

## TOPIC PAPER 1: Vision, Objectives and Development Strategy

*The way that the whole town develops in the future will be affected by planning decisions. Crawley Borough Council has started work on a new local plan that will help to guide development in Crawley over 15 years from 2014-2029.*

*This consultation period forms part of the early engagement, and further consultation stages are planned before the document is adopted in 2014. Comments received to earlier consultation periods, including to the Topic Papers in 2009, the Town Centre North Supplementary Planning Document and the Manor Royal Masterplan, will continue to be taken into consideration, alongside the technical evidence base, when formulating the Local Plan Preferred Strategy. The Preferred Strategy will be made available for a further period of consultation later in 2012.*

*This is your opportunity to shape the way the town develops and the council would appreciate and value any comments you have on this Topic Paper or any of the others that form part of this consultation.*

### Consultation Questions:

Please tell us about the image of Crawley:

- V1. Do you think it is a place people value?
- V2. How can the Vision seek to make Crawley a place people aspire to and wish to stay?
- V3. What should the Vision for Crawley be?
- V4. What should the Vision for Crawley include/cover?
- V5. What are the priorities for Crawley's long term Vision?
- V6. What is Crawley's position in the Sub-Region?
- V7. Do you agree with the Key Issues outlined below?
- V8. Do you particularly agree with taking forward any of the scenarios? Or do you believe there is an alternative approach?

### Summary of Current Context:

The Crawley Borough Local Plan 2014 will include the spatial vision, objectives and development strategy for Crawley, but has to be set within the framework of national planning policy, regional policy in the South East Plan, sub-regional and cross-boundary issues (West Sussex and Gatwick Diamond), Crawley's Local Strategic Partnership Sustainable Community Strategy and also the existing Crawley Borough Core Strategy.

### Key Issues:

- Ensuring the sustainable development of the town and responding to the threat of climate change, encouraging low carbon development, overseeing the most appropriate sustainable design and construction is employed and development is located in sustainable locations.
- Ensuring development is supported by the appropriate provision of services,

facilities, utilities, community infrastructure, and its delivery programme and funding is included in the Local Plan implementation plan.

- Accommodating sufficient housing to meet the needs of the town. The challenge will be to ensure a continued and strong supply of housing (market and affordable) and will include the identification of sites for new housing developments.
- The need for and implications of strategic employment provision at Crawley, or across the Crawley/Gatwick sub region.
- Securing the growth, vitality and viability of the Town Centre to meet the needs of the sub region and managing the potential longer term delivery of Town Centre North.
- Continued conservation and enhancement of the town's social, natural, environmental, and built quality and character in the context of increased sub regional growth and development pressure.
- Continued uncertainty regarding the possibility of a second runway at Gatwick and the need to establish a robust policy for growth of the airport as a one runway two terminal airport.
- Short term, the implications of the current economic climate to drive forward objectives, vision and development strategy of the town to 2029, particularly in terms of economic development, town centre renewal and residential development.

### Options:

In terms of planning for the town to 2029, three broad scenarios/options are considered to exist. However, there are a number of policy approaches that are considered to remain sound and should form part of any scenario/option. These policy approaches are outlined below.

- The New Town and neighbourhood principle continue to be adopted.
- The town's character and heritage will continue to be conserved and enhanced.
- Sustainable transport, including rail station improvements, and further Fastway development will support the town.
- Development will be expected to maximise opportunities for sustainable development, design, and construction, and will strive for low carbon energy efficiency.

#### **Scenario 1: A sub region with a South East regional focus**

- Allocate sufficient land to accommodate housing needs and accept further residential development at Crawley beyond the Borough boundary to enable Crawley to meet and perform a wider sub regional function. Ensure sites are allocated to secure affordable housing provision and an appropriate mix of dwellings to meet Strategic Housing Market Assessment guidance.
- Allocate sufficient land and outline policies to maintain Crawley's sub regional economic position, support the town's existing main employment provision to cement Crawley's economic strength in the sub region and increase competition with other regions in the South East.
- Positively encourage development of a university/Higher Education provision at Crawley to address skills issues.
- Continue to facilitate the delivery of Town Centre North and the town centre renewal to ensure the town centre's vitality and viability, and sub regional and regional dominance and position.
- Continue to safeguard for a possible second runway at Gatwick.
- Ensure development is delivered to high sustainability standards.

