependent upon ensuring the efficient use of land. With the release of the large North East Sector Greenfield site, a significant amount of housing will be able to be provided, but work on housing needs indicates that still more housing will be required to serve the development of the Borough.

Likely evolution without the continued implementation of the Local Development Framework

- C.16 Without an updated LDF the Council would not be able to demonstrate a five-year housing supply in the longer term, even with the release of the North East Sector for 1900 dwellings. Whilst windfall sites would continue to come forward, the strategic and proactive management of housing delivery may be weak.

What the Local Development Framework can and cannot do

- C.17 The identification and timely release of land is not entirely within the Council's control because of mixed land ownership. Furthermore, there is growing pressure / reliance on land adjoining the borough, outside of authority. Crawley has been identified in the South East Plan as a regional hub and it is possible that Crawley may become the strategic focus for development in the sub region. The LDF can attempt to maximise the availability of land, of the correct type and in suitable locations to meet need.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
C9	Supply of ready to develop housing sites (5-year housing land supply)	5-year housing land supply (1 st April 2011 to 31 st March 2016) = 1598	n/a	The 5-year housing land supply has tended to be strong in the past few years, but the effects of the recent economic climate are likely to weaken the delivery of sites in the short and medium terms.	NI 159
C10	New and converted dwellings – on previously developed land (PDL)	2010/11: 82.4% of completions 2009/10 86.9% of completions 2008/09: 86.7% of completions 2007/08: 66.5% of completions		A significantly greater portion of new dwellings were developed on previously development land in Crawley in the last year than in 2007. 2010/11 figures were slightly lower than 2009/10, but the proportion of PDL has remained stable over the last 3 years.	CLG Core Output Indicator H3 Annual Monitoring Report CLG Housing and Planning Statistics 2009
C11	Average density of new residential development	2010/11 All sites with new development completed: 74dph 10+ units: 74dph <10 units: 38dph 2008/09 All sites – 67.8 dwellings/ha 10+ unit sites - 70.6			Annual Monitoring Report

		dwellings/ha Up to 9 unit sites - 40.0 dwellings/ha			
--	--	---	--	--	--

Sustainability Appraisal Objective

Objective Four - To ensure that everyone has the opportunity to live in a decent and affordable home.

Topic Area D – Economy

Including: maximising benefits of Gatwick Diamond, vibrant town centres, strong economic growth.

Introduction

D.1 The success of the local economy is an important topic area for the social, economic and arguably the environmental wellbeing of the town. A strong economy is likely to spread wealth amongst the population, provide employment opportunities and help raise aspirations locally. Moreover, as demonstrated in the economic climate of 2008 and 2009, without a growing economy, much of the social, economic and physical improvements planned are not achievable. Therefore, promoting a strong economy is likely to be one of the key drivers for improving the town.

Relevant Plans, Policies and Programmes

D.2 For the purposes of this SA Scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

Employment and Town Centres

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- Planning Policy Statement 4: Planning for sustainable economic development (CLG, 2009)
- Planning Policy Statement 6: Planning for Town Centres (CLG, 2005)
- South East Plan (GOSE, 2009)
- Draft National Planning Policy Framework (CLG, 2011)
- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- Gatwick Diamond Futures Plan 2008 – 16
- GHK Diamond Report (October 2008)
- Crawley's Economic Plan (CBC, 2011 – 16)
- Local Development Framework Diamond Report (GVA Grimley)
- Draft Town Centre North revision SPD (CBC August 2011)

Issue: Existing building stock supply does not match the current or long-term needs of the changing economy, both within the dedicated business areas and within the town centre

D.3 Qualitative evidence from local companies suggests that the original business estates created as part of the New Town and which predominately provided industrial type floorspace do not match the needs of the growing tertiary or 'knowledge' economy in the town, although in the short term the Employment Land Review suggests that warehousing is likely to be most economically viable in areas such as Manor Royal. In the town centre there are currently high levels of vacancies in A-grade office space. Provision of the correct types and quality of commercial building stock is important, because a strong local economy will be a key driver for wider improvements.

Likely evolution without the continued implementation of the Local Development Framework

D.4 Whilst the lack of an updated LDF would restrict improvements in some regards, the existing policies should continue to enable changes to be made. With limited land holdings in the employment areas of the town, the Council has no direct influence on what gets built and where.

What the Local Development Framework can and cannot do

D.5 The ELR shows how the Local Plan could potentially help facilitate a step change by improving the town centre to attract businesses into A-grade office space; and protecting employment land outside the centre for uses suitable for the long-term trends in economic growth (that is, towards the knowledge economy and high-tech industry). The plan can highlight through design codes and policy the types of developments that are appropriate in particular locations, helping to encourage the private sector to meet the needs of individual business and the local economy as a whole. Environmental impacts can be limited and mitigated to some extent through relevant policies. Strong policies could control the type of development and phasing to meet long term aspirations, but this is likely to prove more difficult under the proposals of the Draft National Planning Policy Framework.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
D1	Total amount of employment floor-space completed – by type	<p>2010/11 B2 – 4,966m2 gross (357m2 net) B8 – 2,767m2 gross (2,767m2 net)</p> <p>2009/10</p>	Crawley has over 49% of B-type employment floor-space in the Gatwick Diamond subregion.	2008/09 saw a significant addition made to the total amount of employment space within Crawley. Since then most growth has been in B2 and particularly B8 warehousing space. This	CLG Core Output Indicators: Business Development and Town Centres (AMR)

Topic Area D

		<p><i>B1c</i>– 1,947m2 net <i>B2</i> – 368m2 gross <i>B8</i> – 14,335m2 gross</p> <p>2008/09 <i>B1a</i> – 22,819m2 net <i>B2</i> – 556m2 gross <i>B8</i> – 2174m2 gross</p>		<p>short term trend is likely to be overturned by a longer term demand for tertiary office space to support the knowledge economy and high-tech industry.</p>	
D2	Employment land available – by type	<p>2010/11 <i>B1a</i> – 10.55 Ha <i>B2</i> – 8.46 Ha <i>B8</i> – 0.04 Ha</p> <p>2009/10 <i>B1a</i> – 13.36 Ha <i>B1mixed</i> – 8.56 Ha <i>B2</i> – 5.97 Ha <i>B8</i> – 0.37 Ha</p>		<p>The total amount of employment floor-space allocated and with permission for development has decreased as fewer planning permissions for development have come forward.</p>	<p>CLG Core Output Indicators: Business Development and Town Centres (AMR)</p>
D3	Total amount of floor-space completed for town centre uses	<p>2010/11 Total of 1601m2 gross in the Local Authority</p> <p>2009/10 <i>Town Centre</i> – total 622m2 gross <i>Local Authority</i> - Total 125m2 gross</p>	<p>Crawley has 53% of total office floor-space in the sub-region, but weak demand has left A-grade space vacant</p>		<p>CLG Core Output Indicators: Business Development and Town Centres (AMR)</p>

Issue: Local skills do not match the requirements of local business, resulting in significant in-commuting to the Borough from surrounding areas

D.6 Census data, supported by the views of local business, suggests that local skills do not match the skill requirements of local business. The result of this is significant in-commuting into the town on a daily basis (31,000 per day according to the 2001 census) as most high-level positions appear to be occupied by individuals living outside of the Borough. Not only does this limit the benefits that Crawley's employment sites bring to the local population, but there are environmental concerns arising from large number of people travelling to Crawley on a daily basis and their methods of transportation. In addition, a lack of local skills and the limited availability of undeveloped land may be limiting the local economy's performance and creating/reinforcing the mismatch between housing and employment. If Crawley develops to meet the strategic sub-regional economic growth aspiration then employment growth in the Borough could exacerbate the problem.

Likely evolution without the continued implementation of the Local Development Framework

D.7 The long-term trend for this issue is uncertain because the LDF has little control over the educational achievements of the population. However it is likely that without planning controls over the location of employment and the quality of housing stock, higher-paid employees will continue to live outside the Borough and commute in to work.

What the Local Development Framework can and cannot do

D.8 The LDF has little direct control over the skills that the population of the town hold, but can influence the housing stock and type of employment in the borough to achieve a better match between the people living in the Borough and the type of work they do. The Plan can work to maximise the potential for new educational facilities within the town, possibly including a University campus (as supported by the Gatwick Diamond Local Strategic Statement), and to maximise the strength of the local economy. This may then maximise the opportunities and motivations for the population of the town.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
D4	Working age population qualified to at least Level 4 or higher	23% (2008)	SE = 31.5% GB = 29% (Jan – Dec 2008)	An increase from the 2007-08 figure of 17.2%, however, still the lowest within West Sussex and below both the South East and Great Britain figure	NI165 NOMIS

Issue: The economic structure of the town is moving from one dominated by large scale airport related business to one where professional services are becoming increasingly strong

D.9 Work by the Council suggests that the presence and economic prominence of Gatwick Airport might be concealing potential structural weaknesses in Crawley’s economy. This has reportedly left the town poorly placed to capitalise upon the higher value professional sector’s potential need for good quality office space in the south east, M25 area, and particularly Crawley. This potential reliance upon a few large-scale businesses, focussed within a limited set of economic sectors may make the town more susceptible to economic cycles and limit the local population’s choice of employment and career opportunities. There is however a move towards the professional sector and this is something that the Council should seek to maximise.

