INFRASTRUCTURE PLAN

For the Crawley Borough Local Plan 2015-2030

November 2014

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Crawley Borough Council

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What is an Infrastructure Plan?

This Infrastructure Plan has been prepared to support the Crawley Local Plan. It sets out how the developments and polices of the Local Plan will be delivered and supported by the necessary infrastructure.

The Infrastructure Plan helps demonstrate the deliverability of the key aims and strategic objectives of the Local Plan.

This Infrastructure Plan outlines:

- current provision of infrastructure;
- work that has been undertaken to ensure sufficient infrastructure is or will be available to support new development;
- any key issues that need to be addressed.

Why produce an Infrastructure Plan?

An increasing emphasis has been placed on demonstrating the deliverability of development strategies. The National Planning Policy Framework highlights in paragraph 7 that the planning system has a role to perform in identifying and co-ordinating development requirements including the provision of infrastructure (defined in more detail below). Furthermore the NPPF requires local plans to be based on relevant evidence about the area. This includes an assessment of the quality and capacity of a wide range of infrastructure and its ability to meet forecast demands.

The preparation of an Infrastructure Plan will provide this evidence. By identifying what needs to be delivered, where, when and by whom, the infrastructure plan will be an essential tool to help ensure the creation of sustainable communities.

The Borough Council itself is not responsible for many elements of the types of infrastructure which are required to support development. The production of an Infrastructure Plan therefore requires the local authority to work with other infrastructure providers and to take into account their strategies and investment plans. It is recognised that the timing of the budgeting and planning processes of other organisations may not always tie in with that of the Local Plan and that investment plans of many infrastructure providers focus on smaller timeframes than that covered by the Local Plan. However, the preparation of the Infrastructure Plan alongside the Local Plan does enable any critical issues to be highlighted and provide a basis on which all the authorities and providers can work together.

What is infrastructure?

Infrastructure means the provision of facilities and services that are needed to support the needs of the community ensuring that those living, working or visiting Crawley experience a high quality of life.

The key infrastructure types covered in this document are:

- Water Supply
- Electricity
- District Energy Networks
- Library
- Health
- Fire
- Ambulance
- Community Facilities
- Green Infrastructure
- Transport – Road
- Transport – Bus
- Sewage
- Gas
- Education
- Waste and Recycling Services
- Police
- Cemetery
- Sports facilities
- Flood Defences
- Transport – Rail
- Transport – walking and cycling

What are the links to the Local Plan?

One of the key purposes of the Infrastructure Plan is to demonstrate that the overall vision and level of development set out in the Local Plan can be achieved. The vision for the borough will see Crawley experience change, growth and development over the plan period to 2030.This will help ensure prosperity and progress whilst delivering development in a sustainable, well planned and timely fashion.

The Local Plan sets this out in more detail but the key elements of the vision that are of particular relevance to the Infrastructure Plan are summarised below.

- By 2030 around 5,000 new homes will have been built
- Half of this provision will be in the form of the new neighbourhood Forge Wood.
- Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. The Local Plan identifies an available business land supply of 42 hectares; however, an addition 35 hectares is needed.
- By 2030 significant progress will have been made towards Crawley becoming a carbon neutral town.

The Infrastructure Plan has not identified a need for any new sites required for the provision of infrastructure although it highlights areas where facilities may need to be enhanced. However, the Local Plan contains a specific policy (IN1) relating to infrastructure provision to help ensure that new development is supported by the necessary infrastructure and does not have a detrimental impact on existing infrastructure. Existing infrastructure services and facilities are also protected by this Policy.

With regards to Gatwick Airport, the Local Plan is based on Gatwick as a single runway airport. Although land is safeguarded for a second runway as required by current government guidance, any decision with regards to an additional runway is not expected to be made by the national government until after the Local Plan has been adopted. The construction of a second runway would have implications in terms of infrastructure in the area. This issue is being considered in more detail by the airport operator as part of the assessment which is being carried out in connection with the work of the Airports Commission. However, for the purposes of this Infrastructure Plan Gatwick is assumed to continue to operate as a single runway airport. The Local Plan highlights the need to review the Local Plan once the outcome of the work of the Airports Commission is known. This will therefore provide the opportunity to consider the implications in terms of infrastructure depending on the decision on a second runway.

How will infrastructure be delivered?

A significant part of the housing growth that will take place in Crawley over the Plan period is in the form of a new neighbourhood called Forge Wood. The planning conditions in connection with the planning permission for the new neighbourhood set out the requirements for infrastructure to support the new neighbourhood. This includes the provision of infrastructure within the neighbourhood itself which will meet the neighbourhood's own needs, including a primary school, GP surgery, community facilities, green infrastructure and play facilities and transport infrastructure. This follows the pattern of provision of such facilities in the rest of the town which are also provided on a neighbourhood basis.

Some elements such as the delivery of on-site utility infrastructure will be an integral part of all new development. In most cases the costs of providing on site utilities and connection to existing networks will be borne by the developer. Outside of the site itself, if sufficient infrastructure capacity does not already exist to meet the need created by new residents or users of a development, the developer may need to make a financial contribution towards provision or enhancement elsewhere.

Where relevant, the Infrastructure Plan indicates how the infrastructure will be provided whether this is to be by the developer, the infrastructure provider or through S106 or CIL contributions. The Borough Council will take into account the Infrastructure Plan work for the Local Plan in developing the CIL charging schedule.

How has the Infrastructure Plan been prepared?

As highlighted earlier, the Borough Council is not directly responsible for the provision of most types of infrastructure. It has therefore worked with the infrastructure providers such as WSCC, the utility providers, transport operators, and the health authorities to take their plans and programmes into account in the preparation of the Local Plan and Infrastructure Plan as well as ensuring that they plan over the longer term for the levels of development proposed in the plan.