### **Scenario 2: A sub regional focus**

- Allocate land within the borough that does not undermine the neighbourhood and master planning principles of the town.
- If insufficient land can be allocated within the Borough boundary to meet the identified and agreed housing needs target, the council acknowledge that development at Crawley (beyond the Borough boundary) may be acceptable to contribute to the Borough's requirement, in partnership with the relevant adjoining neighbouring authority(s).
- Ensure sites are allocated to secure affordable housing provision and an appropriate mix of dwellings to meet Strategic Housing Market Assessment guidance.
- Allocate sufficient land and outline policies to maintain Crawley's sub regional economic position and work with neighbouring authorities to examine the potential for strategic employment to establish a sub regional spatial economic vision, which may equate to allocations at Crawley, or application of smart growth. A university or improved Higher Education provision may form part of this approach.
- Continue to safeguard for a possible second runway at Gatwick.
- Continue to facilitate the delivery of Town Centre North and town centre renewal to ensure the town centre's vitality and viability and sub regional dominance.

### **Scenario 3: Crawley Borough focus**

This approach would largely be the same as Scenario 2. However, there would be the following variations:

- Allocate land within the Borough that does not undermine the neighbourhood and master planning principles of the town.
- Ensure sites are allocated to secure affordable housing provision and an appropriate mix of dwellings to meet Strategic Housing Market Assessment guidance.
- Advocate and employ policies that protect the town's main employment areas and ensure growth in accordance with solely smart growth, which would cement sub regional dominance, but do little in terms of achieving sub regional competition.

### **Indication of Potential Direction:**

#### **Crawley 2029 Vision**

At this stage, a combination of the sub regional focus and the Crawley Borough focus scenarios is favoured. This approach is the most appropriate and sensible in light of several key uncertainties, which significantly influence the approach the council can adopt in planning to 2029. The uncertainties include the possibility of a second runway at Gatwick, the current economic climate and its implications for economic development and the role of the Gatwick Diamond, the nature of town centre development, and the residential market and the rate of development.

On this basis it is likely that by 2029:

- The town will have accommodated new dwellings to meet Crawley's housing needs, with a notable proportion of affordable housing and a dwelling mix that reflects the town's requirements.
- The New Town and neighbourhood principle will have remained at the heart of development within and at Crawley.
- The town's character and heritage would have been conserved and enhanced and

new innovative design and master planning would have delivered the next generation of character.

- West of Bewbush and North East Sector may have been developed, or be under construction. A further neighbourhood may be planned for.
- Town Centre North would be complete and the town will be operating as a regional retail destination.
- Selected neighbourhood centres would have undergone a programme of regeneration and renewal and all would still be performing their everyday convenience role.
- Crawley will still be at the heart of the Gatwick Diamond economically.
- Manor Royal will have undergone council supported environmental improvement and would have maintained, perhaps enhanced, its sub regional economic function through smart growth.
- The town may have accommodated strategic employment development to increase the sub region's position/competition against other sub regions within the region.
- Employment development would have been of a form to address the Gatwick Diamond's economic weaknesses and deficiencies.
- Higher Education opportunities within the town would have been increased to provide skills opportunities.
- The council would have formulated and implemented a comprehensive transport strategy for the Borough, with a strong focus on sustainable transport.
- The government would have made a definite decision regarding the requirement for a second runway at Gatwick, whilst the council would have continued to support Gatwick as a single runway, two terminal airport.
- The town would be supported by improved access to sustainable transport, including rail station improvements, and further Fastway development, which is likely to have been predominately development funded.
- Development would have maximised opportunities for sustainable development, design, and construction, and will have strived for low carbon energy efficiency.

#### **Evidence Base:**

- Annual Monitoring Report
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment
- Locally Generated Housing Needs Assessment
- Employment Land Review
- At Crawley Study 2009
- Sustainability and Climate Change Feasibility Report
- Infrastructure Position Statements
- Draft Crawley Transport Strategy Baseline Information Report
- Sustainability Assessment Scoping Report (2011)