Likely evolution without the continued implementation of the Local Development Framework

D.10 As set out below, the LDF’s influence over this issue is considered to be limited, however, without up-to-date policies the Council would have even less control over this area and it is likely that the town may continue to be susceptible to the short term market demand for employment space dictated by economic cycles.

What the Local Development Framework can and cannot do

D.11 As already mentioned, with limited land holdings in the town, the LDF has no direct influence over the floorspace types provided. However, through policy, the LDF may be able to support the private sector as they provide for the market’s needs. With strong policies the council could control the type and phasing of new floorspace to meet the long term aspirations of Crawley and the Gatwick Strategic Statement, although this may prove more difficult if the proposals of the Draft NPPF to avoid long term protection of employment space are adopted.

Indicator No.	Indicator	Crawley Data SE/England Data	Trend	Data Source
D5	Top 5 growth and decline sectors in the economy	Top 5 Growth Sectors 1 – Legal, accounting, book keeping and auditing activities, consultancy, market research and public opinion polling, business and management consultancy, holdings = +974 (57%) 2 – Monetary intermediation = +407 (+39%) 3 – Retail sales in non-specialised stores = +365 (+12%) 4 – Software consultancy and supply = +350 (+82%)		CBC: Annual Business Inquiry Employee Analysis 2005

		<p>5 – Post and Courier activities = +334 (+21%)</p> <p>Top 5 Declining Sectors</p> <p>1 – Labour recruitment and provision of personnel = -861 (-22%)</p> <p>2 – Manufacture of other food products = -770 (-77%)</p> <p>3 – Scheduled air transport = -753 (-9%)</p> <p>4 – Data processing = -743 (-78%)</p> <p>5 – Activities ancillary to insurance and pension funding = -441 (-51%)</p> <p>(between 2003 and 2005)</p>		
--	--	---	--	--

Issue: The retail sector of the town's economy has been declining in recent years and there is capacity for a step change improvement in the quality of the town centre.

- D.12 As part of the evidence base for the town centre based policies of the Council's submission Core Strategy (2007), the retail capacity of Crawley's catchment area was assessed on four separate occasions by consultants CBRE and GVA Grimley. These studies concluded that there was significant unmet retail expenditure, and a particular shortfall in quality shopping in the region, and backed up the evidence for the South East Plan. Experian rankings show Crawley has fallen in retail quality in comparison with other centres in recent years. Policy TC1 of the adopted Core Strategy (2008) allocates Town Centre North for a major mixed-use, retail led development. In late 2008, the Council and its then development partner, Grosvenor, were close to finalising a Development Agreement for a proposed scheme. However, the severe recession which emerged during this period resulted in Grosvenor considering the scheme not to be viable at that time and it was not pursued.
- D.13 The Council remains committed to a step change in the town centre offer, including a significant town centre redevelopment scheme. Before re-embarking on any discussions with potential development partners, it was considered appropriate to reassess the likely capacity and viability for a scheme to be delivered within the Local Plan period. In 2010, therefore, DTZ were commissioned to prepare a new Retail Capacity and Impact Study, to assess the viability and delivery of Town Centre North, and to advise on a strategy for the future of the Town Centre. Alternative sites and options for Town Centre growth were analysed by DTZ to identify the most appropriate strategy for delivering new retail development in the town. These studies conclude:
- Crawley Town Centre is currently vital and viable as a retail centre but has a lack of modern retail opportunities to meet the demand of the catchment;
 - There is an opportunity to deliver new comprehensive retail development to accommodate future retail demand;
 - Sufficient expenditure capacity is forecast for a major retail, "step-change" development in the Town Centre;
 - A major scheme in Crawley would not be likely to have an unacceptable impact on the existing Town Centre or on neighbouring town centres;
 - A major single scheme, like the 2008 Grosvenor scheme, is unlikely to be viable and deliverable in the current marketplace;
 - The Council can still achieve its ambitions for step-change if it restructures its approach to the scheme with the scheme being phased, and different developers taking on different elements;
 - The focus should remain on the TCN area of the town for the major scheme;
 - There will need to be a reduced core retail element but it should still be able to create step-change and support a department store.

D.14 There remains an untapped opportunity for mixed-use in the town centre comprising of retail, office, leisure and residential. The centre is a sustainable location for all these uses, placing people and business at the heart of the transport interchange, providing new jobs and homes (including affordable housing) and providing the opportunity to improve the urban environment of the town centre. There is therefore, potential for the out flow of retail expenditure to be reversed with increasing numbers of people travelling to the town centre from outside the Borough, reducing the amount of travel across the region to larger centres further away, and this is an issue that requires further monitoring. Crawley is identified in the Gatwick Diamond LSS as the potential regional centre for the sub region. Establishing a much stronger town centre will also help resist the development of out of centre retail elsewhere in the borough on less accessible sites.

Likely evolution without the continued implementation of the Local Development Framework

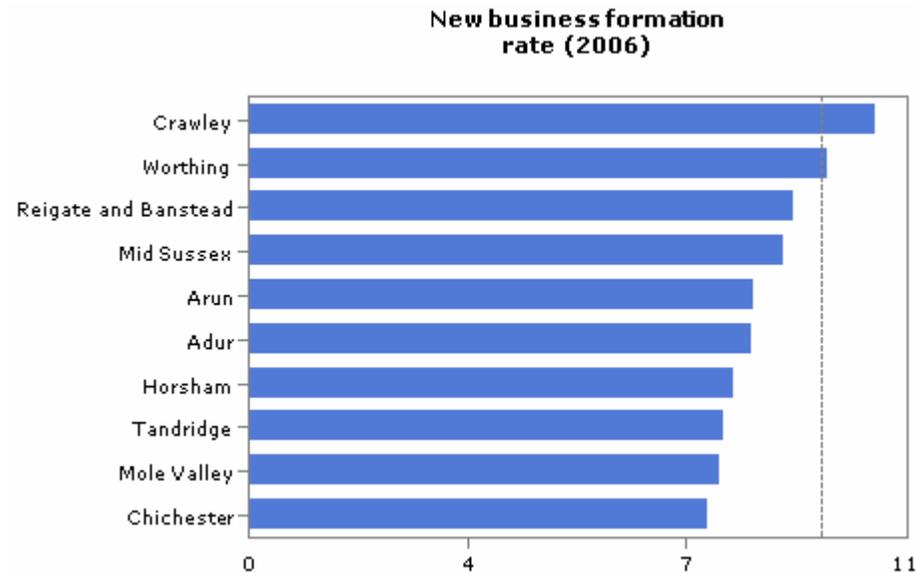
D.15 The Council has just revised and adopted its SPD for Town Centre North, to provide more flexibility and allow the scheme to be delivered in phases (Nov 2011). There is also a recent Town Centre Wide SPD (2009). These documents, together with the adopted Core Strategy establish a reasonably robust planning framework for the consideration of town centre and retail development in the borough. However, the economic recession and slow recovery mean that the town centre is declining, securing major town centre development is more difficult and increasing challenges to current policy are being received from out of centre retail proposals. Updated policies are therefore important to help encourage investment in the town centre and resist out of centre development

What the Local Development Framework can and cannot do

D.16 The LDF can help to facilitate a step change in the quality of the town centre and can go some way to ensuring that it is fully accessible by sustainable modes of transport. There are other aspects to improving the town centre that are largely beyond the LDF's control however, such as tackling antisocial behaviour (although measures such as Secured by Design can play a role) and the availability of finance for developers.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
D7	Ranking of Crawley town centre retail offer compared to other centres in the UK	Experian retail rankings for Crawley: 2009 – 70 th 2008 – 69 th 2007 – 55 th in the national retail hierarchy.		Whilst there has been a fall in Crawley's ranking from 2007, future developments taking place within the town centre will inevitably have a positive impact on Crawley's ranking in the future.	CBC

<p>D8</p>	<p>New Business registration rate (the proportion of business registrations per 10,000 resident population aged 16 and above)</p>	<p>2008/09 – 47.5 2007/08 – 46.9 2006/07 – 40.8 2002/03 – 47.5</p>	<p>Regional Average 2008 – 60 2007 – 62.9 2006 – 58.9 2002 – 59.3 National Average 2008 – 57.2 2007 – 59.5 2006 – 54.8 2002 – 54</p>	<p>VAT business stock declined in the year 2009/10 by 3.23%. It is assumed that this is a sign of the economic slow down. Evidence suggests Crawley remains an employment hub within the Gatwick Diamond sub-region.</p>	<p>NI 171</p>
------------------	---	---	---	--	---------------



Source: CBC Economy Profile, Local Knowledge; Business start-ups and closures: VAT registrations and deregistrations (2006)

Sustainability Appraisal Objective

Objective Five - To maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.

