

Crawley²⁰²⁹

The Crawley Borough Council Local Plan 2014-2029

Preferred Strategy
Consultation Draft

October 2022



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PART 1:

CRAWLEY 2029

Foreword

“Crawley 2029”, our Local Plan, is an important document which sets the way forward for planning the future of our town – where we live, work and visit – for the next 15 years. Once completed and adopted, the document will provide the basis for future planning decisions in Crawley.

This stage – the Preferred Strategy – follows feedback from residents, businesses and other stakeholders earlier this year. It provides a clear indication of the council’s approach to the development of the town, including character, economic growth, housing, environment, infrastructure and Gatwick Airport.

We will be consulting on this in the coming months to seek your views on the future of your town.

Councillor Claire Denman
Cabinet Member for Planning and Economic Development
Crawley Borough Council

Crawley 2029: A Vision

Crawley will be a modern, vibrant town that stands proud of its achievements and uses its strengths to reach its potential. Its strong and diverse communities, neighbourhood structure, sustainable economic growth and excellent connections within and beyond the region will make it a place that people enjoy and want to live, work and visit.

Crawley the place:

As a progressive town, Crawley will strive to be distinctive from other towns in West Sussex. It will be the premier town between London and the South Coast providing jobs, learning and development opportunities and a leisure and cultural offer that draws visitors from across the South East. As a town within a countryside setting that is very much valued by local people it will be safe and well cared for. The rich heritage which has shaped what the town is today will be respected, protected and enhanced. All people who live here will be proud, confident and self-reliant, working together and with others for the good of the town.

Living in Crawley:

By 2029, about 3,550 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town's unique development and design principles and preserve the most valued of the town's environmental features.

Local communities will be directly involved in planning how the town grows and develops in order to achieve the best outcome for all concerned; particularly where difficult choices have to be made.

Neighbourhoods will continue to feature in the development of the town, recognising the important role they play in helping shape and develop communities.

Working in Crawley:

Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.

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. Gatwick Airport will continue to support the economic growth of the town.

Additional jobs will have been created for people living in and around the Crawley area across a diverse range of sectors. Access to jobs will be supported by learning and development opportunities giving people a real choice about the work they can and want to do.

Experiencing Crawley:

By 2029, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley's parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors.

The revitalised Town Centre will be the heart of the town, providing a central point for local people and others from across the region to enjoy social activities, shopping and entertainment both during the day and at night. It will have a welcoming and attractive family friendly environment.

Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed along with informal green spaces for all to enjoy. The spirit and pride of individual communities will continue to be harnessed to make neighbourhoods the focus of local celebration.

Growing Crawley:

Growth will be sustainable and supported by an infrastructure plan that complements development enabling people to live a long and happy life.

Enabling people

Crawley will continue to improve the quality of life for its residents throughout every stage in their life. Excellent early years' provision will support children's development, which will be further assisted by the provision of good primary, secondary, further and higher education. Education, for both young and old, should unlock potential, giving people a real choice about what they do in their working life. People will be encouraged to stay physically and mentally fit and active, high standards of health care will be delivered locally and people will be able to age with confidence as they grow older.

Growing the town

By 2029 significant progress will have been made towards Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.

Crawley's Local Plan preferred strategy

Planning affects us all. The homes we live in, the places we work, the open spaces where we relax and the roads we travel on are all a result of planning decisions that have been made.

The way the whole town develops will be affected by planning. 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 document sets out the council's preferred strategy for the Local Plan, and contains draft planning policies and principles to help shape the future of the town and is published for consultation to seek your views.

Format of preferred strategy consultation document

For ease of reading, this preferred strategy document has been divided into 3 parts:

- **Part 1: Crawley 2029** – includes the Vision, Development Strategy, Local Plan Objectives and Strategic Policies;
- **Part 2: A Local Plan 2014 – 2029** – topic chapters Character; Economic Growth; Housing; Environment; Infrastructure; and Gatwick Airport. Each chapter includes context, planning policies and justification relating to that topic;
- **Part 3: Crawley's Neighbourhoods**– the spatial representation of the preferred strategy draft policies, set out in Part 2, on a neighbourhood basis.

Introduction to the Local Plan

This document forms the council's preferred strategy of the Local Plan to cover the period 2014 until 2029. It sets out the strategic priorities for Crawley and the strategic policies to deliver:

- Homes and jobs
- Provision of retail, leisure and other commercial development
- Provision of infrastructure for transport, telecommunications, water supply, wastewater, flood risk management, and energy
- Provision of health, security, community and cultural infrastructure and other local facilities
- Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape¹.

Crawley's current Local Plan is in the form of:

- Crawley Borough Local Development Framework Core Strategy, October 2008 Revision (the "adopted Core Strategy");
- Saved Policies in the Crawley Borough Local Plan 2000 ("Saved Local Plan Policies").

These are supported in the development control process by a series of Supplementary Planning Documents (SPDs); Supplementary Planning Guidance Notes (SPGs); Development Principles Statements and technical documents.

The adopted Core Strategy for Crawley covers the period from 2001 to 2016. Due to uncertainty with regards to housing figures, the future of the South East Plan and level of provision an early review was required through the Inspector's binding report. Therefore, following the adoption of the Core Strategy a review was embarked upon. National Planning Policy has since undergone significant changes, with the publication of the National Planning Policy Framework (NPPF) in April 2012. These considerations, along with new emerging locally-driven pressures, will be taken into account as part of this review to ensure Crawley has a robust and fit-for-purpose, locally distinctive Local Plan to deliver the medium to long term growth of the borough.

The Crawley Local Plan 2014 – 2029 will eventually replace both the adopted Core Strategy and the Saved Local Plan Policies and the policies set out within it will be the primary consideration in development control decisions.

Preferred Strategy: current stage of consultation

This six-week public consultation forms part of the early engagement stage of Local Plan and runs from **22 October 2012 until 3 December 2012**.

¹ Paragraph 156, National Planning Policy Framework, Department for Communities and Local Government (2012)

Responses must be provided in writing. This can be either in electronic format (using the council's website eforms: www.crawley.gov.uk or via email to forward.planning@crawley.gov.uk) or by post to:

Forward Planning
Crawley Borough Council
Town Hall
The Boulevard
Crawley
RH10 1UZ

This document is not considered to be a draft Local Plan. For some topic areas progress is well advanced and in these cases draft policy wording has been provided for consultation and comments. In other topic areas there is less certainty, and in these cases a direction has been provided along with the options for consideration. In all cases the options being considered by the council have been outlined as part of the Sustainability Appraisal of the policy preparation.

A series of questions are provided for each topic chapter to aid consultation comments. You are invited to respond either directly to a particular question or to provide any comments or thoughts you may have on the document as a whole, a specific topic area, a policy or paragraph. The preferred strategy consultation questions are located in Appendix A.

Preparation of Evidence Base & Previous Stages of Consultation

This current consultation document sets out the council's preferred strategy direction for the Local Plan, based on the results of technical studies and the views gathered through previous consultation.

Evidence Base

It is essential that, to meet the requirements set by national guidance, the Local Plan is underpinned by an adequate, up-to-date and relevant evidence base² about the economic, social and environmental characteristics and prospects of the area. In light of this, extensive studies have been carried out to ensure Crawley's Local Plan will reflect the locally distinctive issues, challenges, and opportunities, unique to the town. To date, these have included the following:

- Strategic Housing Needs: Strategic Housing Market Assessment (SHMA); Locally Generated Housing Needs Assessment; Strategic Housing Land Availability Assessment (SHLAA); Urban Capacity Study; At Crawley Study
- Strategic Employment Land Requirements: Employment Land Review (ELR); Retail Capacity Study; Deliverability and Viability of Town Centre North Study
- Constraints Mapping: Strategic Flood Risk Assessment (SFRA); Baseline Character Assessment; ASEQs and Locally Listed Buildings Heritage Assessment; Noise; Safeguarding; Built Up Area Boundary; Landscape Character Assessment; Open Space Study; Transport Modelling.

² Paragraph 158, National Planning Policy Framework, Department for Communities and Local Government (2012)

More detail regarding the technical studies is included within the topic chapters, where appropriate, supporting the context and justification for the draft policies and a fill list can be found at the end of this document. The results of the evidence base studies are available as part of this consultation.

Consultation

Two previous stages of public consultation have informed this preferred strategy document. Both of these have sought to consider the wide range of issues and opportunities associated with the future development and potential growth of Crawley over the next 15 – 20 years.

The council began the first stage of the Core Strategy Review ('Issues and Options') for consultation in May 2009. The consultation invited feedback on 13 topic papers that summarised key issues facing Crawley over the coming years. As part of the consultation, a Stakeholders Workshop was held in May 2009.

To reflect the changes which occurred since 2009 a further 6 week period of public consultation was carried out in January and February 2012. This involved events across the borough including holding an exhibition in every neighbourhood, the town centre, the main town leisure centre (K2) and in a supermarket (Tesco), during which local residents, employees and visitors were offered the opportunity to feedback their views on a series of themed questionnaires. In addition to this, the use of social media and the local press, and the council's own website offering internet-based questionnaires, evidence base, background documents and the reissue of updated technical topic papers provided further opportunities for responses. Meetings with the business community, local interest groups and hard to reach groups were also undertaken.

More information regarding this stage of consultation and the feedback received is provided in the Crawley 2029 consultation summary document and associated Appendices.

Next steps

The following timetable indicates the anticipated stages in the preparation of Crawley's Local Plan.

Stage	Date
Issues and Options consultation	19 Jan – 1 Mar 2012
Preferred Strategy consultation	22 Oct – 3 Dec 2012
Site Allocation consultation	Spring 2013
Submission consultation	November/December 2013
Submission	January 2014

Examination in Public	May/June 2014
Adoption	December 2014/January 2015

Should you wish to be notified of the subsequent consultation stages and progress of the Local Plan: please provide your contact details and expression of interest to forward.planning@ Crawley.gov.uk or post to the address above.

Sustainability Appraisal

All Local Development Documents must be prepared with a view to contributing to the achievement of sustainable development³. The requirement for a Strategic Environmental Assessment (SEA) is originally set out in European legislation⁴ 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.

The aim of the Sustainability Appraisal (SA) is to ensure that the Local Plan is as sustainable as possible. The process involves examining the likely effects of the plan and considers how they contribute to environmental, social and economic wellbeing.

As the SA and SEA processes are so similar they have been undertaken together and for ease of reference, both processes are referred to as the Sustainability Appraisal. A draft Sustainability Report for consultation with the Local Plan Preferred Strategy has been produced. The Sustainability Objectives are set out in Appendix C of this document, along with a matrix table providing the sustainability overview of the preferred Local Plan policies.

Infrastructure Plan

Local planning authorities are expected to work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk management, and its ability to meet forecast demands.

Crawley Borough Council is producing a draft Infrastructure Plan which is supported by jointly agreed position statements with the key infrastructure and service providers within Crawley to confirm capacity to meet the needs of the growth of the town anticipated through the Local Plan and highlight any mitigation required. This is available for comment alongside the draft Preferred Strategy.