Infrastructure providers have contributed to the development of the Infrastructure Plan in a number of ways. These include the preparation

of agreed position statements which summarise the latest plans and proposals for the provision of infrastructure for which the infrastructure provider is responsible. These position statements have also taken into account the latest asset management plans (or equivalent) which are produced on a periodic basis by various infrastructure providers, in particular the utilities. This dialogue has taken place on a regular basis to ensure that the infrastructure plan reflects the latest position.

Some elements of infrastructure provision serve more than just the borough or need to consider issues over a wider area and a co-ordinated approach with the adjoining local authorities has been taken towards these issues. For example, the Borough Council was one of four local authorities in the Gatwick Sub Region who were involved in the preparation of a Water Cycle Study for the region. This has been prepared in conjunction with the Environment Agency and the water companies responsible for water supply and waste water treatment in the sub area. The study identifies the existing baseline capacity of the study area in relation to the water supply and waste water treatment and sets out key constraints.

What key issues have been identified?

The tables contained in "Appendix 1 – Key Infrastructure" of this Infrastructure Plan illustrate the main conclusions that have been reached regarding the provision of each type of infrastructure.

The main conclusions are:

- Overall, in most cases, it has been concluded that sufficient infrastructure already exists or could be improved to support the anticipated level of development.
- A number of issues need to be monitored or the nature of the provision considered in further detail. However, these are not considered to be critical to the delivery of the development outlined in the Local Plan. These include :-
    - Provision of a new cemetery;
    - Potential issue of sewage infrastructure towards the end of the Plan period;
    - Secondary school provision.

What are the next steps?

The Borough Council will continue to liaise with the infrastructure providers during the course of the Plan period to discuss the provision of infrastructure alongside the phasing of new development.

WATER SUPPLY	
Current Provision	• Provided primarily by Southern Water. • Small areas of Crawley are supplied by South East Water and Sutton and East Surrey Water. • Crawley forms part of the Sussex North Water Resource Zone which is part of the wider Central Sub Region. • Supply for region is provided through groundwater (68%), river abstractions (28%) and surface water reservoirs of which Weir Wood is the main reservoir (4%)
Evidence Base	• Position Statements 2008-2014 • Water Cycle Scoping Study 2010 • Water Cycle Outline Study 2011 • Water Cycle Study Update 2013 • At Crawley Study 2009 • Southern Water Asset Management Plan 5 2010-2015 • Water Resources Management Plan 2015-2040 October 2014 • Southern Water Business Plan December 2013 • Response to Additional Site Allocations
Current Findings	• Water meters were installed as part of the universal metering programme in 2011/12. • To manage supply and demand for the Central Sub-Region in the Asset Management Period to 2015, Southern Water identified a number of requirements for the Sussex North Water Resource Zone including inter zonal transfers, asset improvement schemes for groundwater sources, renewal of bulk supply contracts. • Supply demand deficit 2010-15 to be met by abstraction of River Arun and water efficiency improvements. • Beyond 2015, no further interventions are planned for the Sussex North Water Resource Zone. • The next Business Plan will cover the period 2015 to 2020 and will be published in December 2014. • Water Cycle Outline Study (2011) indicated that demand management and resources development is sufficient to accommodate 7,000 dwellings in Crawley to 2026. • Outline study did not envisage that water supply would be a constraint on strategic development in Crawley, despite pressure on water resources at a regional level. • Water Cycle Scoping Study recommended that Core Strategy should contain a water efficiency policy to assist in ensuring the availability of sufficient water supply over the Plan period. • Water Cycle Update 2013 identifies that despite reduction in housing figures and lower forecasts of per capita consumption that the water resource constraint is considered moderate-high. This is due to more information regarding the impact of climate change and regulations relating to abstraction.

	• Southern Water's plans indicated that during a dry year there would be a supply-demand deficit. Southern Water's Draft Water Resources Management Plan 2015-2040 seeks to address this issue across the region. The Plan takes into account predicted population growth across the region of 18%. • Draft Water Resources Management Plan schemes for the Central Area include water efficiency, leakage reduction, winter transfer schemes and pipelines to move water around the region and to help preserve storage at Weirwood Reservoir during droughts. • The overall situation places increased importance on the Council's policies which seek to manage long term sustainable demand for water. • Responses to additional site allocation consultation indicated where there is a need for additional capacity in water mains close to the site or on site infrastructure these would need to be provided.
Future Studies and Plans	• Continue liaison with Southern Water regarding future housing plans and preparation of water companies 5 year plans and long term plans. • Additional on-site capacity and water main capacity to be provided by developers.
Phasing	•
Funding	• Southern Water have secured funding for all schemes contained with Asset Management Plan 2010-15. • The preparation of the next Business Plan will inform bids to OFWAT for funding for any future schemes. Ofwat are due to make a determination on the Southern Water Business Plan in December 2014. • Future capacity to be developer funded.
Summary	• Planned investment in water supply infrastructure is sufficient to accommodate proposed development in Crawley from 2015 to 2030. • Crawley falls within a wider area of serious water stress across the region. The resource constraint in the area is considered moderate to high. • The need to manage demand for water through water efficiency measures in sustainability policies are a vital component of managing the water supply over the Plan period. • Liaison with water companies over housing and commercial development needs to continue.

SEWAGE	
Current Provision	• Provided by Thames Water • Waste water is treated at Crawley Waste Water Treatment Works
Evidence Base	• Thames Water Asset Management Plan 5 (2010-15) • Thames Water Draft 5 year plan 2015-2020 • Thames Water Draft Water Resources Management Plan 2015-2040 • Water Cycle Scoping Study 2010 • Water Cycle Outline Study 2011 • Water Cycle Update Study 2013 • At Crawley Study 2009 • Position Statements 2014
Current Findings	• Water Cycle Outline Study January 2011 reported that there will be sufficient capacity at Crawley Wastewater Treatment Works to accommodate 7,666 new homes at Crawley up to 2021, subject to the implementation of upgrade works that are scheduled to take place during the period 2010-15. • On the basis that a total of 7,000 homes were expected to come forward at Crawley during the Plan period 2010-2026, the outline study concluded that wastewater treatment/sewage capacity will not represent a constraint to development. • Crawley WwTW is nearing capacity. • The upgrade works have been completed and have catered for growth to 2021. However, after that, upgrades of Thames Water assets are likely to be required. • The ability of the existing Crawley WwTW site to accommodate further expansion may be possible, subject to technological requirements, the availability of land and consent permissions being granted by the Environment Agency. • Land availability at Crawley WwTW is reaching its limit and it may be necessary to extend beyond the site boundary. However, as technologies are changing all the time it may be able to accommodate upgrades which require a smaller footprint. • The requirement for an additional facility will be dependent on various factors include housing forecasts and changes in technology for the treatment of waste water and trade flows. • Outline Study also recommends that developers of 10 or more dwellings 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.