Topic Area E – Natural Environment

Including: countryside, landscape, biodiversity, fauna, flora and soil

SEA Directive – Biodiversity, Landscape, Air Quality, Fauna, Flora and Soil

Introduction

- E.1 Although the Borough is predominately urban, there are small areas of countryside fringing the urban area which are of significant importance to the setting of the town and the biodiversity within and surrounding it. In addition, Greenways are more common within the town than one might expect and these areas, in conjunction with the urban fringe areas, facilitate the movement of wildlife through the town. These areas also play a role in the maintenance of air quality in the town, mitigating against the urban heat island effect, and some of the pollutants associated with an urban area and an international airport. However, in light of development pressure and limited funding for their improvements, the natural environment of Crawley is under particular pressure.

Relevant Plans, Policies and Programmes

- E.2 For the purposes of this SA Scoping, only the key plans relating to this SA Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

General

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- South East Plan (GOSE, 2009)
- Draft National Planning Policy Framework (CLG, 2011)
- EU Habitats Directive 99/43/EEC(1992)
- Draft National Planning Policy Framework (CLG, 2011)
- The Natural Choice: securing the value of nature (DEFRA June 2011)
- State of the environment 2007, South East England (Environment Agency)

Landscape/Countryside

- PPS7 Sustainable Development in Rural Areas (CLG, Aug 2004)
- Landscape Character Assessment - Part 1 (CBC 2011)
- Built-up Area Boundary Background Paper - Guiding Principles (CBC 2009)
- PPG 17 Assessment - Open Space Sport and Recreation Study (PMP July 2008)
- South East Green Infrastructure Framework (LUC 2009)
- West Sussex Sustainability Strategy (2005-2020) (West Sussex Sustainability Forum), 2005

- West Sussex Landscape Character Assessment, (Land Management Guidelines for Northern Vales, High Weald Forests and adjacent High Weald) (WSCC, 2003)

Biodiversity

- PPS9: Biodiversity and Geological Conservation (DCLG, 2005)
 - Planning for Biodiversity and Geological Conservation: A Guide to Good Practice (DCLG, DEFRA and English Nature, March 2006)
 - Circular 06/05: Biodiversity and Geographical Conservation - Statutory Obligations and Their Impact Within the Planning System. (DCLG, Aug 2005)
 - A Biodiversity Action Plan for Sussex (Sussex biodiversity Partnership, 1998)
-

Issue: The lack of development land is increasing the threat to nature areas, open spaces and green infrastructure within the urban environment

- E.3 There are no Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites within the Borough. However, the Ashdown Forest SPA and SAC and the Mole Gap to Reigate Escarpment SAC are both within 15 km of the Borough's boundaries, and therefore the Council has published a Screening Report alongside this SA Scoping Report to establish whether the Local Plan will need to be subject to an Appropriate Assessment. Ashdown Forest SPA and SAC are designated for healthland, great crested newts, nightjars and Dartford warblers. Mole Gap to Reigate Escarpment SAC is designated for its box scrub, grasslands, woodlands, heaths, great crested newts and Bechstein's bats. Additional development in Crawley can reasonably be expected to result in an increase in numbers of people visiting these sites, and travelling through them. It is not currently expected that this impact will be significant. For further information on the potential for the local plan to impact these protected environmental assets please view the HRA Screening Opinion accompanying this consultation.
- E.4 The Borough has designated 12 Sites of Nature Conservation Importance (SNCIs) covering 329.8 hectares in total. SNCIs are designated for their local flora and fauna interest and value. These sites incorporate semi-natural woodland, conifer and mixed plantations, copses, hedges, neutral grassland, species rich grassland, heathland, and streams and ponds. Amongst the species found within the Borough are several identified in the Sussex Biodiversity Action Plan (BAP), which are also subject to protection under British and European legislation. These include Kingfishers, Nightingales, Adders, Palmate Newts, Water Shrews, Orange-tip and Holly Blue Butterflies, Small-Leaved Limes, Betonys and Common Spotted Orchids. The Borough also contains several areas of importance to BAP Habitats.
- E.5 There are 3 Local Nature Reserves covering 22.7ha land in Crawley, which have wildlife and/or geological features that are of local importance: Target Hill, Grattons Park and Tilgate Forest. There are 193.5 hectares of Ancient Woodland within the Borough and a

significant number of large environmentally valuable trees scattered throughout the town that are under increasing pressure from development and the availability of funds for maintenance. The loss of these features would alter the character and appearance of the town.

- E.6 When designated as a New Town, Crawley was planned with significant amounts of green spaces within the built up area to provide an attractive layout and to help distinguish between the different neighbourhoods. The 2008 Planning Policy Guidance 17 (PPG17): Open Space, Sport and Recreational Assessment identified significant amounts of valuable green spaces within the town. At present, there are 32 areas of open space such as parks and nature conservation areas including 26 Playing fields; more than 70 children's play areas and 19 Allotment sites. There are currently 1.76 ha of park and garden space per 1000 population in Crawley, which is comparatively high for an English town. These spaces have a dual role: being fundamentally important to the structure of the town, and should play an ecological role for the movement of wildlife; mitigating the impact of climate change and helping to alleviate the risk of flooding. These spaces are increasingly coming under pressure for infill development. Their piecemeal loss would fundamentally change the appearance of the neighbourhoods and potentially remove the best elements of the urban landscape that the original master planning sought to preserve.
- E.7 Generally, the residents of Crawley are satisfied with the current levels of open space and recreation facilities available. It has been noted that parks and gardens are of particular importance to local residents for both recreational and aesthetic importance, and it is therefore vital to maintain and improve the quality of parks and gardens to preserve the quality of life of residents and visitors. Due to the urban nature of Crawley, Worth Way is the only 'green corridor' in the borough. Residents have noted that provision for teenagers is poor, as open spaces have little equipment suitable for older children.
- E.8 In summary, Crawley has very good quantity and quality of green and open space within the town, which is valued extremely highly by local residents. It is important that the current provision is retained, and the quality improved in some instances (such as to provide a better connected green infrastructure network, and adding facilities for older children). These spaces and facilities are likely to come under increasing pressure from development and the growing and changing needs of the population as highlighted in Topic Area C – Housing and Topic Area B – Heritage, Character, Design and Architecture.
- Likely evolution without the continued implementation of the Local Development Framework**
- E.9 It is difficult to predict what the impact might be without the continued implementation of the LDF. The Council has existing policies that provide some degree of protection to these areas and it is possible that in trying to meet housing requirements, the Local Plan may have to consider developing some of these sites. Without continuation of the Local Plan it is likely that the council will have less control over which sites are protected, leading to loss of areas of open space/biodiversity that are more valued than other more suitable sites.

What the Local Development Framework can and cannot do

- E.10 Through appropriate identification and designation, the areas of the town with high ecological and biodiversity value can be protected to a high degree. Trees, on their own or in groups, can be protected by Tree Preservation Orders if considered to make a particularly important contribution, especially if they are perceived to be under threat. However, securing funding for the management and improvement of these areas is largely outside the remit of the LDF.
- E.11 Open space and structural landscaping policies have the potential to protect these spaces, unless exceptional circumstances exist. Currently policy exists to achieve this, but their effectiveness is an issue that will be reviewed through the LDF to see if more can be done. The potential for a new designation proposed in the Draft NPPF: a Local Green Space, will be explored with residents.
- E.12 The Council has limited influence on the growth of the population and the pressures it places on the provisions of open space and recreational facilities. Policy can aim to preserve existing routes to the countryside and ensure that existing levels of recreational provision are maintained in a qualitative sense only, because new provision within the Borough's boundaries is unlikely other than when it is provided as part of large developments.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
E1	Amount and type of development within areas designated for their nature importance	None in 2010/11			CBC Sussex Biodiversity Record Centre
E2	Amount of trees with Tree Preservation Orders lost per annum	12 TPO applications were granted for felling of trees in 2010/11, a total of 15 trees			CBC
E3	Amount and type of open space, sport and recreational spaces lost/gained per annum	Not currently monitored however, future data will serve as baseline			CBC

Issue: Development in the Borough will impact on biodiversity, fauna, flora and soil

- E.13 In the future, it is possible that climatic factors could affect the ecological and landscape resources of the Borough. There is already clear evidence to show that climate change has resulted in effects to flora and fauna including changes in populations, ranges, migration patterns and seasonal and reproductive behaviour of certain species. Such effects are likely to become more apparent and extensive as the climate continues to change.
- E.14 There are sections of the Borough that are used for agricultural purposes. The Agricultural Land Classification (ALC) maps for West Sussex indicate that the agricultural land within Crawley is a mixture of Grades 3 and 4 (on a scale of 1-5 where 1 is the best and most versatile land, and Grade 5 land is 'very poor').
- E.15 There are five main types of soil found across the Borough. The majority of the Borough lies on two main types of soil: 'slightly acid loams and clays with impeded drainage' and 'slow, permeable and seasonally wet, basic loams and clays'. The remaining soil types are 'naturally wet, loamy soils', which are found in the North East Sector and stretching across Furnace Green, Maidenbower and Worth; a small patch of 'Naturally wet, loamy and clayey floodplain soils' along the River Mole and the very southern extremity of the Borough lies on 'Freely draining, slightly acid loamy soils'. This precedence of relatively poor-draining soil has implications for flood risk discussed in Topic Area A.
- E.16 Increased development pressures in and on the fringes of the Borough could reduce the quantity of these natural resources and their quality in adjoining areas. Insensitive design and execution of development could result in unacceptable losses of valuable resources and increased pollution from water run-off from built up areas. The existing structure of the town has retained the potential for biodiversity and green networks, and mitigates the urban heat island effect to some extent, but this could be lost with increased development on existing open spaces, to the detriment of human quality of life, and impacting the quality of biodiversity in the town.