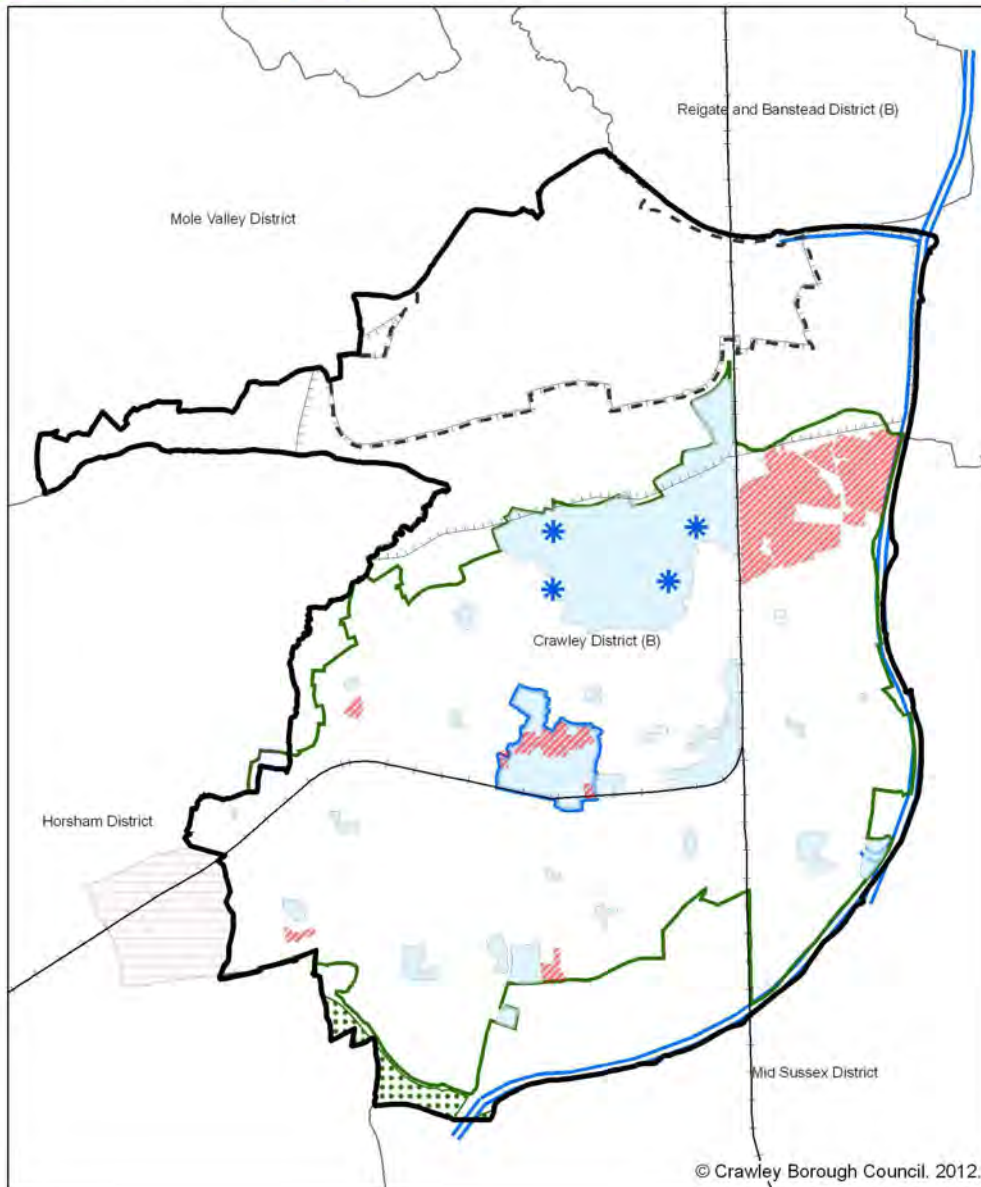
³ Section 39 of the Planning and Compulsory Purchase Act 2004

⁴ European Directive 2001/42/EC

KEY DIAGRAM

1:50,000

- | | | |
|--|---|--|
|  Borough Boundary |  Key Housing Sites |  Gatwick Airport Boundary |
|  Adjoining Authorities |  Kilnwood Vale |  Gatwick Safeguarding |
|  Railway |  Manor Royal Gateway Sites |  Area of Outstanding Natural Beauty |
|  Motorway |  Employment Areas | |
|  Built-Up Area Boundary |  Town Centre Boundary | |



Development Strategy & Strategic Policies

Crawley will be a modern, vibrant town that stands proud of its achievements and uses its strengths to reach its potential. Its strong and diverse communities, neighbourhood structure, sustainable economic growth and excellent connections within and beyond the region will make it a place that people enjoy and want to live, work and visit.

Crawley stands unique alongside other towns in the sub-region. Located between London and the South Coast, it is a progressive and modern New Town that benefits from a historic past. It is an urban town which benefits from a countryside setting and network of green spaces. This mix of the old and new, built and natural has blended over the years to shape Crawley's distinct sense of place, and created a desirable offer for residents and businesses.

Spatial Development Strategy

Crawley is situated in the north eastern part of the County of West Sussex. Horsham District abuts the town on the western side, Mid Sussex District is to the south and east whilst the County of Surrey lies to the northern borough boundary beyond Gatwick Airport.

The administrative boundaries of Crawley borough are drawn tightly around the town itself, with very little land falling outside of the urban area. The M23 motorway forms the borough boundary to the east; to the west the urban boundary forms much of the borough boundary, although this location offers some of Crawley's greatest connections, visual and physical, with the open countryside beyond; and to the south, beyond the dual carriageway, lies an Area of Outstanding Natural Beauty. Gatwick Airport is located within the borough to the north of the town – the land between the town and the airport is heavily constrained by noise and any, currently uncertain, potential future development of the airport.

Today Crawley borough covers 4,497 hectares. As a planned New Town, each neighbourhood was laid out according to twentieth century quality of life and sustainable development principles. Crawley has subsequently grown beyond the original masterplan and many elements of the original New Town now form an important part of the town's history.

Crawley's development as a New Town, in addition to the influence of Gatwick Airport, has significant implications for the future of the town in terms of population growth; and the need to accommodate development remains a key challenge for Crawley. By 2029, to meet the needs of its growing population, the town would need a further 8,100⁵ new homes. Accommodating even some of this need will involve

⁵ 540dpa x 15years (Scenario 'A' Locally Generated Housing Needs Assessment (October 2011) Nathaniel Lichfield & Partners multiplied over the Plan period)

difficult decisions and will invariably place pressure on some of the key elements that define Crawley's character.

Migrating patterns for Crawley show a strong relationship with neighbouring areas of Mid Sussex, Horsham and Reigate and Banstead, as well as areas further south such as Arun, Worthing, and Brighton and Hove⁶. Similarly, commuting patterns⁷ provide some indication of the role Crawley plays across this wider area in providing employment for significant numbers of people; including those from Brighton and Hove, Chichester and Eastborne to the south, and from residents located within Surrey authorities to the north – in particular, Reigate and Banstead and Croyden.

Gatwick Diamond

Reflecting Crawley's inter-relationship with its neighbours, links, both at a local authority and a business level, have been formed across an identified functional sub-region known as the Gatwick Diamond. This is an area that does not have any official boundaries but is broadly defined by a diamond-shaped area with Gatwick Airport at its heart. The Diamond extends over a range of towns and villages, set in attractive countryside, stretching from the southern edge of London to the northern boundaries of Brighton and Hove. Crawley is one of 7 Local Authority areas forming the Gatwick Diamond (along with Epsom and Ewell, Horsham, Mid Sussex, Mole Valley, Reigate & Banstead, Tandridge) crossing the Surrey and West Sussex County boundary.

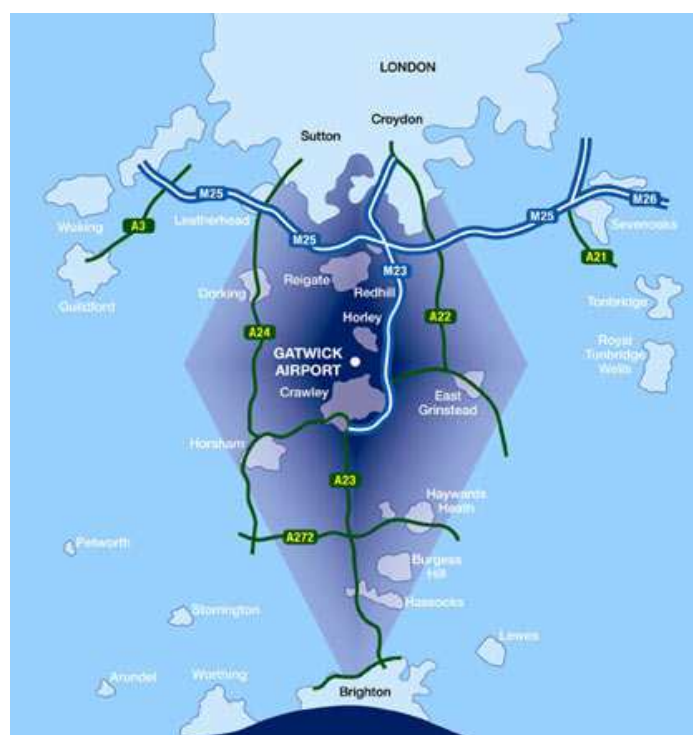


Fig 1: Crawley in the Context of and Extent of the Gatwick Diamond Sub-Regional Functional Area

⁶ ONS Migration Statistics Unit 2009/NLP analysis: page 15, Crawley Borough Council Locally Generated Housing Needs Assessment (October 2011) Nathaniel Lichfield & Partners

⁷ 2001 Census/ NLP analysis: page 24, Crawley Borough Council Locally Generated Housing Needs Assessment (October 2011) Nathaniel Lichfield & Partners

Situated centrally within the Gatwick Diamond strategic area, much of Crawley's development opportunities and pressures are determined by its role within the Diamond. With Gatwick Airport as the economic core, the borough offers the focus for large businesses, travel (including related areas of hotels, transport and distribution) and retail provision with good representation in the business services and manufacturing sectors. It is supported in this role by the neighbouring districts within the wider area: each of which provide complementary offers in terms of housing, employment and leisure. This wider sub-regional role for Crawley brings unique opportunities and challenges.

Therefore, the Local Plan will ensure that Crawley's wider role will be supported within the Town Centre and employment policies, whilst recognising that constraints mean the housing needs of the whole population cannot all be met within the administrative boundaries of the borough.

New Town in a Countryside Setting

Crawley was designated a New Town in 1947 and incorporated the settlements of Crawley, Ifield and Three Bridges. The masterplan phased the development of the town through the addition of complete neighbourhoods, each with good access to its own centre offering a mix of uses to serve local needs. The relatively small size of each neighbourhood was intended to help build up the new communities, achieve closer integration and provide greater accessibility to the neighbourhood centres. The New Towns Act provided that when a new town was judged to be substantially complete its development corporation would be wound up. In Crawley this stage was reached in 1962.

Mainly urban in character, Crawley is surrounded by countryside and a small part of the southern area is within the High Weald Area of Outstanding Natural Beauty, and therefore the Local Plan protects the countryside surrounding the town with policies setting out the considerations for the land beyond the built-up area boundary.

The principle of the neighbourhoods will remain a characteristic of the town, and neighbourhood centres will continue to play an important role as a focal point for community facilities and local shopping. Steps will also be taken to protect other valued features of the natural and built environment, both within and around the town. Indeed, new development will provide high quality environments and be of a high standard of design and sustainable construction.

The original masterplan for Crawley emphasised the importance of preserving the best features in the landscape, the architecture and the history of the area and of creating new interest and character through civic design of the highest order. These objectives remain at the heart of good planning for the town. The appearance and quality of Crawley's natural and built environment, its buildings, streets, open spaces and surrounding countryside make an important contribution to the quality of life of residents, visitors and people working in the area and to the local economy in attracting and retaining employers.