	• The study also concluded that there were no environmental constraints 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. • The Water Cycle Update Study confirms that the housing growth being considered up to 2021 could be accommodated by the WwTW. Although this is less than the original 7,000 dwellings considered in the original outline study, it also takes into account planned strategic development adjoining Crawley. • Further upgrades could be required beyond 2021 to meet the needs of development within the latter part of the plan. This would also need to take into account the potential for Gatwick to increase the discharges containing de-icer through the WwTW from their on-airport lagoons.
Future Studies and Plans	• Draft Business Plan Asset Management Plan 6 (2015-20) submitted in December 2013. Final determination is awaited from Ofwat in December 2014. • Any upgrades to sewage capacity will need to be justified as part of the Asset Management Plan process. The requirement for additional treatment facilities will be dependent upon various facts such as realisation of housing forecasts, changes in technology for the treatment of waste water and trade flows.
Phasing	• Upgrades to the WwTW will be in place to provide the additional capacity required by 2013. This will also meet the requirements of known growth to 2021. • The phasing of growth post 2021 will need to take into account the outcome of Asset Management Plan 2015-2020 and any proposals for a further upgrades to the WwTW which might be required.
Funding	• Upgrades to Crawley WwTW identified in the Asset Management Plan for 2010-2015 are funded by Thames Water.
Summary	• Sewage treatment works to meet future growth demands to 2021. However, after that, upgrades of Thame Water's assets are likely to be required. • Further discussions to take place with Thames Water as details of the site allocations in the Local Plan are available and to help ensure that available capacity is provided beyond 2021.

ELECTRICITY	
Current Provision	• Provided by UK Power Networks. • Served via main transformer at Three Bridges and substations at Southgate West and Crawley Business Quarter.
Evidence Base	• Position Statements 2018-2013 • UK Power Networks – South East Business Plan 2015-2023
Current Findings	• Whenever presented with new development proposals for the Region, the UK Power Networks team will examine the proposal, its impact on the existing network and provide an economic design for connection. The developer is required to meet appropriate costs in accordance with the current industry regulations. • Forecasting load growth across the majority of our network area has been adjusted to reflect the current down turn in the economy with long term forecasts indicating very low growth levels over the next few years. • Network capacity for the region is adequate to meet existing demand. • Asset replacement programmes provide the opportunity to rethink the way in which infrastructure is developed to meet future customer needs, particularly for connections to green and renewable energy sources.
Future Studies and Plans	•
Phasing	•
Funding	• Funding arrangements, which are set in periodic price reviews by the regulator, Ofgem, specifically do not allow the Electricity company to invest in infrastructure ahead of need. The regulator views such investment as risky, inefficient and not in the best interests of customers as a whole. • Connections to network will be funded by developers.
Summary	• Connections to supply can be made on a site by site basis along with any required reinforcement works.

GAS	
Current Provision	• Supply provided by Southern Gas Networks part of the Scotia Gas Networks company. • Whole of Borough served via pressure reducing stations from the medium pressure national grid network.
Evidence Base	• Position statements (2008-2013) • At Crawley Study 2009
Current Findings	• Can provide gas supply to any location that may be required through reinforcing an existing network or creating a new network by extending their medium/intermediate pressure tiers. • Any reinforcements that are required can then be prepared, so that if the sites do become live through the connections process they have a contingency in place to deal with any capacity issues.
Future Studies and Plans	•
Phasing	• Phasing of reinforcement will take into account phasing for development of sites.
Funding	• Each project is analysed and costed on an individual basis. Costs and whether they are to be borne by the developer or supplier will be dependent on the scale and location of the site.
Summary	• Connections to supply can be made on a site by site basis along with any required reinforcement works.

DISTRICT ENERGY NETWORKS	
Current Provision	• Some decentralised energy (source) centres in place (e.g.: Combined Heat and Power unit at K2 Crawley, and Biomass Boiler at Town Centre Library). • No pipe network is currently in place.
Evidence Base	• Planning and Climate Change in Crawley (2007) (*Energy Centre for Sustainable Communities*) • Low Carbon Energy Infrastructure: Crawley's Level of Involvement (2008) (*Energy Centre for Sustainable Communities*) • Corporate Climate Change Strategy (2008) (*Crawley Borough Council*) • Strategic Design Advice Report - Decentralised Energy Study (2011) (*hurleypalmerflatt*) • West Sussex Energy Study (2013) (*AECOM*) • K2 CHP Detailed Engineering Study (2013) (*Ramoll*) • DCS/024 Cabinet Report - Update on the Sussex Energy Saving Partnership (2013) (*Crawley Borough Council*)
Current Findings	• Significant opportunity for the installation and efficient use of District Energy Networks in specific areas. • District energy networks are a feasible and viable proposition in Crawley. • Council has a strategic role to play to ensure networks are implemented.
Future Studies and Plans	• Detailed Heat Network Engineering Studies will be undertaken in both the Town Centre and Manor Royal within the first few years of the Plan period.
Phasing	• Implementation of K2 Crawley pipe network from 2015. • Implementation of Town Centre pipe network, energy centres and associated works from 2016 (subject to approval). • Implementation of Manor Royal pipe network, energy centres and associated works from 2017 (subject to approval).
Funding	• K2 leisure centre district energy network will initially be funded by Crawley Borough Council and public sector partners. • The exact mix of how other phases are to be funded has not yet been established however it is likely to consist of funding from Crawley Borough Council (including potential CIL contributions), West Sussex County Council, Sussex Energy Saving Partnership, Private Sector Investment, and government grants. Other options, including the Public Works Loan Board may also be utilised.
Summary	• All "heat priority areas" to have district energy networks by the end of the Plan period.