Likely evolution without the continued implementation of the Local Development Framework

- E.17 Whilst national efforts at tackling issues such as climate change might lead to an improvement over the short to medium term, it is likely that the effects could be significant in the long term. Unplanned urban development could accelerate adverse impacts on biodiversity and the loss of soil.

What the Local Development Framework can and cannot do

- E.18 In the absence of the LDF, which can set policies on climate change mitigation and adaptation, it is likely that the effects outlined above would become more pronounced. Policies specific to issues such as construction practices, Greenways and trees, are likely to help in

the preservation of these environmental resources. The impact that new developments will have on climate change can also be reduced through appropriate national and locally specific policies aimed at reducing CO₂ emissions etc.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
E4	Change in areas of biodiversity importance	Total area of open space and natural habitats = 500 hectares (12.9%). 2010/11 – no direct loss of sites designated for their biodiversity importance.		Data provided by the Sussex Biodiversity Record Centre suggests that no planning applications during 2009/10 that have infringed on designated and habitat areas.	CLG Core Output Indicator E2: Environmental Quality
E5	Improved Local Biodiversity – proportion of Local Sites where positive conservation management has been or is being implemented - District (CBC)	58% in 2009/10	All England top quartile 44%	CBC has 12 SNCI sites and of these 6 have been actively managed over the past 5 years. 3 of the sites are privately owned and as such CBC have no control over the management of these sites.	NI 197

Sustainability Appraisal Objectives

Objective Six – To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the Borough.

Topic Area F – Transport and Infrastructure

Including: roads, rail, public transport, Gatwick, water, sewerage

Introduction

F.1 Crawley's position at the geographical heart of the Gatwick Diamond economic area combined with excellent transport links including the London-to-Brighton and London-to-Southampton rail links, Gatwick Airport and the M23 motorway, has meant that Crawley is an attractive business location. As a result, there are more jobs than the working age population of the Borough, and businesses within the town draw their workforce from the wider area. Hence, both the inter- and intra-transportation network are of particular importance to the town. Crawley's role within the Gatwick Diamond means that significant new growth is anticipated in and around the Borough. A thorough consideration of the strategic infrastructure network is required to ensure that development does not outstrip essential infrastructure, such as sewerage and water (See Topic A). The transportation considerations for the Borough's development are outlined in further detail below.

Relevant Plans, Policies and Programmes

F.2 For the purposes of this SA Scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

General

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- South East Plan (GOSE, 2009)
- Draft National Planning Policy Framework (CLG, 2011)

Infrastructure

- Planning Policy Statement 12: Local Spatial Planning (CLG, 2004)
- Community Infrastructure Levy: An Overview (CLG, May 2011)
- Community Infrastructure Levy Regulations (DCLG, 2010)
- Planning Obligations and S106 Agreements Supplementary Planning Document (CBC, 2008)
- Crawley Draft Infrastructure Plan (CBC, 2011)

Transport

- Planning Policy Guidance 13: Transport (CLG, 2001)
- Local Transport White Paper: Creating Growth, Cutting Carbon (DfT, 2011)

- The Department for Transport's Draft Guidance to Regions on Delivering a Sustainable Transport System (DaSTS, 2008)
- Mapping the Region's Transport Challenges (SEERA, 2009)
- West Sussex Local Transport Plan (LTP3) 2011 – 2026 (WSCC, 2011)
- The Crawley Area Transport Plan (WSCC, 2004)
- Draft Crawley Transport Statement (CBC, 2011)
- Rail Utilisation Strategies – London and the South East (Network Rail, 2011)

Gatwick

- Draft Gatwick Master Plan (GAL, 2011)
- Developing a Sustainable Framework for UK Aviation: Scoping Document (DfT, 2011)
- Gatwick Airport Transport Strategy (2007 – 2012)
- Control of Development in Airport Public Safety Zones (Circular 01/2010)
- Revised Public Safety Zones at Gatwick Airport (CAA, 2011)

Issue: The growth of the town will increase pressures on transport infrastructure that is already approaching capacity

- F.3 The strategic roads serving Crawley include the Trunk Road network comprising of the M23/A23 London to Brighton corridor, as well as four key A roads: the A264 Crawley Road, the A2220 Horsham Road, the A2011 and the A23 Crawley Avenue / London Road. Crawley has the highest figures for net commuting in the South East Region and during peak hours there are approximately 35,000 vehicle movements within Crawley. Of these vehicle movements, it is estimated that nearly 1 in 5 cars on Crawley's roads are taking children to school. In fact, 58% of total car trips are less than 5 miles and 25% are less than 2 miles.
- F.4 Recent assessments of the current performance of the road network in Crawley suggest that weekday peak period congestion is regularly experienced on key links and at key junctions. Key congestion points are as follows:
- Junction 11 of the M23 (A264/A23) Pease Pottage interchange
 - Junction 10 of the M23 (A264) Copthorne interchange
 - The junction of the A264 and the A2220
 - Junctions between the A23 and the A2220, Gossops Drive, and Ifield Avenue
 - Most of the links on the A23
- There are already a number of committed developments that will create additional travel demand in the future and the pressure will only be increased by any additional development proposed in the Local Plan. The HA has undertaken a study that has shown that in order to accommodate future growth including traffic from all planned development as set out in the South East Plan within the Gatwick Sub-region, all junctions on the M23 at Crawley with the exception of junction 10a, will need to be improved.

- F.5 In addition to the convergence of the strategic road network at Crawley, two railway lines serve Crawley: the London-Brighton railway, and the Arun Valley railway which branches off the London-Brighton line at Three Bridges and serves Horsham, Arundel and the south coast between Bognor Regis, Portsmouth and Southampton Central. There are currently four railway stations in Crawley:
- Gatwick Airport – located on the London-Brighton line;
 - Three Bridges – located on the London-Brighton line;
 - Crawley – located on the Arun Valley Line; and
 - Ifield – located on the Arun Valley Line.
- All four stations have seen an increase in passenger usage over the past three years and Gatwick Airport Station is now the 23rd busiest station in the UK in terms of passenger usage.
- F.6 In addition, the developers of the Strategic Housing Location to the West of Bewbush have been in discussions with Network Rail regarding the possibility of a new station within that development. Policy WB 24 in the West of Bewbush Joint Area Action Plan (July 2009) safeguards land for a railway station, pending a definitive decision by Network Rail. It is the position of Network Rail that any further development that would increase demand at Ifield station should consider the need to provide improvements to the station platforms, and disabled access.
- F.7 There is a well established and growing bus passenger market in Crawley. Crawley is well served by conventional bus services and the Fastway high quality bus network. Fastway is a network of premium bus services combining high quality vehicles, passenger facilities, real time information, high frequency and 24/7 services, bus priority and kerb-guidance busway. The system was commissioned in 2003 with new routes added in 2005, and is the outcome of a joint venture between BAA, Metrobus, West Sussex County Council, Crawley Borough Council, Reigate & Banstead Borough Council, Surrey County Council and British Airways.
- F.8 The patronage of Fastway, which operates three routes, has grown steadily since it opened and is currently attracting approximately 9,000 passengers daily. The percentage of commuters using buses to travel to work is significantly higher in Crawley in comparison to the rest of the South East Region, although it still represents a relatively small proportion of the total figure.
- F.9 There are some 20km of cycle paths in Crawley including The Downs and Weald cycle route of the National Cycle Network. Further extensions are planned.

Issue : The Growth of the Gatwick Airport will put pressure on existing infrastructure and the environment

- F.10 Gatwick Airport currently sees an annual throughput of around 32 million passengers. It is estimated that within its current two terminal, one runway configuration it can cater for up to 45 mppa. The growth of the airport can generate pressures on infrastructure such as transport links as well as the demand for power and water and waste disposal; and have environmental impacts on air quality, noise and water quality and climate change issues (see Topic A). A Section 106 agreement signed in 2008 by Gatwick Airport Limited, CBC and WSCC contains a wide range of obligations which seek to mitigate the environmental effect of growth at the airport through a range of activities and requirements. Current government policy also requires the Core Strategy to safeguard land for a second runway at Gatwick, although a review of national aviation policy is being undertaken and the Local Plan will be updated accordingly.
- F.11 Gatwick Airport set itself the objective that 40% of its passengers should be using public transport to access the airport by the time the airport's annual throughput reaches 40 million (currently estimated in 2015), up from the 2006 figure of 35.3%. CAA modal share information indicates that this 40% target was reached in 2010, although passenger throughput is currently around 32 mppa. Despite this target, most airport users are still using private vehicles to access the site. The expansion of the airport, possibly as a two runway operation, in combination with the delivery of new employment and housing is likely to place greater strains on the transport infrastructure within Crawley and surrounding Local Authorities.