When Crawley New Town was developed many existing buildings were lost. However, some were preserved and provide an important link with the past. The buildings in the High Street, for example, illustrate Crawley's historic role as a coach-stop and trading centre between London and Brighton. There are 101 Listed Buildings and 59 locally listed buildings in Crawley. There are 9 designated areas of Special Environmental Quality, along with 8 designated Conservation Areas:

- Worth
- Forestfields and Shrublands
- Dyers Almshouses
- Sunnymead Flats
- Ifield Village
- The High Street
- St Peters Church
- Brighton Road

A further 5 new Conservation Areas (including 2 extensions to existing Areas) are proposed as part of this preferred strategy Local Plan:

- Hazelwick Road, Three Bridges
- Southgate Neighbourhood Centre
- Malthouse Road, Southgate
- West Street, Southgate (as an extension to the existing Brighton Road CA)
- Langley Lane, Ifield (as an extension to the existing Ifield Village CA)

The management of change will be necessary, so as not to unduly restrict growth whilst retaining the valued features of the town. This will be achieved through the assessment of the character of the borough, the protection and enhancement of important and positive assets, improvements to areas with significant negative features and the delivery of high quality development that takes full account of its context.

Working Town

Crawley is the largest economic centre in the North West Sussex sub-region (i.e. that covering Crawley Borough, Horsham and Mid Sussex Districts), and also the largest economic area of the Gatwick Diamond representing a significant proportion of the total commercial floorspace and employment.

Employment levels are high in Crawley with total employment in the town being around 73,000, of which approximately 30,000 are in-commuters. 70% of working people who live in Crawley, also work in Crawley. While Crawley boasts average salaries among the highest of the Gatwick Diamond, many residents are employed in low skilled industries; only 11% of working age residents in Crawley work in managerial and professional occupations; and on average people who travel into Crawley for work earn more than local people. Around 25% of the working population have no qualifications, and many firms are concerned about skill shortages. Unemployment in Crawley has been historically low ranging from 1.4% rising to highs of around 3.5% during the current recessionary phase of the economic cycle. However, this is higher than surrounding areas, and low levels of available staff (as indicated by low levels of unemployment in Crawley and surrounding areas) can create tight labour market conditions.

The Town Centre is a key component of Crawley's economic role in the sub-region, and therefore plays a critical part in the Local Plan's development strategy. It is the most sustainable location for major retail, office and leisure related developments consistent with typical town centre uses attracting large numbers of people, and for a mix of uses including housing. New retail, leisure, commercial and residential developments within the wider town centre will ensure that its viability and vitality is enhanced, and will improve the town centre's range and quality of services and strengthen its local and sub-regional role. The Local Plan continues the approach taken in the Core Strategy, promoting and facilitating a major new step-change retail development in the town centre core, and helping to meet the need for higher order retail provision within the sub-region for which there is significant capacity. These new opportunities need to be embraced to ensure the Town Centre does not experience gradual erosion in its vitality, viability and ability to meet local and sub-

regional needs as it comes under increasing pressure from competing centres, which are continually improving and changing, and out of centre developments.

The economy of Crawley is buoyed by the presence of Gatwick Airport. Gatwick Airport is the world's busiest single runway airport, the UK's second busiest business airport, and, as an international airport in the south east, flies around 34 million passengers every year to more than 200 destinations. 75% of Crawley's employment (by employment numbers) is in distribution, hotels, transport, communications, banking and finance of which Gatwick Airport accounts for approximately 25,000 jobs directly. Crawley is the main place of residence for airport employees with 26.9% of the workforce living in Crawley.

Crawley has 56 Large Firms (companies with more than 100 employees). 32 are located in County Oak and Manor Royal, and 7 are located at Gatwick Airport. Manor Royal is one of the largest business parks in the south east covering a total of 240 hectares and is home to more than 500 businesses and 30,000 jobs – which accounts for 40% of Crawley's total employment. It provides 77% of all Crawley employment land; 19% of employment land in West Sussex; and 22% of employment land in the Gatwick Diamond. Since its official naming in 1950, Manor Royal has evolved and diversified its employment offer from a traditional manufacturing base of 60 years ago. Its notable size, scale and varied business base combined with a number of available development sites represent opportunities for intensifying the use of existing land in support of Crawley's economic development.

Reflecting this critical role for both Crawley and beyond, the Local Plan seeks to ensure economic growth is achieved through the consolidation and enhancement of the existing employment areas.

Meeting housing needs

Crawley's population profile is very different to most neighbouring areas and this places its own special demands upon the local economy and local services. The population reached 105,000 in 2009 (an increase of about 28% since 1981). Crawley has a greater proportion of younger people (between the ages of 25 and 34) and a lower percentage of elderly, compared with the rest of the South East; with about two-thirds of Crawley's population less than 45 years of age. The influence of such a high number of working population means there is no need for the population to grow further to enable economic growth. Further, the demographic change increases as the younger population have families, intensifying demands upon the need for housing, along with social, community, leisure, educational and retail facilities. This is in clear contrast with the demographic challenges faced by the neighbouring districts.

In line with national guidance, sufficient housing should be provided to meet the needs of existing and future households across the housing market area as well as to provide an appropriate amount to sustain the local economy. However, this must be reconciled with the other priorities in the Local Plan, particularly those with regards to protection and enhancement of the environment, and meeting the objectives for economic growth.

Crawley's housing market is understood to function within a wider area – identified as the North West Sussex Housing Market Area, which is predominantly within the local authority administrative areas of Crawley Borough, Horsham and Mid Sussex Districts; extending northwards into the administrative area of Reigate and Banstead Borough to a lesser degree, as part of the wider Gatwick Diamond economic area for

which the influence of Gatwick International Airport extends across. Taken as a whole, the towns within North West Sussex housing market area provide a complementary role, offering housing opportunities to the local population and workforce for each stage and socio-economic position within lifecycles, and providing housing for employees working at Gatwick Airport and Manor Royal.

A variety of housing needs within Crawley, and across the wider Housing Market Area, are known to exist, including those for subsidised housing (for those who are unable to afford housing at market prices) and low cost market housing (for those who can afford to buy or rent but only at the lower end of the housing market), and those to meet special needs, including the elderly, those with disabilities and those needing community care.

The approach taken to housing delivery in the Local Plan will be based upon a detailed assessment of supply, and maximising the potential on deliverable sites without a negative impact on the character of the neighbourhoods. A substantial proportion of the supply of housing to be provided over the life of the Plan will be located within the new neighbourhood to the north east of the town. The remainder of the supply is reliant on a limited number of strategic and medium-sized housing sites and realising the viable potential of the Town Centre for housing development.

As a new town with a large stock of modern and generally well maintained housing, precedence for maintaining this standard has been set. All new housing and its surroundings should be suitable in terms of size, design and facilities for the requirements of its occupants and should not give rise to environmental and amenity problems.

Sustainability and Green Infrastructure

Whilst Crawley Borough Council has a commitment to address climate change corporately, it also has some unique characteristics requiring a clear set of policies to address sustainable objectives over and above targets and requirements set out in national legislation such as Building Regulations.

The Crawley/Gatwick Area has been identified as a centre for significant change and has a key function in the economic growth of the Gatwick Diamond and its surrounds. This degree of change may present a challenge to the area with regard to rapid growth and change to both the size and form of the town as well as how people use the area. On top of this, it is evident that a number of other challenges to address the sustainable future of the area and create additional stresses for the local environment exist. These include:

- a) **Gatwick Diamond:** Crawley and its surrounds have been identified as an area of significant change and a diamond for growth. Given its geographical location in the heart of the Gatwick Diamond and the significant amount of both commercial and residential growth expected throughout the life of the local plan, there is a need to consider the impact on the local environment and to plan for sustainable growth. This is exacerbated with the resultant in-commuting to the area and regional focus of growth that would otherwise be experienced across a number of authorities. This is also supported by the fact that the main industrial area, Manor Royal is currently responsible for 28% of the town's carbon emissions. This will of course increase if growth for the Diamond is focused there.

- b) **Gatwick Airport:** Given the proximity of the international airport, there are a number of local impacts that would effect how climate change is dealt with. From the increase in traffic movements in the local area, to the restrictions in terms of building heights and safeguarding, the operation of the airport requires the Local Authority to act differently than it would otherwise. For example, Crawley has a reduced opportunity of using wind turbines in the countryside adjacent to the airport and other renewable technologies must be considered. Gatwick Airport's published Scope 1 and 2 emissions contribute 24% of the business and commercial emissions in Crawley borough and 13% of total emissions (excluding aircraft movement, as these are considered on a national level).
- c) **Water Stress:** The South East, including Crawley, is an area of extreme water stress. It is amongst the most water stressed areas in the UK. It therefore follows that more stringent water conservation measures be required from housing and commercial property development.
- d) **Radiant Energy:** The South East, including Crawley, has amongst the highest radiant energy (energy from sunlight) in the UK. Crawley should be taking advantage of renewable technologies that utilise the sun's energy with higher targets for this form of renewable energy.
- e) **New Town Design:** The town was developed as a new town in the 1950s, and all development followed the neighbourhood principle which provides a sustainable pattern. This ethos is still central to the way the town is planned today and provides an increased opportunity for local energy production on a network basis.
- f) **Flood Risk Management:** Crawley falls entirely within the upper reaches of the River Mole catchment, which is situated on clay and so responds very rapidly to rainfall. There are many properties and Gatwick Airport at significant risk of flooding from the River Mole in Crawley. In addition, heavy localised rainfall is known to cause localised surface water flooding and sewer failure, which is not reflected in the flood extent maps. There are several boroughs on the River Mole downstream of Crawley. Development within Crawley, if not carefully managed, could influence flood risk downstream.
- g) **Biomass as a Resource:** The Gatwick Diamond Woodfuel supply chain report by BioRegional indicates that there is approximately 90,500 oven dry tonnes of available woodfuel per annum. This is currently underutilised (current demand 1047 tonnes of which Crawley's demand is 250 tonnes) and therefore provides scope to be used as woodfuel in small to medium scale heat-only boilers and biomass combined heat and power plants. Growth scenarios based on what is expected for biomass in the UK Renewable Energy Strategy indicate that Crawley demand could be between 16,278 and 23,437 tonnes by 2020. There is sufficient resource to meet the lower levels of demand by 2020 and the upper level by 2029.
- h) **Heat island:** Changing climate patterns are expected to increase the frequency and severity of heatwave events. Such events are likely to be of increased severity in Crawley due to the relatively high levels of radiant energy the area receives, combined with the urban heat island effect typical of compact urban areas.

- i) **Biodiversity:** Crawley has a network of green spaces that present an opportunity to enhance biodiversity, by ensuring that the spaces appropriately enhanced and/or managed for the purpose of biodiversity. However there is also a risk that biodiversity could be harmed should key parts of the boroughs green infrastructure be lost as a result of ill considered development – particularly given the fragmented nature of existing habitat areas. Crawley has 12 Sites of Nature Conservation Interest covering, in total, 279.8 hectares; and 6 Local Nature Reserves which will be protected:
- o Target Hill
 - o Grattons Park
 - o Tilgate Forest
 - o Broadfield Park
 - o Waterlea Meadows
 - o Willoughby Fields.
- j) **Green Infrastructure:** As a New Town, Crawley was originally designed with many green spaces and landscape corridors integrated within the developed area. These also serve to separate and give identity to the neighbourhoods. Landscape and trees are particularly critical to Crawley because so much of the housing and building stock appears very uniform, having been built at similar times and is not particularly of ‘special’ architectural form or landmark buildings. The designed layout of land and planting between these buildings therefore makes a significant contribution to the character of the town. The Local Plan, therefore, aims to protect them because of their contribution to quality of life. Increasing levels of development resent a potential threat to the amenity value of green infrastructure in Crawley. There is a risk that this becomes further fragmented and that the quantity and quality of green space could be reduced as a result of ill considered development.
- k) **Fuel Poverty:** Increasing levels of fuel poverty are a particular risk for Crawley given the high proportion of the borough’s households that live in private rented accommodation. This is typically the worst tenure type for energy performance, and occupants are therefore at increased risk of falling into fuel poverty when energy prices increase.