EDUCATION	
Current Provision	• Twenty seven primary schools considered to be at 94% capacity. • Six secondary schools considered to be at 93% capacity. • Some primary schools also provide nursery classes and there are a range of pre-schools throughout the town.
Evidence Base	• Position Statements (2008-2014) • Planning School Places (2011/12) • Planning School Places 2014 • At Crawley Study 2009 • Gatwick Free School Consultation Leaflet and Gatwick Free School website • North East Sector Primary School Consultation Document (2013) • Briefing note for expansion and building of new primary and secondary schools in Crawley (2014) (WSCC)
Current Findings	• Additional early education places for children aged 3 or 4 are actively being prioritised by supporting new and existing providers in the three neighbourhoods of Maidenbower, Pound Hill and Furnace Green. • Primary schools are nearing capacity and it is predicted that there will be an increase in demand for primary school places in the next few years due to population change. • It is currently estimated that there will need to be an increase in the provision of primary school places of over the course of the Plan. • New primary schools of up to 3 forms of entry are being provided in Forge Wood and at Kilnwood Vale (in Horsham District). The selection process for the provider of the school in Forge Wood took place in November 2013. • Additional places have or are in the course of being provided at Milton Mount, Hill Top, Waterfield, Langley Green and Seymour Primary Schools. • The creation of an all through primary of the infant and junior schools in Three Bridges has created an additional form of entry. • Discussions are currently taking place with a number of other schools on the potential to provide additional forms of entry with the implementation planned for 2015/16. This includes Desmond Anderson Primary, Gossops Green Primary, The Mill Academy, Northgate Primary, Our Lady Queen of Heaven Catholic Primary and Waterfield Primary. • The Gatwick Free School opened in September 2014 with classes in Year R and 7. The school has provision for 2 forms of entry at primary level and 4 forms of entry at secondary level. In year admissions are being accepted in 2014/15 for both Year R and Year 7.

	• Secondary schools are nearing capacity and it is currently estimated that provision will be needed for around 8/10 additional forms of entry at secondary school level in Crawley during the course of the Plan. This includes demand arising from Kilnwood Vale. • Discussions are taking place to explore the potential for making some additional provision at existing secondary schools, including Thomas Bennett Community College. • The implications of the potential provision of a secondary school as part of the North of Horsham allocation may need to be taken into account. • WSCC will continue to assess predicted pupil numbers and discussions will continue with WSCC over the provision of additional primary and secondary places in the borough.
Future Studies and Plans	• Annual updates to Planning School Places. • Further discussions and investigations to identify how additional capacity is to be provided.
Phasing	• The conditions and agreements for the development of the new neighbourhoods that form part of Crawley set out requirements for the timing of the provision of new primary schools.
Funding	• Provision has been made in planning agreements and conditions for the developer funding of the construction of new primary schools in the new neighbourhoods at Forge Wood and Kilnwood Vale. • Financial contributions have been secured from the developers of the two new neighbourhoods that will form part of Crawley towards the provision of additional secondary school places within the town. • The provision of schools and additional school places will form part of the calculation of the Community Infrastructure Levy. • Additional funding sources will need to be considered.
Summary	• Additional provision at both primary and secondary school level is required to cater for anticipated levels of growth. • Provision of primary places can be made at existing schools. • Discussions are currently taking place to provide additional forms of entry at existing secondary schools. • The establishment of Gatwick Free School in Manor Royal at primary and secondary level will be taken into account in assessing the number of additional places that need to be provided. • Further discussions are taking place with WSCC to develop the proposals for providing for additional school capacity, including the impact of any provision of secondary places in the North of Horsham.

LIBRARY	
Current Provision	• Major new library 2,800 m^2 in Crawley Town Centre opened in December 2008 • Facilities enhanced through S106 contributions from housing developments. • Local neighbourhood library in Broadfield and a mobile library.
Evidence Base	• Position Statement (2008-2014) • At Crawley Study 2009
Current Findings	• The proposals for a community building at Forge Wood currently include provision for a pick up / drop off library in library facility.
Future Studies and Plans	• No additional studies needed.
Phasing	• The pick up / drop off facility will be provided within the community building as part of the development of Forge Wood.
Funding	• The community building is being provided as part of the development of Forge Wood.
Summary	• Excellent existing provision. • Requirements for additional provision relate to new neighbourhoods.

WASTE AND RECYCLING SERVICES	
Current Provision	• Household Waste Recycling Site with a capacity of 45,000 tonnes per annum opened in 2006 on Metcalfe Way, County Oak. Site has a catchment area of 5 miles. • General household waste goes to existing landfill Brookhurst Wood near Horsham. Construction of a new waste treatment facility at the site was completed in 2013. • West Sussex is a net importer of waste.
Evidence Base	• Position Statement (2008-2014) • WSCC Submission Waste Local Plan 2013 • WSCC Waste Local Plan 2014
Current Findings	• The Submission West Sussex Waste Local Plan was the subject of an examination in July 2013 and covers the period until 2031. • Consultation is being carried out in November and December 2013 on modifications proposed to the plan during as a result of the examination. • The aspiration of the Waste Local Plan is that West Sussex has 'zero waste to landfill' by 2031. This will be achieved through the transfer, recycling and recovery of waste. • There is insufficient capacity at existing waste management facilities in West Sussex to secure the maximum recovery of waste through such means as recycling, composting, or energy generation. • The Plan states that it has been calculated that an additional waste management capacity of 0.67 million tonnes per annum is required by 2031. • Some additional facilities are required for transfer, recycling, and treatment of commercial and industrial waste and construction and demolition waste. The strategic waste sites which are allocated in the Waste Local Plan are allocated in accordance with the spatial strategy. • An additional site at Brookhurst Wood near Horsham, adjacent to the existing facility is allocated to meet identified shortfalls in transfer, recycling and recovery capacity. It is one of four sites allocated in the Waste Local Plan. • The sites allocated in the Waste Local Plan are considered to be suitable for uses including waste transfer station, material recycling facility, mechanical biological treatment plant, and energy from waste plants
Future Studies and Plans	•
Phasing	• New treatment facility at Brookhurst Wood expected to be fully operational in late 2014.
Funding	•

Summary	• Preparation of WSCC Waste Local Plan provides the context for the provision of waste management facilities for Crawley. • The allocations in the plan will help meet the need for waste facilities generated by Crawley in the context of provision for the county as a whole. • No additional waste sites are identified or required in Crawley itself.