Likely evolution without the continued implementation of the Local Development Framework

- F.12 The LDF does not currently have a strategic vision for the Borough's transport system and therefore, whilst small improvements could continue to be made, the transport infrastructure would struggle to cope over the long-term, especially in light of the level of proposed development, and the historic trend for in-commuting from areas beyond the Borough boundary.
- F.13 The LDF provides a local policy context for the development of Gatwick and helps ensure that development at the airport is airport-related and its environmental impact is managed. Without the LDF there could be greater demand for development at the airport and the management of its environmental impact would be more limited.

What the Local Development Framework can and cannot do

- F.14 A priority for the Local Plan is to create a safe and efficient transport network that can support the town's continued growth. Policies in the LDF can limit development that adversely impacts upon the network unless appropriate mitigation is provided. However, providing new infrastructure has a limited mitigating effect on congestion. There is a need to try and discourage unsustainable forms of transport and encourage more sustainable modes, such as walking, cycling and public transport. The LDF can influence this to a certain extent for example through car parking standards, bus priority measures, or creating public transport interchanges. – although, there are other

Topic Area F

methods that are beyond the planning process (e.g. congestion charging, public transport incentives etc.). The identification of a transport strategy for the town will form an important part of the proposals to mitigate the impact of new development on Crawley's residents and local environment.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
F1	Congestion – Average journey time per mile during the morning peak				NI 167
F2	Access to services and facilities by public transport, walking and cycling	2010 Accession mapping indicates Crawley has good access to services via public transport. See Maps at Appendix C			NI 175
F3	Working age people with access to employment by public transport (and other specified modes)	2010 Accession mapping indicates Crawley has good access to services via public transport. See Maps at Appendix C	West Sussex – 81% (2008)		NI 176
F4	Local bus and light rail passenger journeys originated in the authority area	TBC	West Sussex - 23642979 (2008/09)		NI 177
F5	Children travelling to school – mode of transport usually used	January 2011 Bus (type not known) – 3.3% Public Service Bus – 4.8% Car – 19.7% Car Share – 6.6% Cycle – 2.7%	(2008/09) WSCC 5-10 Years: Car- 35.6% Car Share – 6.3% Public transport – 2.3% Walking – 53.8%	Data for Crawley indicates a higher proportion of sustainable travel than in 2010. Fewer pupils are cycling to school, but proportions of walking, bus and car-share journeys are	NI 198 West Sussex County Council – Jan 2011

Topic Area F

		Dedicated school bus – 2.5% Train – 0.1% Taxi – 0.6% Walk – 59.4%	Cycling – 1.7% Other – 0.3% 11-16 Years: Car- 16.8% Car Share – 3.5% Public transport – 27.7% Walking – 43.5% Cycling – 7.9% Other – 0.5%	higher.	School Census
F6	Number of passengers using Gatwick Airport per annum (and percentage arriving by public transport)	2011 (Q1 and Q2 only): 13.9m (44.3%) 2010: 28.4m (40.4%) 2009: 29.0m (37.5%)		Passenger numbers are predicted to increase to reach 40 million passengers per annum in 2018. The percentage of international air passengers at Gatwick has grown faster than that for domestic passengers. Numbers fell in 2010 but indications are that 2011 will show an increase. SAAP target for 40% public transport access was met in 2010.	CBC
F7	People killed or seriously injured (Number of casualties in Crawley)	2010/11 38 2009/10 44 2008/09 34 2007/08 41 2006/07 40		There is no distinct trend in Crawley. There are an average 0.4 KSI per 1000 of the population over the last 5 financial years	

Issue: The rate of development, particularly residential, requires careful management to ensure that it does not outstrip the Borough's infrastructure

F.15 Discussions with key utility infrastructure providers have indicated that the infrastructure should be in place to support the Borough's continued growth within currently planned limits, (with the exception of the trunk road network which would suffer severe impacts from development that increases demand on junctions currently at capacity, as discussed above). New residential development needs to be carefully managed, with a consistent rate of delivery, to ensure that the appropriate infrastructure is delivered in tandem. This is particularly an issue for the water and sewerage providers because current funding regimes only operate over five year periods; therefore it is difficult to guarantee capacity being available over longer periods.

Likely evolution without the continued implementation of the Local Development Framework

F.16 Without the continued implementation of the LDF, the Borough's infrastructure would struggle to keep pace with the town's development because although the town has an adopted Infrastructure and S106 Agreements SPD it would not be able to provide for specific items of infrastructure needed in certain locations.

What the Local Development Framework can and cannot do

F.17 Through monitoring and specific policies, the LDF can help to restrain the rate of development in the town, subject to the availability of infrastructure as indicated by the relevant service providers. Further infrastructure provision can be secured through Planning Obligations, S106 Agreements and the Community Infrastructure Levy to be developed by the Borough.

Sustainability Appraisal Objectives

Objective Seven – To reduce car journeys and promote sustainable and alternative methods of transport, whilst ensuring sufficient transport infrastructure is delivered to meet the requirements of the Borough.

Objective Eight – To ensure the provision of sufficient infrastructure to meet the requirements of the Borough.

Topic Area G - Population, Community Facilities, Crime and Health of the Community

Including: demographics, educational establishments, open space, sport and recreation provision

SEA Directive – Population, Human Health

Introduction

G.1 Understanding any changes or growth in the population of the Borough is fundamental in providing sufficient and appropriate community facilities. Crawley is a compact town with a population of around 105,000. The ethnicity of the Borough is diverse and the demographic structure is one dominated by a young adult population with children. Those people who first moved to the area back in the 1950's are now growing older and although they do not represent the majority in terms of population structure their needs are perhaps greater. Even across the young adult population there are variations in the types of people living in the town with a mix of young families, singles who have moved into the area looking for executive style living, and those who have lived in the area for some time, who perhaps do not have the means to buy their own home and are dependent on the state for support. Inevitably the different people living in the town have different issues regarding their social, health and environmental well being and it is therefore important not to focus too much on Crawley as one town but rather a series of different areas, groups and types of people with very different needs, wants and aspirations. This is reflected in the indices of multiple deprivation where there are notable differences between the east and the west of the Borough.

Relevant Plans and Policies

G.2 For the purposes of this SA Scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- National Community Safety Plan 2008-2011
- PPG 17 Assessment, Open Space Sport and Recreation Study (PMP 2008)

Issue: The changing population demographics are creating a mismatch between the need for housing and community facilities and current provision.

- G.3 Mid-year estimates in 2009 recorded the population of Crawley as 105,333 and it is projected that there will be a 7.8% increase by 2016. This trend is expected to continue and as supported by the Strategic Housing Market Assessment, the need for increased housing delivery in terms of total provision and to meet type and tenure demand will increase. The challenge will be to try to meet the needs of the currently young population (the largest age group being between 30 and 40) whilst providing more assisted living and bungalow housing options for the predicted increase in over 65s. Meeting these broad needs for housing is challenging for the authority, yet crucial to achieving a strong, cohesive and successful community. The housing issue is discussed further in Topic Area C.
- G.4 The mid-year estimates indicate that 18% of the resident population is under 15 years of age (compared to 20% for England and Wales), 63% is between 15 and 59 (compared to 59% in England and Wales) and 18% is aged 60 and over (compared to 21% in England and Wales). This shows that Crawley has a population profile broadly in line with the national average with a slightly above average working age population.
- G.5 In light of this position, the provision of appropriate community infrastructure designed to meet the needs of changing demographics in the town will be important in maintaining the quality of life for residents. Whilst this is an area where further clarification is being sought as part of the development of the LDF, one issue already known is the need for new cemetery provision. Currently, the supply of land for Christian burials is expected to run out in 2015 and as with all land intensive development requirements in the town, new provision remains challenging. Due to the contribution that these sorts of facilities make to the community, provision of new community infrastructure and facilities will be continue to be a high profile issue to be explored and resolved.
- Likely evolution without the continued implementation of the Local Development Framework**
- G.6 The problem of insufficient facilities to meet community needs is likely to become more acute if the LDF is not updated to plan for changing demographic trends. It is likely that essential infrastructure, such as the new cemetery identified as a need within the next four years, would be delivered without the LDF.
- What the Local Development Framework can and cannot do**
- G.7 The council can have no direct influence over the way in which the population of Crawley grows and changes but through Policy can to some degree seek to meet needs of the changing population through the location and type of housing, jobs and community facilities. The council can also seek funding for facilities through S106 and ultimately the Community Infrastructure Levy, and plan for their implementation during the Plan period.