Accessible Transportation Links

Crawley has excellent communications, lying adjacent to the M23, close to the M25 and is on the main railway line linking London to the south coast. Gatwick Airport is located within the borough.

The town itself is served by a rapid bus service: Fastway and a network of green corridors, providing attractive pedestrian and cycle routes through the neighbourhoods and into the town centre.

All new development will be planned to maximise links in this network and opportunities for sustainable transport.

Planning Policy Context

National Planning Policy Framework

In March 2012, the Government published the National Planning Policy Framework (NPPF). This identifies the Government’s key objectives for the planning system in the context of a plan-led system to ensure that the needs of communities and businesses are met.

The NPPF sets the Government's planning policies for England and confirms that the purpose of the planning system is to contribute to the achievement of sustainable development.

Twelve core planning principles are identified in the NPPF to underpin both plan-making and decision-taking; confirming that planning should:

- be genuinely plan-led;
- creatively find ways to enhance and improve places;
- proactively drive and support sustainable economic development;
- always seek high quality design;
- take account of different roles and character of different areas;
- support the transition to a low carbon future in a changing climate;
- conserve and enhance the natural environment;
- encourage the effective use of brownfield land;
- promote mixed use development and the multiple benefits of uses of land;
- conserve heritage assets in a manner appropriate to their significance;
- focus significant development in locations which are or can be made sustainable;
- take account and support local strategies to improve health, social and cultural well being for all.

South East Plan & Duty to Cooperate

Cross-boundary planning issues are currently considered in Regional Spatial Strategies (RSS); for Crawley, the South East Plan (adopted in 2009) performs this role. In July 2010, the Coalition Government announced its intention to abolish Regional Spatial Strategies, including the South East Plan. The Localism Act 2011 provided the legal provision for this, however formal revocation has not yet taken place and no timetable for this has yet been published.

Even without formal regional structures, there remains a need to plan for cross-boundary strategic issues, and to enable this to continue the Duty to Cooperate has been introduced through the Localism Act⁸ which places a requirement on planning authorities to work together on such issues.

The Duty applies to all local planning authorities, national park authorities and county councils in England, and to a number of other public bodies. The new duty:

- relates to development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council;
- requires that councils set out planning policies to address such issues;
- requires that councils and public bodies 'engage constructively, actively and on an ongoing basis' to develop strategic policies;
- requires councils to consider joint approaches to plan making.

The NPPF provides further guidance on meeting the Duty to Co-operate in plan-making. It reaffirms the principle that local planning authorities should work collaboratively to ensure that strategic priorities across local authority boundaries are properly coordinated and clearly reflected in individual local plans, and indicates that

⁸ Section 110 of the Localism Act provides the legislative basis for the Duty by transposing it into a new Section 33a of the Planning & Compulsory Purchase Act 2004.

joint working should enable local authorities to work together to meet development requirements which cannot be wholly met within their own areas⁹.

The NPPF does not specify in detail the issues on which local planning authorities should cooperate but puts particular emphasis on cross boundary issues relating to the five 'strategic priorities' which the Government considers should be addressed in Local Plans:

- Homes and jobs
- Retail, leisure and other commercial development
- Infrastructure
- Community facilities
- Climate change and adaptation and the natural and historic environment.

Due to Crawley's central location within the Gatwick Diamond, it is expected that the majority of cross-boundary and strategic planning issues will be focused within the existing joint working structures between the council and the adjoining authorities. However, there are a number of issues which may have a wider than Gatwick Diamond concern, such as the Coast to Capital Local Economic Partnership, Gatwick Airport and the Upper Mole Flood Group, and for these matters specific mechanisms at the appropriate level are formed.

The strategic issues relating to the future development of Crawley over the Local Plan period have been identified as including:

- Meeting housing needs
- Economic growth and retail offer
- Gatwick Airport
- Gypsy, Travellers and Travelling Showpeople
- Key transport routes
- Broadband
- Low carbon economy
- Flooding and flood risk.

These strategic issues are currently discussed beyond the borough's administration in the following forms:

- Individual discussions on a one-to-one basis with neighbouring authorities: Mid Sussex District Council, Horsham District Council, Reigate and Banstead District Council, at an officer and Member level. Including as part of the preparations for the adopted Joint Area Action Plan for the West of Bewbush neighbourhood adjoining Crawley boundaries, within Horsham District administrative areas
- Meetings at a Northern West Sussex Authorities level, with Mid Sussex District Council and Horsham District Council, at officer and Member level; and commissioning joint evidence base such as the Strategic Housing Market Assessment and the Employment Land Review, and developing the Joint Position Statement for Strategic Issues.
- Participating at a Gatwick Diamond level, with the Gatwick Diamond Authorities (crossing the County authority areas of West Sussex and Surrey) and Business representatives, at an officer and Member level. Jointly preparing and signing up to the Gatwick Diamond Memorandum of Understanding, Local Strategic Statement (particular implications for Crawley are identified below), Local

⁹ Paragraph 179, National Planning Policy Framework, Department for Communities and Local Government (2012)

Strategic Statement Delivery Plan, and Sustainability Appraisal/Strategic Environmental Assessment Statement, and links into the Coast to Capital Local Economic Partnership.

- Considering County issues, through meeting with West Sussex Authorities at officer and Member levels.
- Involvement on a river basin management level as part of the Upper Mole flood group, alongside similarly affected Authorities and the Environment Agency.

Gatwick Diamond Local Strategic Statement

The Gatwick Diamond Local Strategic Statement (LSS) has been prepared and endorsed by 5 of the Districts, and both of the County Councils, building on the joint working over recent years. The LSS looks to help define the way in which the area should develop over the next 15 to 20 years. It does not seek to impose top-down targets or pre-empt detailed decisions on the location or scale of new development. Rather it looks to build on an understanding of local needs and aspirations, enhancing cross-boundary co-operation, providing a framework which assists local communities in their decision making on planning and economic issues and supporting emerging plans and local development frameworks.

The Statement is structured around eight central themes:

- *A flourishing and competitive knowledge based economy with high levels of entrepreneurship, providing sustainable employment and operating in an environment which enables the diamond to be recognised, nationally and internationally, as one of the top locations for businesses*
- *Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond*
- *Towns and villages which retain their individual character whilst responding to the demographic and economic needs for new housing and providing a sustainable environment for local communities to live and work in*
- *Regeneration of areas which need change and improvement to meet modern expectations*
- *A sustainable transport system which gives good access to Gatwick Airport, the main centres of employment and the larger town centres*
- *Access to superfast broadband throughout the Diamond*
- *An attractive rural environment which complements the towns and villages and which is readily accessible to those who live and work in the larger towns*
- *An overarching determination that development is sustainable and that the carbon footprint of the Diamond is reduced.*

For Crawley, the following specific issues are identified:

Primary locations for economic growth

Given the strength of Crawley/Gatwick as a business location and the concentration of demand there, this area is expected to be the main focus for future economic development, at least in the short and medium term.

Business development opportunities

Opportunities for new business development exist from within the built-up areas across the Diamond and extensions to existing employment areas will also help to increase the range of opportunities. There is potential, as is being explored in Manor Royal at Crawley, in the corridor between Gatwick Airport and Redhill, and in town centres, to regenerate existing employment areas, creating business environments attractive to a range of knowledge based companies. This will, however, require a

strong policy-led approach if, at least in the short term, a stronger demand comes from business based around warehousing or distribution.

Towns and Villages

Although Crawley is the largest settlement, the Diamond lacks a single town centre that can compete effectively with places such as Croydon, Brighton, Kingston, Bluewater and Guildford, particularly in terms of retailing. Crawley is best positioned to fulfil that role and enable local people to access the quality of shopping and services available in other parts of the South East. A change in Crawley's role, as shown in the commitment to the proposed 'Town Centre North' development, has been planned for some time, and remains the preferred approach. The scale of growth should not, however, be such as to prevent other town centres continuing to play an effective role for their local communities.

Skills

The development of a knowledge based economy is dependent on the availability within the community of the skills needed for this type of work. Whilst across most of the Diamond, skill levels are at or above the national average, they are lower within parts of Crawley. Improving skills levels has already been recognised as a major issues by the Gatwick Diamond Initiative. The ambition is to secure a university centre to act as a catalyst for change, raise aspirations and enable people to develop the skills needed in a changing economy. With the constraints on Government expenditure, whilst this may remain a long term aim, the strategic direction may need to focus on shorter term initiatives to strengthen the pathways into higher education and to secure a university presence through the collaboration of existing institutions rather than as a stand-alone campus.

Transport and Communications

Gatwick Airport is and will remain a key driver for the local economy. Growth at Gatwick, within its current configuration as a single runway two terminal airport, has been and will continue to be supported, subject to the ongoing implementation of measures to mitigate the impact of the airport. The Gatwick Diamond Initiative has a longer-term aspiration to improve the business passenger model at the Airport, both in terms of quality and convenience and, to the extent that this can be influenced, the destinations served, now and in the future.

Alongside the growth of the airport, there will need to be measures to contain its environmental impacts and protect the wider living and working environment of the Gatwick Diamond. A legal agreement is already in place to secure a range of environmental and transport initiatives as the airport grows to 40 million passengers per annum (mppa) and the Airport is committed to reviewing that agreement as that level of throughput is reached.

Corporate Plan

Crawley's current Corporate Plan, sets the five-year priorities for the council over the period 2010 – 2015. The Plan identifies the following four themes:

- prosperity
- environment
- community
- value for money.

Within these themes there are 10 priorities for the council:

1. To encourage sustainable local economic growth and employment with a focus on enhancing the potential of our principal business centres – Gatwick Airport, Manor Royal and the town centre. We will also seek out opportunities for drawing new elements into our economy to broaden the contribution to, and potential for,

- Crawley's future prosperity. These actions will be supported by efforts to raise the aspirations and skills of local people and nurture an enterprise culture.
2. To identify additional financial resources and to improve the delivery of our capital investment in Crawley. This will include reducing the likelihood of flooding; completing the 'decent homes' works to improve the quality of the council's own housing and delivering a new museum that celebrates our heritage.
 3. To create a confident and self-reliant community capable of championing neighbourhood issues that embrace pride of place. To build trust and respect throughout our increasingly diverse community, and to develop a clearer sense of local identity.
 4. To reduce crime, disorder and anti-social behaviour and to build greater public confidence in our ability to deliver this reduction with our partners.
 5. To work with partners to improve the health and well-being of our community in a way that focuses on reducing health inequalities and recognises the needs of the increasingly elderly population.
 6. To maintain the high quality leisure, cultural and sport facilities and activities that enhances residents' quality of life.
 7. To enhance the quality of the built and natural environment and meet Crawley's housing needs and aspirations.
 8. To protect and enhance our environment by reducing the council's and the town's carbon footprint. Key actions will include minimising waste and improving recycling rates and keeping the streets, parks and other public open spaces clean and attractive.
 9. To deliver high quality services at the lowest possible cost to our residents.
 10. To deliver a budget strategy that directs financial resources to priorities, balances the revenue budget with no reliance on reserves, frees up investment income for capital investment and minimises the burden on the council taxpayer.

Crawley Economic Plan

Crawley's Economic Plan (2011-16): "In Support of Prosperity" has been adopted by the council, setting out the council's vision, role and purpose to support the local economy. It is intended to be a short-term plan, focused on the next few years, with a range of priority areas and activities which the council has a role in delivering.

The Economic Plan confirms the pro-business, pro-activity and pro-jobs approach of the Council, and sets the following priorities:

1. Maximise the performance of the town's existing core commercial areas:
 - (a) Revitalise the town centre
 - (b) Enhance Manor Royal Business District
 - (c) Support the development of a sustainable Gatwick
2. Encourage new business and local supply chain opportunities.
3. Contribute to the development of skilled and enterprising people and businesses
4. Support housing supply and sustainable transport improvements
5. Develop an economy noted for its environmental excellence.