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HEALTH	
Current Provision	• 13 GP practices. • Bewbush Medical Centre, Bridge Medical Centre, Coachman's Medical practice, Crawley Health Centre, Furnace Green Surgery. Gossops Green Surgery, Ifield Medical practice, Langley Corner Surgery, Leacroft Medical practice (Langley Green) , Pound Hill Medical Group, Saxonbrook Medical Centre (Maidenbower and Northgate), Southgate Medical Group, Woodlands and Clerklands (Tilgate). • The Leacroft practice used to have a branch surgery in West Green. The consolidation of the Leacroft practice into a single surgery in Langley Green, has resulted in West Green no longer having a dedicated surgery. • Crawley Health Centre on Haslett Avenue for those who are not registered with a GP. • Crawley Hospital includes an Urgent Treatment Centre, a variety of outpatient services and has 74 beds. • A and E, and acute services are provided at East Surrey Hospital in Redhill by Surrey and Sussex Healthcare NHS Trust. • Crawley Clinical Commissioning Group helps meet the needs of the town.
Evidence Base	• Crawley Clinical Commission Group Quality and Delivery Plan 2013-18 (May 2013) • Crawley Clinical Commission Group Quality and Delivery Plan (2014-19) • Crawley Clinical Commission Group Strategic Service Development Plan (June 2014) • NHS Crawley CCG, NHS Horsham and Mid Sussex CCG Five Communities Plan (July 2014) • Position statement (2008 – 2013)
Current Findings	• Crawley Hospital has the capacity to provide more services and is underused. • Crawley Hospital requires significant maintenance work and seven potential scenarios are being considered by Crawley CCG. • All GP surgeries accepting patients although some close to or above the national average. • Kilnwood Vale providing a 3GP surgery. • The Forge Wood development requires the provision of a health centre of no more than 500m2 as part of the neighbourhood centre. This is recognised in the Crawley CCG Strategic Outline Case and discussions are taking place with the CCG and NHS England regarding future revenue funding. • The Kilnwood Vale S106 requires the provision of a 3GP surgery. • There is a need for an expanded surgery in Bewbush and options are being discussed with the CCG, possibly linked to provision serving the new residents of Kilnwood Vale. • A number of projects have been undertaken recently to replace or extend GP surgery buildings. • The Crawley CCG will work with others to improve access to primary care services in West Green and Northgate.

	• West Sussex PCT North East Review (Jan 2009) did not identify a requirement for a new hospital in the north east of West Sussex. • Gap in dentistry provision in Crawley
Future Studies and Plans	• Further discussions with Crawley Clinical Commissioning Group
Phasing	•
Funding	• Section 106 / CIL contributions to be considered to help fund facilities in Bewbush.
Summary	• New neighbourhoods require the provision of a GP surgery building and discussions are ongoing with the CCG. • The Borough Council will continue to liaise with the Crawley Clinical Commission Group over future health care provision in the town. • Options for the future of Crawley Hospital are being considered by the CCG.

POLICE	
Current Provision	• Crawley division of Sussex Police • Based in large modern police station on edge of town centre • Community Office in Broadfield Library and Neighbourhood Hub
Evidence Base	• Position Statement (2008-2014) • Sussex Police Estates Strategy 2013-18
Current Findings	• Would seek possible on-site provision of community offices in major development. • The provision of 4,950 additional dwellings over the Plan period will potentially result in 11,385 new residents in the borough (based on the national occupancy rate 2.3 persons per dwelling). Based on this population increase and the Crawley borough crime rate of 77.55 crimes per 1,000 population, this development would lead to a potential increase of 883 additional crimes per year. • Therefore, additional police infrastructure is required, including staff, buildings, vehicles and equipment. • Based on the existing operating model of Sussex Police, the crime increase and housing growth identified, this would require an additional 43.3 staff being employed by Sussex Police. • As identified in the Sussex Police Estates Strategy 2013-18, Crawley station is in a poor condition and requires redevelopment to deliver future workspace principles and to make more effective and efficient use of the space.
Future Studies and Plans	• Discussions with Sussex Police to identify future infrastructure priorities will continue.
Phasing	•
Funding	• Possible on site provision in major development would be provided by developers. • CIL
Summary	• Existing provision of premises is concentrated in a central location. • New provision in the form of local offices to be considered as part of major new development. • The council will continue to work with Sussex Police over the provision of Police services over the Plan period.

AMBULANCE	
Current Provision	• Service provided by South East Coast Ambulance Service (SECAMB) • Ambulance Station based on edge of town centre in Ifield Avenue • Hazardous Area Response Team (HART) based in Lowfield Heath is one of two teams which support the region.
Evidence Base	• Position Statements (2008-2013) • SECAMB Annual Report 2011/12
Current Findings	• SECAMB has a programme of providing Make Ready Centres throughout the region which act as a hub for the preparation and maintenance of vehicles. Staff pick up their vehicles from these centres. Such centres are considered to be a more efficient use of resources in terms of the preparation and maintenance of vehicles and the amount of time available to be on call. • Make Ready Centres are supported by Community Response Posts which provide rest facilities for staff through the course of their shift. • Planning permission was granted for a Make Ready Centre on Manor Royal in April 2014. It is anticipated that it will become operational in early 2016.
Future Studies and Plans	
Phasing	•
Funding	• A new facility would be funded by SECAMB.
Summary	• Crawley is the location for a Make Ready Centre supported by Community Response Posts.