Topic Area G

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
G1	Satisfaction of people over 65 with their home	76.1% (2008-09)	SE - 85.5% England 83.9% (2008-09)	<p>Whilst the percentage is lower than the regional and national result it does represent a significant increase from the 53% result of the 2006/07</p> <p>People in Pound Hill South and Three Bridges were more inclined to express satisfaction with their home while those living in Northgate and Bewbush expressed greater levels of dissatisfaction. Younger people were also more inclined to be dissatisfied with their home.</p>	NI 138 2008/09 Place Survey
G2	Percentage who think that older people in their local area get the help and support they need to continue to live at home for as long as they want to	29.7%	SE 28.4% England 30%	<p>People in Three Bridges were more likely to agree with this question while those living in Broadfield South were more likely to disagree.</p> <p>People renting their home from the Council were more positive about the support older people receive than those renting their home from a private landlord or those buying their property using a mortgage.</p>	NI 139 2008/09 Place Survey http://www.communities.gov.uk/documents/statistics/xls/1326148.xls
G3	Overall satisfaction with local area	74.9%	England 78.16%	<p>Significant increase from the 06/07 result of 53%</p> <p>People living in Maidenbower, Southgate and Three Bridges tended to be more positive while those living in Bewbush and Broadfield were more inclined to be less satisfied. Younger people were more likely to be less satisfied</p>	NI 5 2008/09 Place Survey

Issue: The ethnic structure of the population of Crawley is notably diverse in comparison to the national average resulting in specific development demands

G.8 Crawley has a larger ethnic minority population than the national average and the average for the South East. The largest minority groups are Asian/Asian British: Indians who represent 4.40% of the population of the Borough; and Pakistani who represent 3.00%. This is in comparison with 2.09% and 1.44% respectively of the national population. Electoral Roll Data recorded 61 different nationalities from the EU and Commonwealth countries alone also highlighting the enormous diversity in Crawley's population. With a wide ranging ethnic structure in Crawley, there needs to be a variety of community facilities (such as places of worship etc) and services to meet specific needs and encourage community cohesion.

Likely evolution without the continued implementation of the Local Development Framework

G.9 Existing policies and the objectives of the Sustainable Communities Strategy do plan for the provision of community facilities, such as places of worship, therefore, it is not envisaged that it would be a significant issue if it was not possible to update the LDF.

What the Local Development Framework can and cannot do

G.10 The LDF can work to deliver a range of facilities and services that are accessible to all and to the correct standards.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
G4	Percentage of people who believe people from different backgrounds get on well together in their local area - Place Survey/LAA2	73.1%	West Sussex County - 80% All England - 81.62%	Crawley's figure is slightly lower than the England and West Sussex figures but there is a slight improvement made from the 06/07 figure of 70% There is variance across the town with people from Northgate and Southgate more likely to agree with the statement while those from Broadfield and Bewbush were less likely to agree.	NI 1 2008/09 Place Survey
G5	Percentage of people who feel that they belong to their neighbourhood - Place Survey	53.5%	West Sussex County - 61.7%	Further work is needed to improve the feeling of belonging to a neighbourhood within Crawley People living in Tilgate are more likely to feel a	NI 2 200809 Place Survey

Topic Area G

			All England – 63.7%	sense of belonging to their neighbourhood while those living in Bewbush and Broadfield are more likely to have less attachment.	
--	--	--	---------------------	---	--

Issue: Crawley has a high proportion of young children, particularly under 4's, compared with other West Sussex districts but early years provision in the Borough is poor. Those leaving education are not able to participate fully in the local economy.

- G.11 Crawley is relatively poorly served with 'early years' provision for under 5s with the lowest proportion of childminding places in the county and the second lowest proportion of places in early education and childcare.
- G.12 There are 26 primary schools catering for the needs of Crawley's children aged between 4 and 11 years. Crawley also has six secondary schools: Hazelwick, Holy Trinity CE Secondary, Oriel High, Ifield Community College, St Wilfrid's and Thomas Bennett Community College – providing education to children aged between 11 and 16 and to A-Level standard for 16-18 year olds. The Central Sussex College has a large campus in the town and offers a wide range of professional qualifications and courses. Furthermore, the efforts are underway to establish a university presence in the town.
- G.13 Educational attainment within the Borough tends to be lower at all age groups when compared to the South East averages. In 2008/09 63% of boys and 69% of girls living in Crawley achieved five A*-C grades at GCSE or equivalent. This compares with 66% and 74% respectively in the South East region as a whole. Similarly, the attainment rates for those between the ages of 16 and 18 years are up to 7% lower than South East and UK averages, although this gap reduces significantly for those over the age of 19. Compared with the surrounding districts, Crawley has a higher percentage of residents with poor literacy and numeracy skills.

Likely evolution without the continued implementation of the Local Development Framework

- G.14 Although the Gatwick Diamond Local Strategic Statement refers to a University presence in Crawley, if it is not included in an updated policy within the LDF it is unlikely that this aim could be realised. The provision of early years and educational facilities is the responsibility of County Council, and will be identified in their emerging Infrastructure Plan.

What the Local Development Framework can and cannot do

- G.15 The Council has an adopted SPD that includes contributions towards education facilities, and intends to adopt a Community Infrastructure Levy charging schedule by April 2014, and so contributions could continue to be secured for the town's educational facilities. There is a need to ensure equality in access to education and to ensure that overall levels of education and skills match local employer's needs. Where necessary, the LDF can help support the education infrastructure improvements required to deliver high quality facilities, potentially through a university campus for example, but that does not necessarily translate in to driving up local educational attainment.

Topic Area G

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
G6	Participation of 17 year-olds in education or training	3.8% Not in Education, Employment or Training in Crawley (2011)	England 2006 Full time education 64.9%	NEET figures indicate that while 3.8% of the relevant population in Crawley are not in education, employment or training this rises to 7.5% in Broadfield South	NI 91
G7	Percentage of people aged 16 – 74 with no qualifications.	25.44%	SE – 23.92% England – 28.85%	Within the SE, Crawley has a higher proportion with no qualifications	2001 Census

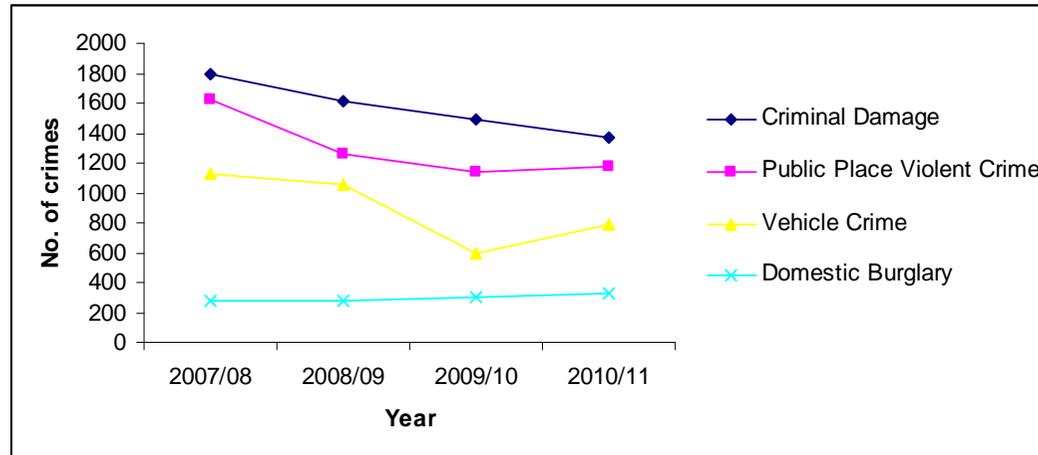
Issue: There is a need to reduce crime and the perception of crime

G.16 Recorded crime in the Borough decreased by nearly 18% from 14,677 to 12,083 between 2005 and 2008, and an additional 22% between 2008 and 2011 to 9410 which equates to around 26 crimes a day. Of the recorded crimes in 2008, 17% (1,600) occurred at Gatwick.