Neighbourhood Plans

Currently there are no neighbourhood plans within the borough, but the council are working closely with neighbourhood forums and other groups, and are offering support if any wish to bring forward a neighbourhood plan.

Carbon Neutral Commitment

The Crawley Carbon and Waste Reduction Strategy (adopted 2012) aims to make Crawley carbon neutral and zero waste by 2050, by focusing on the council:

- being a role model for sustainability within its own buildings and in its service delivery; and
- working in partnership to help residents and other organisations to limit their own carbon emissions and waste.

The key strategic objectives and aims which are related to the planning system and the priorities and policies in the Local Plan are as follows:

- Low carbon, decentralised energy network for the Town:
 - work in partnership with energy service companies, property owners and other partners with the aim of delivering combined heat and power schemes where possible.
- Promote sustainable housing and transport within Crawley:
 - Investigate Green Deal opportunities, in partnership with West Sussex County Council
 - Set an example with our own social housing stock
 - Significantly increase the number of residents cycling

Crawley Borough Council Asset Management Strategies

These are currently in the process of being updated.

Local Plan Objectives

To ensure the Local Plan delivers the spatial elements which make up the Crawley 2029 Vision and support the council and its partners in the delivery of their objectives to facilitate the delivery of the Crawley 2029 Vision, the Local Plan will seek to address the following objectives through the policies set out within the Plan:

Objective 1: To make Crawley an attractive town where people will want to live, work and spend their leisure time supported by well designed neighbourhoods, strengthened employment areas and a vibrant and attractive town centre and neighbourhood centres.

- Implemented through all policies in the Local Plan.

Objective 2: To reinforce Crawley's role as a competitive regional shopping destination by delivering a significant expansion in the range and quality of retail and other town centre priorities through encouraging step-change retail offer in the town centre core.

- Primarily implemented through Local Plan policies STRAT2, EC1, EC2, EC3, EC4 and EC5.

Objective 3: To reduce crime and fear of crime in Crawley through protecting and improving community safety in the borough.

- Primarily implemented through Local Plan policies CH2 and CH3.

Objective 4: 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.

- Primarily implemented through Local Plan policies STRAT1, STRAT4, CH1, CH2, CH3, CH4, CH5, CH6, CH7, CH8, CH9, CH10, CH11, CH12, ENV8, ENV9, ENV10 and ENV11.

Objective 5: To meet as much of the agreed housing need as possible within the borough boundary, in light of constraints; by supporting the delivery of 240 no. homes each year from 2014 to 2029.

- Primarily implemented through Local Plan policies STRAT1, STRAT3, CH5, H1, H2, H3, H4, H5 and H6.

Objective 6: To provide a good choice of well designed housing in terms of tenure, type, size and location.

- Primarily implemented through Local Plan policies STRAT3, CH2, CH6, H1, H2, H3, H4, H5 and H6.

Objective 7: To ensure that x% of new housing development is affordable.

- Primarily implemented through Local Plan policy H4.

Objective 8: To improve the business offer and to maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.

- Primarily implemented through Local Plan policies STRAT1, STRAT2, EC1, EC2, EC3, EC4, EC5, EC6, EC7, EC8, EC9 and EC10.

Objective 9: To support Gatwick Airport to maximise its potential as a 1-runway, 2-terminal airport; increasing passenger throughput up to 45 million passengers per annum subject to satisfactory legal agreements.

- Primarily implemented through Local Plan policies GAT1, GAT2, GAT3, and GAT4.

Objective 10: To ensure the protection and enhancement of valued open spaces.

- Primarily implemented through Local Plan policies STRAT4, CH1, CH2, CH3, CH4, CH11, ENV11, ENV12, and ENV13.

Objective 11: To facilitate and support the provision of new leisure facilities.

- Primarily implemented through Local Plan policies STRAT1, STRAT2, EC3, EC4, EC8, ENV13, IN1 and IN5.

Objective 12: To facilitate and support the provision of new cultural facilities.

- Primarily implemented through Local Plan policies STRAT1, STRAT2, EC2, EC3, IN1, and IN5.

Objective 13: To ensure the provision of sufficient infrastructure to meet the requirements of the borough.

- Primarily implemented through Local Plan policies IN1, IN2, IN3, IN4, IN5 and IN6.

Objective 14: To support the provision of quality education – including supporting and facilitating, where appropriate, improving skills levels.

- Primarily implemented through Local Plan policies IN1 and IN5.

Objective 15: To promote healthy, active, cohesive and socially sustainable communities.

- Primarily implemented through Local Plan policies ENV11, ENV13, IN1, and IN5.

Objective 16: To work towards ensuring Crawley is a Carbon Neutral town by 2050.

- Primarily implemented through Local Plan policies STRAT1, ENV1, ENV2, ENV3, IN3 and IN6.

Objective 17: To ensure new developments will be of high quality and sustainable design and construction in line with national standards; with new buildings being built to a high energy efficiency standard to ensure warmth continues to be affordable to all residents and meet the challenges to work towards becoming Carbon Neutral.

- Primarily implemented through Local Plan policies CH3, ENV1, ENV2, ENV3, and ENV6.

Objective 18: To ensure all businesses have access to good quality technological connections.

- Primarily implemented through Local Plan policy IN1 and IN2.

Objective 19: 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.

- Primarily implemented through Local Plan policies STRAT1, IN3, IN6 and GAT3.

Objective 20: To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough.

- Primarily implemented through Local Plan policies STRAT4, CH2, CH3, CH4, CH11, CH12, ENV11, ENV12, and ENV13.

Objective 21: 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.

- Primarily implemented through Local Plan policies CH3, ENV1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV11, and ENV12.

The monitoring mechanisms associated with each objective are set out in the Monitoring and Implementation section towards the end of this preferred strategy Local Plan, and a table highlighting the interaction of the Local Plan objectives with the wider planning policy context is set out in Appendix D.

Consultation Feedback: Vision & Development Strategy

Responses to the public consultation confirmed that Crawley's location was valued and it was complimented for its good road, rail and air link, making it an easy and convenient place in which to live and work. Not only are these links seen as advantageous in terms of making London, the coast and other parts of the world easily accessed; Crawley's location is also praised for being close to the open countryside.

It is also seen as a very compact town (with the associated convenience bonuses this brings); with a range of excellent leisure facilities, both in terms of the built offer and valued green open spaces, on the doorstep. Neighbourhood shops and the town

centre shopping are valued, along with its community infrastructure. It is seen as a progressive town; a place which is willing to move forward.

Many of the issues of concern about Crawley as a town now, are reflected in the improvements that people would like to see in the future, including those relating to mitigation against constraints in the transport and community infrastructure services, improvements to architecture and design, and improving the perceptions of Crawley by those living outside. Respondents were more likely to think that Crawley should offer something different to other towns in the area; acknowledging that Crawley is already different to neighbouring towns, with a demographic make up which makes it so, and it was therefore important for it to retain that difference and use it to its advantage.

Improvements to making the town more environmentally-friendly, included suggestions to remove cars from the town centre, more cycle and pedestrian routes, greater use of solar energy and incentives for businesses with lower carbon footprints.

Residents broadly accepted the need for providing more housing, issues of precisely how much housing generated a range of views. Overall, the largest support was for smaller, family accommodation, particularly for medium-sized semi-detached and terraced housing. Views on flatted schemes were mixed; reflecting the conflicts between the perception that these schemes might foster social problems and appreciation of the need to meet housing need and constraints on land supply. This was generally reconciled with an indication of support for increasing residential development in the town centre which was considered suitable for flats in particular.

Clear messages confirmed the value placed on green space is considerable whether or not it is used actively. Just having the space is of value to residents, as evidenced by the many comments made by the residents across the borough, irrespective of the neighbourhoods in which they lived.

Strategic Principles & Policies

Sustainable Development

The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development¹⁰, and sets out the planning system's role to supporting the three dimensions to sustainable development:

- **An economic role:** contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **A social role:** supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role:** contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use

¹⁰ National Planning Policy Framework, paragraph 6. (DCLG, 2012)

natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Taken as a whole, the principles and policies set out in this Local Plan for Crawley will deliver the sustainable development of the town and will guide development proposals to meet the long-term vision as well as maximising short-term benefits. To ensure this is the case the following strategic policy provides the overarching principles on meeting the presumption in favour of sustainable development.

Policy STRAT1: Presumption in Favour of Sustainable Development

When considering development proposals the council will take a positive approach to approving development which is sustainable.

The council will work proactively with applicants and other partners to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of Crawley and the Gatwick sub region.

Planning applications that accord with the policies in this Local Plan will be approved, unless material considerations indicate otherwise.

Plan for Growth

The NPPF requires the Local Plan to set a strong vision for the local economy, doing all it can to support economic growth. Fundamental to this objective is the need for a town centre first approach to key sectors such as retail, leisure and office to ensure their ongoing vitality of the town centre. More generally, economic growth should not be over-burdened with the cumulative requirements of planning policy.

Applying these broad principles to Crawley presents challenges because the borough has a limited supply of developable land in which to support town centre redevelopment ambitions, the strengthening of Manor Royal and the continuation of Gatwick Airport's operation, all drivers of the local and sub-regional economy. Work with the wider Gatwick Diamond sub-region has underpinned an approach that aims to accommodate all forms of economic growth within a spatial framework directing certain use-classes to defined areas of the borough.

Policy STRAT2: Economic Growth

Development proposals that enhance the economic role of Crawley within the main sub region will be permitted. The council will proactively encourage development in the main employment locations that are sustainable and appropriate.

New development should improve the quality of the business offer in a manner that is compatible with the nature, form and character of the town.

Contributing to meeting housing needs across the North West Sussex Housing Market Area

National guidance confirms that local planning authorities should use evidence base to ensure their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the wider national policies.

Due to its New Town history Crawley provides a critical role in the North West Sussex housing market area – offering a substantial supply of affordable, well-designed, family accommodation. In comparison to the other districts within the Housing Market Area, Crawley has a housing mix more skewed towards smaller and cheaper housing, but with a high proportion of 3-bed properties associated with the New Town housing stock. It also has higher levels of social tenure, in contrast to other parts of the housing market.

The 'Crawley-Gatwick' sub-region, as defined by wider research carried out across the south-east¹¹, overlaps strongly with the Crawley Travel to Work Area and is characterised by a high level of self containment. It overlaps with the Brighton and Sussex Coast area to the south, South London and adjacent areas to the north of the North Downs, and the Guilford/Woking sub-region to the West. In particular for Crawley it is acknowledged that there is some overlap between Mole Valley, Reigate and Banstead and Tandridge with the Crawley-Gatwick Housing Market¹².

Crawley is a compact borough, with developable land further constrained by the airport to the north of the borough. The town's unique history as a twentieth century new town means the area was comprehensively planned and built out on a neighbourhood basis. A further neighbourhood was added in the 1990s, and the final neighbourhood, located to the North East of the built up area, has received outline planning permission and is progressing towards provision in the region of 1,900 dwellings along with neighbourhood community facilities. In addition to these neighbourhood scale developments filling in the remaining large tracts of unconstrained land within the borough, a further new neighbourhood beyond the borough boundary to the west has already been planned in a Joint Area Action Plan with Horsham District Council, and has planning permission.

The exception to this is the potential opportunities which may be found for higher density schemes within a greater mixed use town centre. However, deliverability and viability constraints hinder any contribution this may make within the early plan period.

It is therefore recognised that continued cross-boundary working to understand the nature of the wider housing market area is essential to ensure housing needs are being met in an appropriate and functional manner. This is already a long-established means of working, initially through the West Sussex Structure Plan, and more recently with numerous joint evidence base documents (including the joint Strategic Housing Market Area Assessment with Mid Sussex and Horsham District Councils), a joint Development Plan Document for the West of Bewbush neighbourhood (with Horsham District Council), and the Gatwick Diamond Local Strategic Statement and Memorandum of Understanding.