FIRE	
Current Provision	• Part of West Sussex Fire Service • Fire Station located on edge of town centre on Ifield Avenue • 5 bay fire station with 3 water tenders, 1 heavy rescue tender and a four wheel drive vehicle
Evidence Base	• Position statement (2008-2013) • West Sussex Fire and Rescue Service Plan 2012-2015
Current Findings	• Site adjacent to Cheals roundabout has planning permission for new fire station to accommodate 6 appliances • Current estimates for the construction of a new fire station are around £7 million. However, no specific funding has currently been identified. • The West Sussex Fire Service Plan 2010-2015 states that it remains a service objective to build a new fire station in Crawley. • The Fire Service is continuing to invest capital in the current station as there is no firm timetable for the construction of a new station. • A proposal to remove the 3rd appliance based at Crawley Fire Station and staffed by a retained crew was published for public consultation in June 2014. • The Forge Wood development has a planning condition requiring it to submit a scheme for the provision of new fire and rescue infrastructure to serve the new development. This will need to take into account the latest West Sussex Fire Service proposals.
Future Studies and Plans	• The outcome of a strategic review of services including the removal of the 3rd appliance at Crawley Station is due to be available in late 2014.
Phasing	• There is currently no identified programme for the construction of a new fire station.
Funding	• There is currently no agreed funding for the construction of a new fire station.
Summary	• Existing facilities or construction of new fire station will provide adequate cover for Crawley. • The council are awaiting the outcome of the strategic review of services.

CEMETERY AND CREMATORIUM	
Current Provision	• Snell Hatch cemetery in West Green covers an area of 3.5 hectares • Surrey and Sussex Crematorium is located on Balcombe Road.
Evidence Base	• Cabinet Report 13 November 2013 New Crawley Cemetery – provision of Burial Services
Current Findings	• The Muslim section of Snell Hatch cemetery is estimated to reach capacity around April 2014. • Other areas of the cemetery are also nearing capacity. • The Council agreed in November 2013, a small extension at the cemetery which would create an additional 86 spaces for Muslim burials. • This would allow the cemetery to remain open to all sections of the community until the end of 2017. • A significant amount of work has been undertaken to try and identify a site for a new cemetery in Crawley. Over 40 sites have been considered as part of this process. • Consultation was undertaken on a possible new site at Ewhurst Playing Fields. However, this has been rejected due to problems caused by the height of the underlying water table in this area when this was the subject of detailed investigation. • The 'Little Trees' site at Tollgate Hill has now been identified as a suitable location for a new cemetery and consultation is currently being undertaken. • If the 'Little Trees' site was to be the chosen location for a new cemetery then it is anticipated that the cemetery would be operational by autumn 2016.
Future Studies and Plans	• The council are awaiting the outcome of the consultation on the 'Little Trees' site which closes on 11 November 2014.
Phasing	• New facility needs to be in place around 2017
Funding	• CBC has identified funds for the construction of a new cemetery in its capital programme.
Summary	• CBC are awaiting the outcome of the consultation on the 'Little Trees' site which closes on 11 November 2014.

COMMUNITY FACILITIES	
Current Provision	• A Community Centre is provided within each neighbourhood in the town. • Enhanced facilities recently constructed at Bewbush and Langley Green.
Evidence Base	•
Current Findings	• Existing community centres are able to meet needs of neighbourhoods. • Community Building being provided by developers as part of the Forge Wood development.
Future Studies and Plans	•
Phasing	• Conditions related to the Forge Wood development require provision of a community building.
Funding	• The Community building in Forge Wood is being funded by the development.
Summary	• Crawley has a significant number of community centres. • Any new neighbourhoods would require the provision of a community centre as part of the neighbourhood facilities.

SPORTS AND PLAY FACILITIES	
Current Provision	• K2 Leisure centre – 50 m swimming pool, athletics track, climbing wall, gymnastics facility, sports halls, squash courts and indoor bowls • Bewbush Centre sports hall and gym • Sports facilities at Oriel School and Ifield Community College used by public • 12 health and fitness facilities, • Indoor bowls rink • Indoor tennis and outdoor tennis courts • 30 playing fields • 75 play areas of varying sizes • Skate Park • Parkour facilities • BMX track • Watersports on Tilgate Lake
Evidence Base	• Open Space, Sport and Recreation Study (PMP and Leisure and the Environment 2013) • Playing Pitch Study (Leisure and the Environment 2013) • Play Facilities (Investment Proposals, Crawley Borough Council November 2013) • Assessment of Playing Pitch Usage/Quality (Crawley Borough Council 2010)
Current Findings	• Studies assessed quality, quantity and accessibility standards for each typology. • Overall provision and range of facilities in the town is good but distribution across the borough varies. • There are potential surplus sites which could be used for other types of development and facilitate new facilities and enhancement of retained open space. • Priorities for new provision are for allotments and youth provision in some areas of the town. • Quality of existing provision should be improved: - Enhance existing facilities of children and young people; - Sports pitch surfaces, drainage and changing facilities. • Consider the need for a new 3G pitch for competitive football and other sports for training and small-sided competition.
Future Studies and Plans	• New playing pitches and play areas to be provided as part of the Forge Wood development. • Sport England recommends a review of open space, sport and recreation every five years and refresh once a year.

Phasing	• Conditions relating to the Forge Wood development require provision of playing fields.
Funding	• Additional/improved provision through S106 and CIL • CBC Play Strategy
Summary	• Crawley generally has sufficient provision in most types of open space and sports facilities. • Deficiencies in quantity of some types in some areas although other areas have surplus provision. • Need to improve quality of provision in some areas. • In some areas there are opportunities to consolidate open space whilst enhancing retained open space to better meet the needs of residents.