Table G1: Crawley Crime incidence 2008-2011

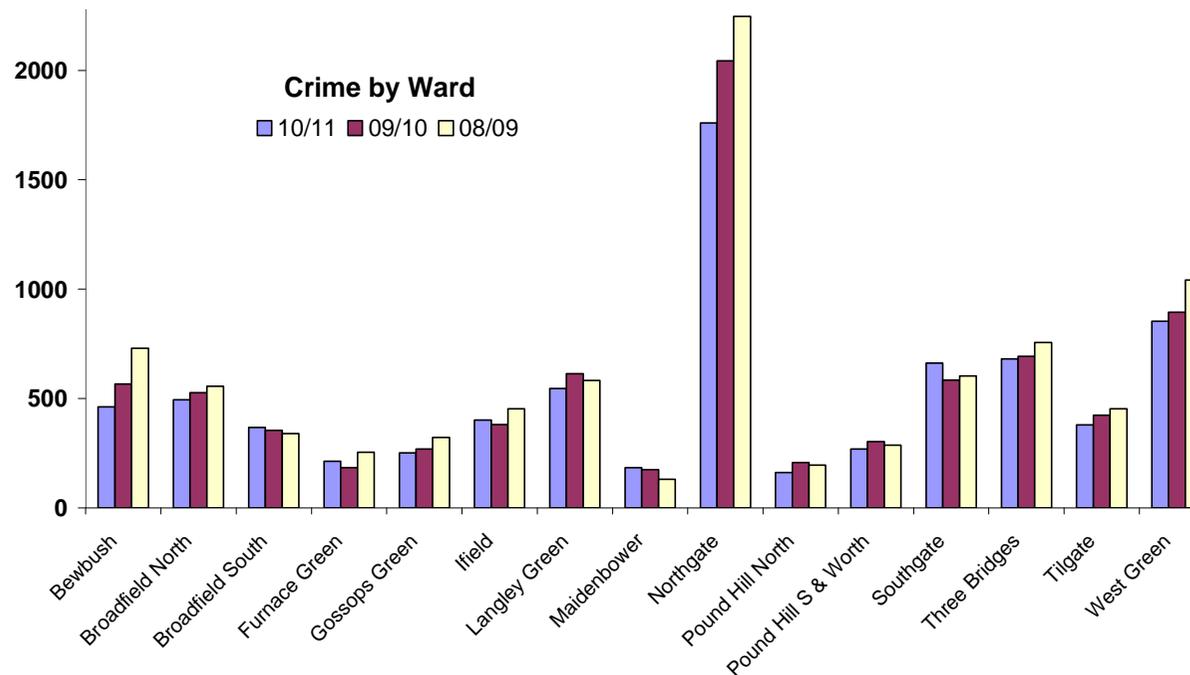
Crawley and Gatwick Airport	2007/2008	2008/2009	2009/2010	2010/2011	Actual difference	Three year % change
Total Crime	12,083	11,155	10,035	9,410	-2,673	-22.1%
Domestic Burglary	276	283	307	326	+50	+18.1%
Vehicle Crime	1,128	1,059	591	787	-341	-30.2%
Criminal Damage	1,790	1,608	1,492	1,372	-418	-23.3%
Public Place Violent Crime	1,619	1,264	1,142	1,174	-445	-27.5%
Business Crime	4,310	4,234	3,895	3,460	-850	-19.7%

Figure G1: Crawley crime incidence 2008-2011



- G.18 Crime patterns and fear of crime vary across Crawley and have different impacts on quality of life and development. Much crime goes unreported, particularly that related to minor physical violence. Sexual assault and levels of domestic violence, although small in total, are much higher in the Crawley area compared to the rest of West Sussex. Levels in Broadfield North are much higher than Crawley as a whole. The economic and social cost of crime is high and vulnerability to crime varies for different people and in different places. A significant amount of crime, disorder and anti-social behaviour is drug and alcohol related. Anti-social behaviour is a source of much public anxiety and concern although the fear of crime is generally disproportionate to actual incidence. Whilst, the crime rate within Crawley is falling the perception of crime as evidenced in the Place Survey results is generally high - especially the perception of safety after dark.
- G.19 By ward, Northgate suffered more than twice the number of crimes than any other area with 1,760 offences or 23% of the total. Northgate ward comprises the town centre with its numerous pubs, clubs and bars, and includes the police station. Offences are often revealed at the police station, e.g. people in possession of drugs, and for recording purposes the station is shown as the place where the offence was committed. This can therefore give a false impression of the volume of crime in Northgate ward.

Figure G2: Crime by ward. Crawley 2008-2011



Likely evolution without the continued implementation of the Local Development Framework

- G.20 There are existing provisions in place relating to Secured by Design and therefore it is unlikely that the continued implementation of the LDF will have a significant impact.

What the Local Development Framework can and cannot do

- G.21 The LDF can ensure that the principles of Secured by Design are followed in all new developments. This includes standards for fences, gates and alarms, as well as guidance on the layout and design of developments. However, direct action in actually policing and reducing crime is outside of the scope of the planning process.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
G8	The percentage of Crawley's residents who would agree with the statement that Crawley is a safe place.	35%	N/A	The most recent survey results illustrate a increase in residents opinion up from 27% from the previous survey in 2005/06	CBC Resident's Survey 2008
G9	The percentage of people who feel (to a major extent) that the design of the built environment creates safe environments.	37%	N/A		CBC Resident's Survey 2008
G10	The percentage of people who feel (to a major extent) that well maintained environment creates safe environments.	41%	N/A		CBC Resident's Survey 2008
G11	How safe or unsafe do you feel when outside in your local area: % people who feel very safe or fairly safe	After dark - 40.7% During Day - 86.2%	SE- After dark -54% During Day 90.4% England- After dark- 50.9% During Day 87.9%	People living in Bewbush and Broadfield will generally feel less safe.	Place Survey 2008
G12	Serious violet crime rate	0.3	West Sussex	There has been a increase in	NI 15

Topic Area G

	(number per 1,000 population)	(2008/09)	0.3 All England Average 0.93	the rate when comparing the first three quarters of 2008/09 to 2009/10 (0.19 increase to 0.55)	Home Office – iQuanta No longer collected by Crawley Borough Council
G13	Serious acquisitive crime rate (number per 1,000 population)	14.56 (2008/09)	West Sussex 8 All England Average 18.83	There has been a decrease in the rate when comparing the first three quarters of 2008/09 to 2009/10 (11.45 decrease to 7.64)	NI 16 Home Office – iQuanta No longer collected by Crawley Borough Council
G14	Assault with injury crime rate (number per 1,000 population)	6.92 (2008/09)	West Sussex 4 All England Average 7.69	There has been a decrease in the rate when comparing the first three quarters of 2008/09 to 2009/10 (5.23 decrease to 5.02)	NI 20 Home Office – iQuanta

Issue: Ensuring better health and healthcare for Crawley

- G.22 The health of town is generally good. For example, life expectancy at birth in Crawley is on average 80 years for men and 84 years for women, which is slightly higher than the national average (2008 data). There are however, wide variations between different wards - life expectancy at birth for males in Bewbush is 75.7 years compared to 82.7 years in Pound Hill North. The provision of healthcare facilities is addressed in the discussion under Topic F. There is a need for the Council to continue to lead and work with others to protect and promote the health and wellbeing of the community through creating opportunities to participate in exercise and helping to provide sufficient healthcare provision to support the Borough's continued growth.
- G.23 Open space, sport and recreation provision in the town is shown through Crawley's Open Space, Sport and Recreation Study to be of generally good quality and quantity. There is however an undersupply of 4 badminton courts, 10 tennis courts and 112m² of swimming pools to meet the needs of the existing population. This is not considered to be a significant issue due to the quality of the Towns provision, notably K2 Leisure Centre which offers a broad range of facilities including an Olympic sized swimming pool and climbing wall.
- G.24 Physical activity levels for the area are generally lower than the national picture although satisfaction with leisure facilities are very high. There are however local quality issues and in some areas the location of facilities doesn't match local needs, so an element of refinement is now required to ensure the assets are fit for the life of the plan. A review of outdoor sports facilities (such as playing fields and sports pitches) is underway and the SA Report will update the situation with any available updates to baseline data. This is an important issue for the Borough for a second reason: A definitive list of protected sites as well as those that can be used for alternative uses will provide a strong policy to ensure Crawley has the right type and amount of open space, sports and recreation provision in the most accessible locations.

Likely evolution without the continued implementation of the Local Development Framework

- G.25 The population of the Borough is likely to continue to grow and age putting an increasing strain on healthcare provision. Existing disparities around the town are likely to be widened. Without intervention the levels of sports and open space provision are likely to erode slightly and areas of the town experiencing the greatest levels of change may be underserved. By intervening now, the distribution and quality issues can be addressed to meet current and future need.

What the Local Development Framework can and cannot do

- G.26 The quality of the environment has an important role to play in the health of the local population (and to a lesser extent those who work in the Borough) in facilitating and encouraging exercise. The quality of community services, health and recreation facilities, contributes to the level of deprivation suffered in an area. By ensuring equality in access to these facilities, the Council may be able to contribute to the improvement of the quality of life for residents and visitors. The LDF can influence strongly the location of provision, the demands

Topic Area G

on new development and future protection of provision. Ensuring that facilities are in accessible locations and of high quality goes some way to encouraging greater participation in sport

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
G15	Self reported measure of people's overall health and wellbeing	78.7% in good health	England Average – 76.63% WSC – 80.1%		NI 119
G16	All-age all cause mortality rate	2008-09 Females 451 Males 540	England: 2008/09 Females 480 Males 669	Crawley saw a rise in female mortality from 382 in 2007/08 to 451 but a fall in the male mortality from 580 in 2007/08 to 540.	NI 120 (a-Females & b-Males)
G17	Healthy life expectancy at age 65 (years)	2001 Females 14.8 Males 14.5	South East 2001 Females 15.8 Males 13.7 England 2001 Females 14.5 Males 12.5		NI 137 2001 Census Office of National Statistics
G18	Adult Participation in Sport	2009-11 – 17.3% 2008-10 – 17.9% 2007-09 – 17.0% 2005/06 – 19.6%	Regional Average – 2009-11 – 23.1% 2007-09 – 23.1% 2005/06 – 22.9% National Average – 2009-11 – 22.3% 2007-09 - 22.1% 2005/06 – 21.6%	This represents a reduction in participation from the result of the first survey carried out in 2005/06 which was 19.6% but an improvement from 2007/08. Crawley has	NI 8 Active People Survey by Sport England

				the lowest level of participation in West Sussex, and lower than the Regional and National averages.	
G19	Amount and type of open space, sport and recreational spaces lost/gained per annum	Data to be provided from evidence base			
G21	Percentage of residents satisfied with the authorities sports/leisure facilities	85%		Increase from 07/08 result of 68%	Place Survey 2008

Sustainability Appraisal Objective

Objective Nine – To promote healthy, active, cohesive and socially sustainable communities.