¹¹ Identifying the Local Housing Markets of South East England (2004) DTZ Pbeda Consulting on behalf of South East Regional Assembly and Homes and Communities Agency

¹² North West Sussex Strategic Housing Market Assessment (2009) GVA Grimley

Policy STRAT3: Meeting Housing Needs across the Housing Market Area

The council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods.

All reasonable opportunities will be considered including: brownfield sites; identified surplus green space; town centre living; and opportunities on the edge of Crawley.

Compact Town, Character and Green Infrastructure

The key environmental aims of the Crawley preferred strategy Local Plan are:

- To ensure Crawley is able to adapt to the challenges of a changing climate and new development supports the transition to a low carbon economy.
- To increase biodiversity and the range of natural habitats;
- To protect valuable urban open space for recreation and amenity;
- To protect and enhance the value of the Borough's conservation sites and other natural assets and to improve education, interpretation and public access;
- To ensure all new development respects the distinctive quality of Crawley's built and natural environment and is of a high standard of design;
- To ensure that new development and change within the neighbourhoods maintains the neighbourhood structure of the town and respects neighbourhood principles;
- To improve the environment of the neighbourhood centres and residential areas, including underused and unattractive areas of the town, and to reduce crime, the fear of crime and anti-social behaviour, and helping to secure an environment in which everyone has the freedom to go safely about their daily lives.
- To ensure that new and existing developments, in particular those related to the evening economy, take account of community safety with regard to their location, land use mix and design and are operated in ways that improve community safety, amenity and the public realm;
- To maintain the existing character of the residential neighbourhoods;
- To encourage development which meets the needs of neighbourhood residents in sustainable locations within the neighbourhood and to protect and enhance the vitality and viability of the neighbourhood centres; and

Policy STRAT4: Compact Town, Character and Green Infrastructure

Development will be supported where it meets the following strategic objectives:

1. Progress towards Crawley's commitment to being carbon neutral by 2050 and adapts to climate change;
2. Complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle;
3. Protects, enhances and creates opportunities for Crawley's unique Green Infrastructure;
4. Provides a safe and secure environment; and
5. Does not conflict with other policies and objectives set out in this Plan.

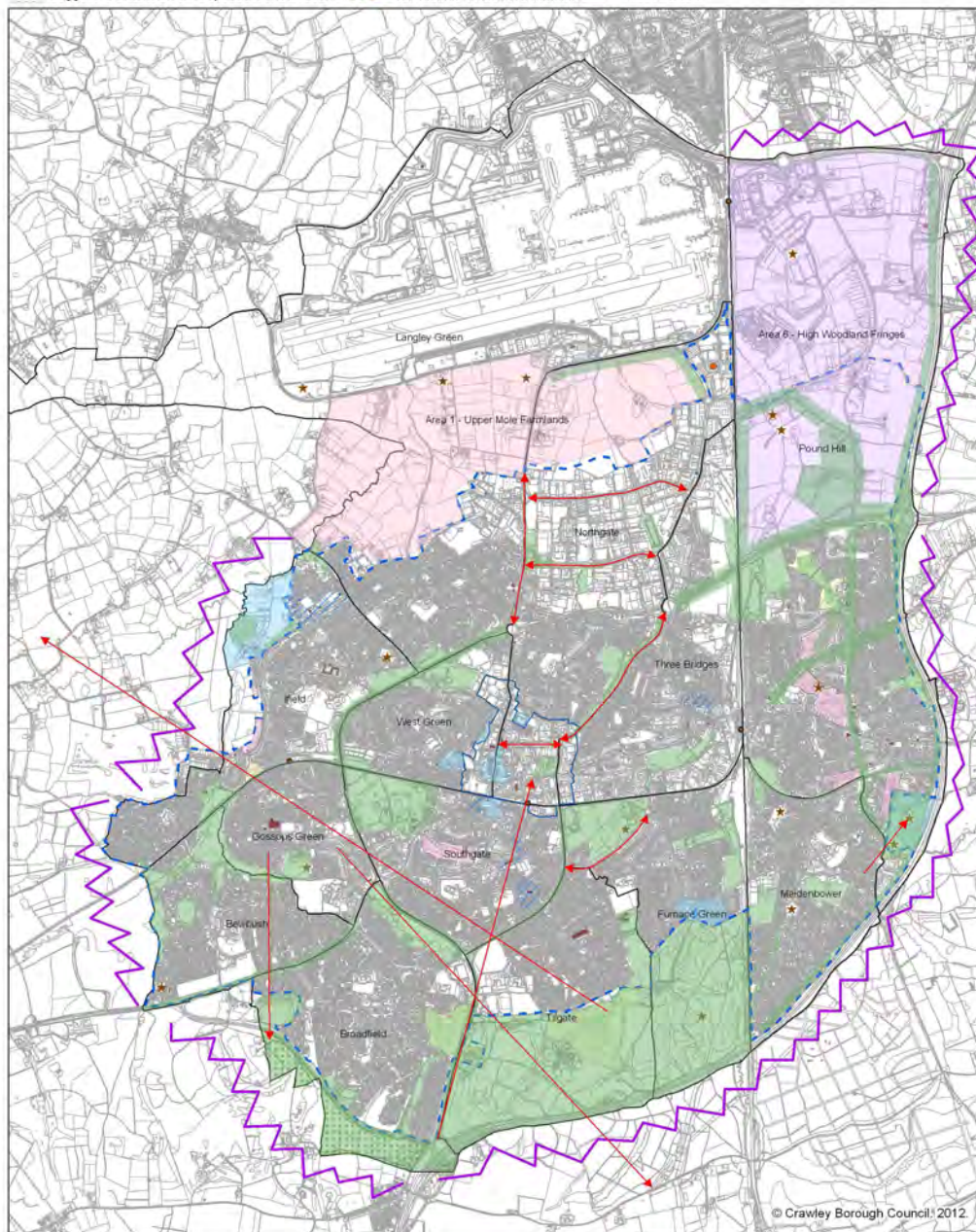
PART 2

A LOCAL PLAN: 2014-2029

Character Map

1:30,000

- | | | | |
|---|----------------------------------|--------------------------|--------------------------------|
| Area of Outstanding Natural Beauty | Strategic Views | Listed Buildings | Landscape Character Edges |
| Areas of Special Character | Strategic Views | Locally Listed Buildings | Area 1 - Upper Mole Farmlands |
| Historic Gardens | Strategic Views | Built-Up Area Boundary | Area 6 - High Woodland Fringes |
| Conservation Areas | Strategic Views | Town Centre Boundary | Structural Landscaping |
| Proposed Conservation Area | Archaeologically Sensitive Areas | Train Station | |
| Suggested Extension to Proposed Conservation Area | Scheduled Ancient Monuments | | |



Character

As a progressive town, Crawley will strive to be distinctive from other towns in West Sussex. It will be the premier town between London and the South Coast providing jobs, learning and development opportunities and a leisure and cultural offer that draws visitors from across the South East. As a town within a countryside setting that is very much valued by local people it will be safe and well cared for. The rich heritage which has shaped what the town is today will be respected, protected and enhanced. All people who live here will be proud, confident and self-reliant, working together and with others for the good of the town.

Neighbourhoods will continue to feature in the development of the town, recognising the important role they play in helping shape and develop communities.

Crawley is known chiefly as a New Town, but has, in fact, existed as a settlement for centuries: growing up around the original villages of Crawley, Ifield, and Three Bridges. Being awarded New Town status in 1947 accelerated the town's expansion; and the town has subsequently been planned and developed on a neighbourhood-by-neighbourhood basis, supported by economic growth at Manor Royal and Gatwick Airport.

The neighbourhoods are a key feature of Crawley's character; with each of the town's 13 neighbourhoods having been designed to ensure sufficient facilities and services are in place to support the day-to-day needs of residents. The neighbourhood principle is still relevant today, and two new neighbourhoods have planning permission and are being progressed at Kilnwood Vale to the west of Crawley, and in the area known as the North East Sector.

Many historic elements of the original built environment have been retained as the town has grown. Crawley has 8 Conservation Areas that protect areas of particular historic and architectural interest, 101 Listed Buildings, and 59 Locally Listed Buildings. These elements blend with the original New Town architecture and more modern design to contribute to Crawley's unique character.

The green landscaping in and around the built environment is also a key part of Crawley's New Town character; as is the setting of the town, with a clear distinction between the urban area and countryside providing a sense of place for residents and visitors and ensuring accessible countryside remains within easy reach by foot.

Chapter Content

This chapter sets out draft policies to guide the relationship between development proposals and key elements of Crawley's character.

It covers design criteria expected for all new development, heritage policies and general planning policy considerations for development outside the built up area boundary.

Issues & Options Consultation – What you told us

The neighbourhood principle was considered to represent a key aspect of Crawley's character, and support was expressed for the continuation of the approach as the town develops in the future. The historic environment is felt to perform an important role in defining Crawley's character, and respondents have been clear to emphasise that existing heritage assets and key open spaces should be protected. Support has also been expressed for the promotion of high-quality design, and it was put forward that Building for Life assessments should be undertaken for housing and other new development.

Support was expressed for continuation of the current approach to defining the Built-up Area Boundary, which ensures the retention of the compact, sustainable nature of the town and prevents urban sprawl; although amendments were suggested by developers and landowners to some areas that are currently classed as countryside. To help determine planning applications, it was suggested that the Landscape Character Assessment could be used to replace strategic gap policy which is no longer supported by government guidance. Support was also expressed for policies that would protect and enhance green infrastructure, encourage the protection of long views into the countryside and maintain the quality of Crawley's mature trees.

Moving Forward – The Key Issues

Crawley is a growing town set within a tight administrative boundary, and this presents challenges, not least in terms of finding appropriate sites for the new development and infrastructure that is needed to support the town in the future. With significant development needed over the next 15 years, it is essential that the locally distinctive features that contribute so much to the town's sense of place are recognised, protected and, where possible, enhanced as appropriate. To ensure this, the draft planning policies in this chapter consider the following issues:

Neighbourhoods

The neighbourhoods are a key feature of the planning and development of Crawley and represent a sustainable form of development. The principles contained in the original Crawley Master Plan which underpinned the layout of each successive neighbourhood, continue to reflect Government guidance, particularly with regard to meeting local needs by focusing shops, schools and other community services and facilities in locations accessible by sustainable transport.

Design

Design continues to be an important consideration. The Government, through the NPPF has said that confidence in development has been eroded by the too frequent experience of mediocrity and that standards of design can be so much higher. One of the core land-use planning principles is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important therefore to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Consideration should also be given to the role of structural landscaping and protection of strategic views.

Heritage

As a New Town, much of Crawley's built environment has been constructed over the last 60 years, and many residents particularly value those heritage assets that predate this period. This is reflected in the areas and buildings that are currently afforded protection as Conservation Areas or Listed Buildings. There is, however, increasing recognition of the value of some of the "New Town" buildings that have been built since 1947. Many of these assets are locally distinctive, and therefore it is of importance to have a clear approach for enhancing and protecting them.

Countryside

Crawley's countryside is an extremely valuable asset for the community, which should be conserved and enhanced in a positive way. This must be integrated with the need to achieve the wider vision and objectives, and the local plan will support sustainable development within the countryside.