GREEN INFRASTRUCTURE	
Current Provision	• Approx 26% of Crawley's area is designated as countryside. • 330ha Site of Nature Conservation Importance. • 23ha local nature reserve. • 33ha AONB, 193ha ancient woodland. • Formal parks and gardens include Tilgate Park, Goffs Park, Memorial Gardens, Broadfield Park, Worth Park and Grattons Park. • Significant amounts of structural landscaping and tree cover. • Small streams; mainly culverted. • A network of public rights of way.
Evidence Base	• Designations with supporting evidence such as Conservation Areas/Sites of Nature Conservation Importance, Landscape Character Assessment (CBC 2012), Built-Up Area Boundary Review (CBC 2012). • Green Infrastructure Assets and Opportunities (CBC 2014) • Public Rights of Way Improvement Plan (WSCC) • Green Infrastructure Topic Paper (CBC 2014)
Current Findings	• There is currently a lack of integration between types of green infrastructure. Linking, protecting and enhancing valued green infrastructure for people and wildlife is needed to prevent biodiversity loss and the erosion of recreational opportunities for people. • Existing evidence and consultation will be used to identify a green infrastructure network and opportunities/projects to enhancement GI.
Future Studies and Plans	• Updates to existing evidence base identifying needs and opportunities. • Green Infrastructure Supplementary Planning Document (anticipated in CBC Local Development Scheme, November 2014)
Phasing	• No phasing identified.
Funding	• Funding to improve/expand GI through CIL, environmental stewardship, rural development programme, woodland grant scheme, grant funding (lottery)
Summary	• Enhancements to Green Infrastructure network should be secured through new development, where appropriate.

FLOOD DEFENCES	
Current Provision	• Crawley lies within the Upper River Mole Catchment area. • Majority of Crawley identified as being at low risk of fluvial flooding. • A number of properties in Crawley and downstream in Horley are at a risk from a 1 in 100 year event.
Evidence Base	• Upper Mole Flood Alleviation Scheme (UMFAS) 2000-2013 • Strategic Flood Risk Assessment 2014 (SFRA)
Current Findings	• Five possible alleviation schemes in relation to the Upper Mole which are either in Crawley or will affect Crawley were identified. • Schemes identified in UMFAS that have been completed are - raising of Tilgate Dam; - Worth Farm; - Grattons Park stream. • Other schemes identified in UMFAS :- - Clays Lake – construction is due to commence in February 2015 and expected to be completed by the end of 2016. - Ifield Flood Detention Reservoir – The Environment Agency is continuing to investigate the feasibility of a flood attenuation scheme within the Ifield area. The Environment Agency is currently working with partners to identify alternative local measures to reduce the risk of flooding in Ifield. - A number of other options for Ifield have been identified such as making changes to road layouts, raising kerbs, adapting the road bridge and works to redirect flow from a field away from properties. Over the coming months these options will be tested using an updated hydraulic model to determine the best option. • The SFRA identifies those areas which are most at risk from flooding and seeks to steer vulnerable development away from areas of greatest risk.
Future Studies and Plans	• Interim review of SFRA undertaken in liaison with Environment Agency to inform Local Plan. • Update to SFRA undertaken in 2014 in liaison with the Environment Agency and WSCC in 2014.
Phasing	• The available funding and programme for the remaining UMFAS schemes is being reviewed.
Funding	• UMFAS schemes have been funded through the Environment Agency. • The Thames Regional Flood and Coastal Committee (RFCC) has given £90,000 of funding for the scheme in Ifield and WSCC, CBC and the Environment Agency have offered match funding of £100,000 each. However, there are still unresolved issues.

Summary	• Completion of schemes in Upper Mole Flood Alleviation scheme projects will reduce number of properties at risk of a 1 in 100 year flooding event. • Work at Clay's Lake is due to start in February 2015 and is expected to be completed by the end of 2016. • Work at Ifield is not being progressed at this time, as there are unresolved issues with funding and the viability of the scheme. • CBC will continue to work with the Environment Agency and the county council, particularly in relation to the unresolved issues at Ifield. • SRFA conclusions.

TRANSPORT – ROAD	
Current Provision	• Junctions 9, 10, 10a and 11 of the M23 serve Crawley • A23 dual carriage way runs on a north – south basis through the town providing a route for through traffic • A264 provides access to Horsham to the west and East Grinstead to the east. • Neighbourhood distributor roads run through neighbourhoods
Evidence Base	• At Crawley Study 2009 • Site specific transport assessments for major developments • Stage 1 transport assessment (2012) • Stage 2 transport assessment (2014)
Current Findings	• Transport Assessment assumed the following committed transport schemes: - A23 Handcross to Warninglid carriageway improvements - Traffic signalisation of Cheals Roundabout to improve capacity in peak hours - Signal improvements to the M23 Pease Pottage junction to improve capacity at peak hours. - Improvements to Gatwick Road / Radford Road Roundabout. - Signalisation of A2011 and A2004 Hazelwick. - Improvements to M23 Junction 10. • Transport Assessment identified a number of junctions which were identified as reaching or just exceeding capacity during the assessment period to 2029 due to background traffic growth rather than as a result of the development proposed in the Local Plan: - M23 Junction 11 - A23 London Road and Fleming Way - A23 Crawley Avenue and A2220 Horsham Road - Worth Park Avenue and Balcombe Road - Southgate Avenue and Hawth Avenue - Gatwick Road and Manor Royal - Gatwick Road and Fleming Way - Worth Road • WSCC will consider how future schemes can be identified or be the subject of bids for funding • Transport Assessment identified a number of junctions that perform significantly worse as a result of development proposed in the Local Plan, although not over capacity and would require mitigation.