Objective Ten – To ensure everyone has the opportunity to participate in sport and to encourage active lifestyles.

5.0 NEXT STEPS

- 5.1 This document will be used to inform the preparation of a Sustainability Report including Appraisal of the development options and policies proposed for the new Local Plan. The Draft Report will be published for consultation alongside the Proposed Submission Plan.
- 5.2 The baseline data of the Sustainability Report will need to be revised to incorporate any additional information that becomes available during the preparation of the Local Plan. Collection of data at the ward or neighbourhood level will assist in the appropriate application of the SA objectives when dealing with site-specific policies, and further evidence based studies (for example for transport impacts of development proposals) will be prepared.
- 5.3 A review of the data that will be collected and monitored by the council and other bodies to measure the success of the LDF against the SA objectives will be part of this work. The Proposed Submission Local Plan and Draft Sustainability Report will include proposed a proposed monitoring framework for the future.

Proposed SA Report Structure

- 5.4 Once the Objectives have been finalised and monitoring framework prepared, they will be used as the framework for all future SAs and as the basis for monitoring. The proposed structure of the SA Report is set out below, although the final documents may take a slightly different format dependent upon the outcome of consultation.

- Non-technical summary
- Chapter 1 Introduction – Setting out the plan objectives, the relationship with higher level guidance, and the methodology applied to the appraisal;
- Chapter 2 Sustainability Appraisal Topic Areas;
- Chapter 3 Plan Policies – Establishing the preferred options;
- Chapter 4 Sustainability Appraisal of Options and Preferred Option;
- Chapter 5 Implementation – Setting out the proposed methodology for implementing the findings of the SA, any mitigation required and the proposed monitoring framework to be used to assess the sustainability of the policies and plans as they are implemented.

Consultation Arrangements

- 5.5 This SA/SEA scoping report has been produced in tandem with the development of Issues and Ideas consultation as part of the preparation of a new Local Plan for Crawley. Details of how to make comments are outlined in Section 1.

GLOSSARY

Affordable Housing

Housing delivered through a mixture of public and private subsidies to allow a lower market price or rent price than is normal on the open market.

Annual Monitoring Report (AMR)

A document produced annually by the Council to review the progress made against milestones set out within the Local Development Scheme and the performance of planning policies against national and local indicators. The monitoring period runs from the 1st April to the 31st March each year.

Area of Outstanding Natural Beauty (AONB)

A national landscape designation which aims to conserve and enhance the natural beauty of the landscape.

Built-up Area Boundaries

The boundary where land ceases to be designated as urban and instead becomes countryside. Development is predominately favoured within the urban area / built-up area boundary.

Community Infrastructure Levy

CIL regulations published in April 2010 allow Local Authorities to develop a schedule to charge all new development for contributions to infrastructure requirements created by the development. Authorities must adopt a CIL charging schedule by April 2014 to benefit from the proposals. Crawley is intending to develop a schedule during the preparation of the Local Plan, and use the Levy in combination with contributions received under Section 106 of the Town and Country Planning Act 1995 for selected developments from 2014.

Core Strategy (adopted November 2008)

The Core Strategy of the LDF contains an overall vision for the future development on the town up to 2016. 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. A review of the Core Strategy was started in 2008, and an Issues and Options consultation was carried out in 2009. The review process was re-started following the election of the Coalition Government and publication of proposals for Localism and the National Planning Policy Framework.

Development Plan Document (DPD)

Development Plan Documents are the key documents within Crawley's LDF, setting out the planning policies that planning applications will be determined against and allocating land for specific land uses.

Ecohome Standards

Standards laid down for the design and building of businesses and homes to be more sustainable, including wildlife friendly design, use of recycled materials and energy, heating and water conservation methods.

Greenfield Land

Land that is currently undeveloped (i.e. land that has not been occupied by a permanent structure).

Local Development Framework (LDF)

The portfolio of documents designed to deliver the spatial planning strategy for an area. An LDF will typically comprise of Development Plan Documents, Supplementary Planning Documents, the Statement of Community Involvement, a Local Development Scheme and the latest Annual Monitoring Report.

Local Development Scheme (LDS)

The Local Development Scheme (LDS) is a public statement identifying which local development documents will be produced within Crawley's LDF, in which order and when. Each document is assigned a set of key milestones that vary according to the type of document being produced.

Local Plan

The Local Plan will replace the adopted Core Strategy (2008) with a single document incorporating strategic planning, and development management policies. It is currently expected that the Local Plan will be adopted in 2014.

Local Plan Policies (2000)

Refers to policies originally included in the adopted Local Plan (2000), which have been saved by the Council until replaced by policies in new Development Plan Documents. A schedule of the phasing of the replacement of Local Plan Policies is set out within the Local Development Scheme.

Local Strategic Partnership (LSP)

Local Strategic Partnerships (LSPs) are non-statutory, multi-agency partnerships, which match local authority boundaries. LSPs bring together at a local level the different parts of the public, private, community and voluntary sectors; allowing different initiatives and services to support one another so that they can work together more effectively.

National Planning Policy Framework

The Coalition government are proposing to consolidate all existing planning policy Statements and Guidance into a single National Planning Policy Framework (NPPF). A Draft NPPF was published in July 2011 for consultation, and the final document is expected to be adopted in 2012.

Planning and Compulsory Purchase Act 2004 (updated in 2008)

Parliamentary Act setting out the broad requirements on Local Authorities for the development of planning policy.

Planning Policy Statements (PPSs) / Planning Policy Guidance Notes (PPGs)

Planning guidance published by central government on a thematic basis. Planning Policy Guidance Notes (PPGs) are in the process of being replaced by Planning Policy Statements.

Previously Developed Land (PDL)

Refers to land that was occupied by a permanent structure, including land within the curtilage of the development, with the exception of agricultural and forestry buildings.

Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA)

The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. The results of the SA/SEA process are used as a decision making tool. The acronym refers to the requirements under the Planning and Compulsory Purchase Act 2004 to carry out both a Sustainability Appraisal and a Strategic Environmental Assessment, which due to their similarities can be combined.

South East Plan

The South East Plan superseded the adopted Regional Planning Guidance 9 (RPG9) in 2009. The Coalition government intend to abolish regional plans on the adoption of the Localism Bill in 2012. At the time of writing the SEP is still current, and the relevant housing and jobs targets still apply to Crawley.

Statement of Community Involvement (SCI)

This is a document that explains how the Council intends to involve the local community and key stakeholders in the preparation of Local Development Documents (and in the planning application process) and the steps that authorities will take to facilitate this involvement.

Sustainable Design

Design which reduces the impact of the building upon the environment through a number of measures ranging from being located near to public transport, to being able to develop on site power and water sources.

APPENDIX A: CONSULTATION QUESTIONS

We welcome any comments on the Sustainability Appraisal Scoping Report. Specific questions for consultation are listed below for convenience.

Having read the HRA screening report, do you feel that Appropriate Assessment of the impact of the implementation of the Local Plan is required?

Will our proposed methodology appraise the social, environmental and economic impacts of development proposals in line with the requirements for SA?

Are there any other groups with an interest in development in Crawley who we should involve in the process? (See Appendix B for a list of proposed list of consultation partners)

Are there any other issues you feel we should consider when developing the long term plan for development in the Borough?

Do the proposed Sustainability Objectives cover all the issues that are important to consider when developing land or buildings in Crawley?

Please make any suggestions for information you consider to be useful for the Council to monitor for assessing whether development is taking place in a sustainable manner.

APPENDIX B: ENGAGEMENT PARTNERS

We will consult with all relevant stakeholders during the preparation of the Local Plan and Sustainability Appraisal. We intend to carry out SA through engagement with specific statutory and locally significant partners, with view on aspects of the environmental, social or economic development of Crawley, and it's impact on the surrounding areas. The list below indicates those partners we intend to approach directly to assist with the Sustainability Appraisal of Options and the Preferred Option for the Local Plan.

Crawley Borough Council partners:

Planning Development Management
Corporate Policy team
Environmental Health
Housing

Statutory consultees:

Natural England
Environment Agency
English Heritage
Highways Agency
NHS Sussex

West Sussex County Council:

Transport and infrastructure
Education
Minerals and Waste

Minority Forums:

Older People
Ethnic Minorities
Disabled People
Young Mothers

Neighbourhood Forums

Crawley has 13 Neighbourhoods, each with specific needs and impacts from development proposals

Schools

APPENDIX C: MAPS

Equalities contact information