Local Plan Policies

Neighbourhood Principle

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

Policy CH1: Neighbourhood Principle

The neighbourhoods and their centres will be protected and enhanced by:

- a) maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features. Development within the neighbourhoods should mainly be residential in-keeping with the existing neighbourhood. Mixed use and higher density development may be compatible with the existing structure of the neighbourhood, particularly if it is situated in sustainable locations such as their neighbourhood centres; and
- b) permitting retail, employment, residential and community uses and development within the neighbourhood centres and the town as a whole where these would protect or enhance the vitality and viability of neighbourhood centres and their ability to serve a wide range of the day-to-day needs of their local communities; and
- c) resisting development which would lead to a loss of local facilities and services which help meet the day-to-day needs of residents.

Reasoned Justification

The NPPF places particular onus on the promotion of healthy and inclusive communities. Attention is drawn to the role that planning can play in bringing people

together, promoting sustainable development, and taking an integrated approach to the location of housing, economic uses, and community services and facilities¹³. The neighbourhood principle continues to represent the most sustainable approach to meeting these objectives, and the continuation of the approach has been strongly supported during Issues and Options consultation.

Therefore, it is proposed that the role of the neighbourhood centres will be protected and enhanced. Uses which meet the day-to-day needs of residents and generate local trips, including shops, community uses, small employment premises and schools, are found in locations which are most accessible by foot, cycle and public transport. The proximity and mix of uses and the ease of accessibility also contributes to the character of the centres by creating a focus of activity.

New development will be used in particular centres to achieve environmental and regeneration objectives. All new development, including replacement shopfronts, should be of high quality to improve the attractiveness of the centre and neighbourhood and to reinforce the impact of improvement initiatives.

Key Urban Design Principles

Successful places share a number of characteristics based upon key urban design objectives or principles. The borough council will use these principles as part of its consideration of a wide range of development proposals whether the schemes are strategic, creating new streets and spaces, or smaller but affecting an existing place, for example by providing natural surveillance over an unsupervised path. New development can influence whether successful places are created, retained or enhanced.

Policy CH2: Urban Design Objectives

To assist in the creation, retention or enhancement of successful places in Crawley, applicants should demonstrate how their proposals would promote the following principles of good urban design:

- a) responding to and reinforcing locally distinctive patterns of development and landscape character and protecting and enhancing heritage assets;
- b) creating continuous street frontages and streets and spaces enclosed by development which clearly defines private and public areas;
- c) creating public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people;
- d) making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport;
- e) providing recognisable routes, intersections and landmarks to help people find their way around;

¹³ Paragraphs 69 and 70, National Planning Policy Framework (2012) CLG

- f) delivering development that can respond to changing social, technological and economic conditions; and
- g) providing diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

Reasoned Justification

National guidance attaches strong importance to the design of the built environment as a key contributor to achieving sustainable development. Local Plans are required to develop policies that clearly set out the quality of development that will be expected in an area, based on an understanding and evaluation of the characteristics that define its sense of place.

In 2010, the borough council completed a broad character assessment of the town and this should be considered to inform the design of development proposals. The assessment identified broad character areas and positive features that should be protected and enhanced, including its green setting and the quality of particular buildings and views. The assessment used key urban design principles to assess the quality of areas drawn from the DETR publication "By Design – Urban Design and the Planning System". One of the objectives of "By Design" is to remind all those involved in the development process about what should be sought in order to create successful places.

The Normal Requirements of All New Development

An attractive and well-planned environment can contribute to well-being and attract investment to the borough. New developments should therefore be of a high quality to protect and enhance the distinctive character of the town and create successful new streets and spaces. In determining whether a development proposal is of a high standard of design, there should be careful consideration of how the scheme would look, how it would work in practice and whether it is built to last, for example in terms of the choice of materials.

Policy CH3: Normal Requirements of All New Development

All proposals for new development in Crawley will be required to:

- a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context and demonstrate how attractive or important features which make a positive contribution to the area including views, landmarks, footpaths and rights of way, trees, green spaces, hedges, and other historic landscape features or nature conservation assets, walls and buildings would be integrated, protected and enhanced;
- b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Proposals must be supported by future management and maintenance plans for all hard and soft landscaping and public realm areas within the development site, which must be agreed to the satisfaction of the Local Authority, and which will ensure all

such areas are continually well-maintained to at least the Local Authority standards unless otherwise agreed. Developers of major schemes should provide public art as an integral part of their proposals, either on or near to the site and commensurate to the size and visual impact of the development;

- c) Provide a good standard of amenity for all existing and future occupants of land and buildings;
- d) Not cause unreasonable harm by way of overlooking, dominance or overshadowing, traffic generation and general activity;
- e) Adhere to supplementary planning guidance produced by the council including conservation area appraisals, advice on signs and advertisements and internal and external space standards for new dwellings, as set out in Policy CH6;
- f) Allow sufficient space for trees to reach maturity; for there to be sufficient space in private gardens that would not be overshadowed by tree canopies; and to ensure that rooms within buildings would receive adequate daylight. Where trees would be lost, new development schemes should where appropriate provide two native, broadleaf trees for each tree that would be removed;
- g) Demonstrate how “Secure by Design” principles and guidance set out in “Secured by Design” design guide have been incorporated to reduce crime, the fear of crime, anti-social behaviour and disorder. For all development, the potential impact on community safety must be carefully considered at the earliest opportunity to ensure that measures are integrated into proposals without compromising other objectives;
- h) Meet the requirements necessary for its safe and proper use, in particular with regard to access, circulation and manoeuvring, vehicle and cycle parking, loading and unloading, and the storage and collection of waste and recycling; and
- i) In respect of residential schemes, demonstrate how the Building for Life 12 criteria for the evaluation of the design quality of residential proposals have been taken into account.

Reasoned Justification

The council places particular emphasis on the need for all new developments, whether on sites with designated features or not, to be of high quality and to protect and enhance the distinctive character and important cultural heritage of the town. Existing assets and their settings should be preserved and where possible enhanced.

Many of the decisions that influence design quality are taken at early feasibility stage. ‘Building for Life 12’ (2012) has been developed by CABE at the Design Council, Design for Homes and the Home Builders Federation as a tool to evaluate housing proposals. Building for Life uses 12 criteria, grouped into three categories – ‘Integrating into the neighbourhood’, ‘Creating a place’ and ‘Street and home’, to assist in the design process by highlighting where good practice can be applied. The council will also encourage design reviews, where appropriate, undertaken by The South East Regional Design Panel or another suitable body. The council will continue to prepare supplementary planning documents and encourage pre-submission discussions.

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

The policy seeks to ensure that development schemes identify and take account of existing landscape assets that are a positive element of the character of the town, and that landscape proposals are not dealt with as an afterthought but are progressed as an integral part of the design of the scheme. All new proposals should be mindful of the long-term future management and maintenance requirements for the development scheme and address responsibilities for this as part of any planning application. To ensure high quality public realm across the borough, irrespective of the intended management responsibility, all sites should meet standards set by the Local Authority for the purposes of their adoption as part of its amenity maintenance role. Local Authority standards will be provided to support development schemes and preparation of management and maintenance plans. The policy should help to ensure that tree losses through development are mitigated through new planting and that retained trees are not removed due to shading or proximity to buildings.

Public art can highlight what is special or locally distinctive about an area and create cultural assets that help in the creation of interesting streets and spaces, which can add to the enjoyment of an area or help people to navigate. Attractive streets and spaces can encourage other forms of investment and patronage by customers.

Local Plan Policy IN2 provides further advice on sustainable transport requirements for new development.

Structural Landscaping

Crawley's green setting; including its large parks, open space, woodland corridors, trees, wide verges, lakes and water courses, remnant moats, and estate gardens provide a distinctive and characterful quality to the town. Areas of soft landscape can also form part of the structure of the borough or act as a visual buffer, perhaps shielding unattractive areas from view or softening the impact of major roads. New development proposals should identify and protect existing assets and exploit opportunities that will enhance the landscape quality of the area.

Policy CH4: Structural Landscaping

Where areas of soft landscape make a particularly important contribution in terms of character and appearance, structure, screening or softening, these will be identified on the Proposals Map and development schemes will be required to protect and enhance these areas.

Where a lack of structural landscaping can be identified as a negative factor in the attractiveness of an area, opportunities will be sought to enhance existing green

spaces as part of new development proposals or through the use of Community Infrastructure Levy contributions.

Reasoned Justification

The policy seeks to ensure that development schemes identify and take account of existing landscape assets, which are a positive element of the character of the town. The policy also seeks to ensure that landscape proposals are not dealt with as an afterthought but are progressed as an integral part of the design of the scheme, incorporating opportunities for improvements.

Comprehensive Development

It is important that land that is suitable for development is used efficiently, particularly given the limited extent of the borough and the constraints upon development which affect many areas.

Policy CH5: Comprehensive Development

Planning permission will not be granted for development which unduly restricts the development potential of adjoining land or which prejudices the proper planning and phasing of development over a wider area.

Reasoned Justification

A comprehensive approach can be more efficient and reduce the impact of development, ensuring that land that has a reasonable prospect of being developed is not prejudiced or restricted.

Standards for New Housing Development

Crawley has a reputation for providing good standard housing. This contributes to residents' quality of life and also to the character and identity of the town.

Inadequate standards of accommodation in terms of size, layout and design make it difficult for occupants of housing to undertake their day-to-day living activities safely, comfortably and efficiently and can cause problems for neighbours through disturbance and lack of privacy.

Policy CH6: Standards for New Housing Development

All new housing developments must create a safe, attractive and sustainable living environment and provide appropriate standards of residential amenities. To ensure this is maintained the minimum size for each dwelling should be based on the following standards (net size). Within the Town Centre Boundary, the council will seek to be flexible regarding the application of these standards due to the more urban character of the area.

Internal Space Standards						
Dwelling Type	Number of Bed Spaces					
	1	2	3	4	5	6
Single-storey dwellings	33m ²	48m ²	60m ²	72m ²	80m ²	88m ²
Two-storey dwellings	38m ²	53m ²	65m ²	77m ²	85m ²	93m ²
Three-storey dwellings (excl. built-in garages)					90m ²	98m ²
External Private Amenity Space Standards						
Dwelling with 1 or 2 bed spaces					45m ²	
Dwelling with 3 bed spaces					60m ²	
Dwelling with 4 bed spaces					75m ²	
Dwelling with 5 or 6 bed spaces					90m ²	
For each additional bed space					+5m ²	
For flatted developments, a useable private or semi-private space should be provided for residents, particularly where dwellings with 2 or more bedrooms are proposed as these could accommodate small families.						

Reasoned Justification

Similar standards to those contained in Policy CH6 have been successfully applied to all new housing development in the borough over the last twenty years. Developers in general have understood and appreciated the reasons for the standards.

The minimum size for each dwelling is net space including the area enclosed by unfinished faces of walls of dwellings including space taken by stairs, general storage space, partitions, chimney breasts, flues etc. but excluding garages, dustbin, fuel and bicycle stores, balconies, porches and lobbies open to the air, any room with ceilings less than 1.5 metres high and any area intended to function as an access way.

Further advice regarding basic accommodation requirements and private amenity space requirements will be provided by supplementary planning guidance.

Employment Development Adjacent to Residential Areas

In some sensitive locations, such as in or near to a conservation area or residential area, some employment uses may be incompatible with the surrounding areas. In these circumstances the affect to the amenity of the residential area must be taken into consideration.

Policy CH7: Employment Development adjacent to Residential Areas

Proposals for the development, redevelopment or change of use of sites for new employment generating development adjacent to residential areas will be permitted where there is no adverse harm to local amenity or function of the surrounding area.

Reasoned Justification

Most existing employment areas are suitable for a range of employment generating uses (subject to the policies set out in the Economic Growth chapter and other policies in this Local Plan). However, there may be uses which might give rise to

problems for adjacent housing areas. In these locations, it will be necessary for any development proposal to ensure such sensitive areas and the amenity of local residents has been fully addressed.