	- Crawley Avenue and Ifield Avenue - A23 London Road/Manor Royal - Crawley Avenue, Northgate Avenue, Hazelwick Avenue - Crawley Avenue/Balcombe Road - M23 Junction 9, north bound slip road • Transport assessment has identified remedial interventions involving part signalisation or limited widening of approaches to junctions.
Future Studies and Plans	• Crawley Town Centre Access Feasibility Study – this identified ways in which transport improvements affecting the town centre can be identified, funded and implemented.
Phasing	•
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. Funds have been secured for the package in the SEP of £18.1m. • Developer funding through Community Infrastructure Levy and Section 106 funding • Strategic Economic Plan funding • Consideration of WSCC bids for funding.
Summary	• Background traffic growth during the plan period will affect a number of junctions in the town but are not made worse as a result of development strategy in the Local Plan • The Council will work with WSCC to identify ways in which the issues at these junctions could be addressed. • Development proposed in the Local Plan would lead to a small number of junctions performing significantly worse, although not over capacity. Potential minor improvements to the junctions to mitigate these impacts have been identified and tested.

TRANSPORT – BUS	
Current Provision	• Extensive network of bus routes primarily provided by Metrobus serving neighbourhoods, town centre, Manor Royal and Gatwick. • Fastway services use bus lanes and guideways to improve journey times and reliability. • Fastway 10 service runs on a north-south route through the town provides high frequency service (up to every 7 mins) to a number of neighbourhoods and serves the town centre, Manor Royal and Gatwick. Fastway 20 serves Three Bridges Station. • Other Fastway services provide routes to Horley and Redhill. • Most neighbourhood services have at least 4 buses an hour during day. • Also regular bus services to Redhill, Horsham, East Grinstead, Worthing and Brighton. • Crawley Bus Station is located adjacent to County Mall and Crawley Station in the town centre. • The town centre, Manor Royal and Gatwick are all well served by existing bus services. • Good bus links to Three Bridges Station. • All neighbourhood centres are served by buses.
Evidence Base	• Position statement • Stage 2 transport assessment (2014)
Current Findings	• Requirement of bus networks taken into account in masterplans and road layout of any new neighbourhoods including: - Fastway service 10 will be extended to serve Kilnwood Vale; - A new route has been identified to link Forge Wood to the town centre, Manor Royal and Gatwick. • Potential for further bus priority at junctions. • Potential for increasing frequency of bus services to meet additional demand generated by new development.
Future Studies and Plans	• Further bus priority measures could be provided.
Phasing	• Timing of introduction of services to new neighbourhoods will take into account phasing of construction of dwellings and roads.
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. Funds have been secured for the package in the SEP of £18.1m. • Bus services to new neighbourhoods will need to operate on a commercial basis.

	• May require subsidy from developers in early years when occupancy of new development is small.
Summary	• Bus network in Crawley is extensive. • Allocations within the existing neighbourhoods will benefit from the existing neighbourhood bus network. • Network is being extended to serve additional neighbourhoods.

TRANSPORT - RAIL	
Current Provision	• Four rail stations - Three Bridges and Gatwick on Brighton Main Line. Crawley and Ifield on Arun Valley Line. • Frequent services between London, Brighton, Horsham, Chichester and Portsmouth.
Evidence Base	• Position statement 2014 • Network Rail Sussex Route Utilisation Strategy (2010) • Network Rail London and South East Route Utilisation Strategy (2011) • Network Rail London and South East Market Study (2013) • Network Rail Strategic Business Plan January (2013)
Current Findings	• Refurbishment of Gatwick Station and provision of additional platform completed 2014. • Improvements to passenger concourse at Gatwick Station are proposed to help ensure that the best use is made of existing airport capacity. • Network Rail has undertaken improvements to passenger facilities at Three Bridges. • Improvements to access and the forecourt at Three Bridges Station being considered. Scheme to be funded using identified S106 monies. • Significant demand for parking at Three Bridges Station. • There is potential for improvements at Crawley Station to improve facilities for passengers and attractiveness of links to the town centre. • Significant improvements in relation to disabled access are likely to be necessary. • Network Rail has identified improvements in their January 2013 Business Plan to provide additional capacity and which should be brought forward in Control Period 6. These include signalling at Three Bridges, grade separation of Windmill Bridge Junction and improvements to Stoats Nest Junction which will improve capacity on the Brighton Main Line. • The Thameslink programme which serves Three Bridges and in the future will serve the Arun Valley line will provide additional capacity. • The business case of the provision of a new station at Kilnwood Vale is still being examined. Trains would continue to stop at Ifield Station.
Future Studies and Plans	• Implementation of improvements to access and the forecourt at Three Bridges Station. • Further discussions over potential for redevelopment and improvement of station facilities at Crawley Stations.
Phasing	• Three Bridges Station forecourt improvements 2016.

Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. Funds have been secured for the package in the SEP of £18.1m. • Section 106 monies are available to fund improvements to the interchange facilities at Three Bridges Station.
Summary	• Crawley has good rail connections through a number of stations. • Improvements to station facilities taking place.

TRANSPORT – WALKING AND CYCLING	
Current Provision	• Around 20 km of off road cycle paths. • Provides links to town centre, Manor Royal and Gatwick. • National Cycle Network runs through Crawley. • Cycle parking at major destinations, neighbourhood centres and community facilities. • Circular Greenway footpath route around town and with links to neighbourhoods. • Extensive network of footpaths throughout neighbourhoods.
Evidence Base	• Draft cycle framework. • Priority list of cycle schemes. • Background reports prepared by Crawley Cycle Touring Club Members.
Current Findings	• Good cycle network but has gaps between routes. • Potential for further improvements to cycle network. • Neighbourhood layout of Crawley provides many facilities within walking or cycling distance. • New footpath and cycle routes to be provided as part of Forge Wood and Kilnwood Vale linking to existing networks.
Future Studies and Plans	• Implementation of improvements to the cycle network.
Phasing	•
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. Funds have been secured for the package in the SEP of £18.1m. • Potential for funding through S106 agreements or CIL.
Summary	• Good existing facilities although improvements could be made to link existing parks of the network. • Neighbourhood layout means many facilities within cycling or walking distance. • New development should link to existing networks and incorporate needs of walkers and cyclists into design. • Potential for further enhancements to the cycle network.