National Heritage Assets

As a New Town, the majority of Crawley has developed since 1947. However, having been built up around the 3 original settlements of Ifield, Three Bridges and Crawley, there are many older individual buildings and areas within the borough which contribute to the town's unique character.

The council has committed to bringing forward heritage as a key corporate priority and adopted a Heritage Strategy in 2008. It is therefore a key priority for development to ensure that it respects all aspects of the town's social built and natural heritage. The policies set out below intend to bring together a number of separate but interrelated national and local designations to protect and enhance the borough's historic built environment and assets. They are clear that heritage makes a positive contribution to the local character and helps define what makes Crawley distinctive.

Policy CH8: National Heritage Designations

CH8 Part A: Conservation Areas

In Conservation Areas development will not be permitted if it will, individually or cumulatively, result in adverse changes to the character and appearance of the area or lead to the loss of significant features.

Development proposed within Conservation Areas will need to demonstrate consideration has been given to all of the following criteria. Development should:

- i) respect the protected area and recognise the identifiable, distinctive and cohesive character of the area;
- ii) respect any historic landscape features which affect the character of the place, such as banks created by drover's roads;
- iii) maintain the area's landscape value with regards to mature trees, hedges and public green spaces such as grass verges;
- iv) respect and enhance the character of lower density developments with spacious landscaped settings. This includes where the landscape dominates the buildings, the significant gaps between the buildings, the set back from the street, as well as any large gardens, mature trees, hedges and green verges; and
- v) retain the area's architectural quality.

The council will also assess the merit of designating new Conservation Areas in consultation with local residents and will define the characteristics that warrant this level of protection.

CH8 Part B: Listed Buildings

To recognise the value of listed buildings within Crawley, the council will ensure that any proposed extensions, alterations (including shop fronts and advertisements) and changes of use, will be consistent with the character, appearance and heritage value of any statutory listed building, in line with the PPS5 Practice Guide.

Any material, illumination or alteration to features must be consistent and respect the design and character of the building. A heritage statement is required to be submitted demonstrating how proposals will protect the value of the listed building, its setting, and its key features, as identified on the council's Listed Building List.

Demolition will only be acceptable in exceptional circumstance, where the building cannot be retained, either in its entirety or in part and the building has been recorded. Any new development must have regard to the original building and demonstrate a significant benefit that can not have facilitated the retention of the building.

Reasoned Justification

National Planning guidance requires Local Planning Authorities to conserve heritage assets in a manner appropriate to their significance. Heritage assets are important in their own right, and Issues and Options consultation has shown that their intrinsic worth is widely valued by the local community.

Crawley has 3 Grade I; 12 Grade II; and 85 Grade II Listed Buildings. Listed Buildings in Crawley date from the 10th Century: with the Saxon St. Nicholas' Church, Worth, Pound Hill, to the 20th Century: including The Beehive (1934-6) and St. Friary Church of St. Francis and St. Anthony (1958-9). All have unique character and importance to the town. Their protection from inappropriate development is therefore important. All new development must be supported by a heritage statement that addresses how it has considered the heritage value of the site and its surrounds.*

To help inform the council's heritage policy approach, the Crawley Areas of Special Environmental Quality and Locally Listed Buildings Heritage Assessment (April 2010) undertakes a comprehensive assessment of the town's heritage assets to review the status of current conservation area, ASEQ', Listed Building and Locally Listed Building designations. Its findings form a key aspect of the Local Plan evidence base, and its findings in addition to other relevant policy documentation, should be considered in the application of heritage policies.

Local Heritage Assets

Following adoption of the Heritage Strategy in 2008 considerable work has been undertaken to identify and protect the locally distinctive built and natural heritage assets in the Borough, particularly in the New Town context. The Heritage Strategy also highlights the importance of the social heritage of Crawley, linking into residents' experiences of living and working in the town as well as their relationship to the built and natural environment and how this has evolved over time.

Policy CH9: Local Heritage Designations

In the following areas, additional considerations are relevant:

CH9 Part A: Areas of Special Local Character

The council will ensure that development has regard to the character and appearance of Areas of Special Local Character and is appropriate with regards to its scale, design and massing, and in terms of its impact on the locality, its surrounds and vistas.

Development must have regard to the reasons why the area is locally designated and should result in a positive contribution to the area. Demonstration of how this is achieved should be set out in a heritage assessment that supports any planning application (for further information about the locally distinctiveness see emerging SPD and local list).

CH9 Part B: Locally Listed Buildings

The council will seek to secure the retention of all the buildings included on the Crawley Borough Local Building List. Planning permission may be refused for proposals that will lead to the demolition of such a building, cause the removal of features of interest, or detract from the character or setting of the building.

Having full regard to the Local List, development proposals for alterations, extensions and changes of use must demonstrate that proposals take account of the following criteria:

- i) The Historic interest of the building.
- ii) The Architectural interest of the building.
- iii) The Townscape value of the building.
- iv) The Communal value of the building and its surroundings.

Demolition of a locally listed building will be refused. In exceptional circumstances demolition may be acceptable if the development proposals:

- a) reflect or retain any key features of the original building;
- b) replace the development with something that significantly outweighs the retention of the original building with regard to social economic and environmental benefit to the wider area;
- c) records the background, evolution and merits of the original building appropriately in consultation with the Local Authority;

The council will also assess the merit of designating new locally listed buildings in consultation with local residents and will define the characteristics of the buildings that warrant this level of protection.

Reasoned Justification

The Crawley Areas of Special Environmental Quality and Locally Listed Buildings Heritage Assessment (April 2010) provides a robust approach to local heritage.

Areas of Special Local Character (ASLCs)

The study has reviewed the existing Areas of Special Environmental Quality designations and boundaries, outlining that these areas should more appropriately be referred to as Areas of Special Character (ASCs). The borough council has adopted and renamed the ASC's as Areas of Special Local Character (ASLCs) as they are a local designation specific to Crawley and so are not described in national planning policy guidance, although other local authorities have similar designations. Whereas areas of historic interest, architectural interest or with interesting urban planning/townscape should be designated as conservation areas, ASLCs are considered to be low density residential areas with a special landscape setting.

Locally Listed Buildings

National planning guidance states that while the best examples of local vernacular building types will normally be listed, there are many other buildings which are valued for their contribution to the local scene or for local historical associations. It suggests that local planning authorities draw up lists of locally important buildings and formulate policies for their protection.

Historic Parks and Gardens and other Heritage Assets

Crawley currently has 6 areas locally designated as a Historic Park or Garden. These sites are worthy of protection for their historic interest, particularly as they were important features of the area before the development of the New Town, and because they are now attractive landscaped areas which are locally valued, adding to the local character of Crawley. The council is currently in the process of reviewing and developing the evidence base for Crawley's Parks and Gardens to gain a greater understanding of their value and to guide applicants when preparing a heritage statement.

Policy CH10: Historic Parks and Gardens and other Heritage Assets

CH10 Part A: Historic Parks and Gardens

The council will resist development that has a negative impact upon the historic setting and character of the historic parks and gardens within the borough.

All development proposals within the boundaries of the Historic Parks and Gardens as identified on the Local Plan proposals map will be required to demonstrate, through a heritage statement, that the proposals have regard to the designation, character and setting of the area and that proposals positively enhance the area through their proposals. Any proposals that do not have regard to the character or setting of the areas will be refused.

CH10 Part B: Other Heritage Assets

Applicants will also be expected to identify if their proposals will have an impact on other heritage assets such as archaeologically sensitive areas, historic parkland and scheduled ancient monuments, beyond those covered above, and proposals for development in these areas must indicate appropriate mitigation and/or avoidance measures that have been considered as part of the proposals.

Reasoned Justification

Whilst Crawley does not have any Parks and Gardens of Special Historic Interest that are designated as nationally important by English Heritage, there are locally important areas that are worthy of protection in the Crawley context. This does not mean that development is always unsuitable in these areas but that the historic setting and character of that area must not be negatively affected.

The council will ensure that the concept of historic parks and gardens is not devalued by only designating those areas of special interest identified through a robust assessment of their historic interest. The council assessment and the requirement for a heritage statement will serve to avoid or minimise conflict between the conservation of the area and any aspect of a planning proposal. This will ensure a balanced judgement is made having regard to the scale of any harm or loss and the significance of the heritage asset.

Strategic Views

The borough council values important views of, from and within Crawley. Studies have identified different types of views which are of strategic, rather than local, significance and the council intends to ensure that these views are protected and enhanced through the careful management of new development.

Policy CH11: Important Views

All Important Views, to be identified on the Proposals Map, should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views.

The visual impact of proposals affecting these views must be clearly and accurately demonstrated, for example through the use of verified view montages and cross sections.

Reasoned Justification

The borough council has identified a number of important views which can be enjoyed from a publicly accessible viewpoint and enable the viewer to appreciate and/or understand Crawley, a significant area of the town or valued landscape or built landmarks. The location of viewpoints and the general direction of the view will be identified on the Proposals Map.

The designation would not duplicate protection afforded to listed buildings or conservation areas. Important but more localised views and landmarks, i.e. less than approximately 200m, will be identified, protected and enhanced through conservation area, ASEQ or locally listed building assessments. A number of the important landmarks in the borough are listed buildings and some are located within conservation areas, including St. Margaret's Church, Ifield; St. Nicholas Church, Pound Hill; and the Church of St. John the Baptist near High Street, Northgate. These buildings are subject to national regulatory and policy controls which include requirements to protect their settings.

Development outside the Built-Up Area

Beyond the built up area boundary lays the rural fringe which forms an important setting for the town. This area requires a different policy approach which respects the unique role of this area as well as intrinsic character and beauty of the countryside.

The Local Plan will provide a framework for encouraging development that allows the countryside to be a vibrant multifunctional landscape, maximising its contribution to people's quality of life and the natural environment. This will be supported through:

- (a) the status of a small area to the south of the borough forming part of the High Weald Area of Outstanding Natural Beauty; proposals for which will be judged against the guidelines and advice of the High Weald AONB Management Plan.
- (b) the area outside the Built-Up Area boundary on the Proposals Map, is defined by this Local Plan as 'countryside'; and
- (c) the objectives and planning and enhancement guidelines set out in the Crawley Landscape Character Assessment. The Crawley Landscape Character Assessment "unpacks" the landscape into distinctive elements, which contribute to a sense of place. Six Landscape Character Areas and Edges have been identified.

Policy CH12: Development outside the Built-Up Area

The following types of development are generally appropriate outside the borough's Built-Up Area boundary if they do not adversely affect the character of the countryside: agricultural and horticultural developments, outdoor sport and outdoor recreation, cemeteries and forestry.

All proposals must recognise the individual character and distinctiveness of the landscape character area or edge in which it is proposed as set out in the latest Landscape Character Assessment (LCA)

Where the impacts on an element of landscape character cannot be avoided appropriate mitigation or compensation will be sought through condition or agreements to ensure the development is acceptable in planning terms. If this is not possible permission will be refused.

To ensure that the intrinsic character and beauty of the countryside is maintained the following criteria apply to all development:

- i. Be grouped where possible and be compatible in scale and colour with existing buildings and the countryside;
- ii. Be located to avoid loss of important on-site views and offsite views towards important landscape features;
- iii. Reflect local character in terms of form, height, scale, plot shape and size, elevations, roofline and pitch, overall colour and texture and boundary treatment (walls, hedges, fences and gates);
- iv. Utilise where possible local building materials;

- v. Minimise the impact of lighting;
- vi. Ensure the building and any outdoor storage and parking areas are not visually prominent;
- vii. Does not generate an unacceptable level and/or frequency of noise;
- viii. Does not generate traffic of a type or amount inappropriate to the rural roads; and
- ix. Does not introduce a use which by virtue of its operation is not compatible with the countryside.

Reasoned Justification

The NPPF requires planning authorities to protect and enhance valued landscapes by preparing landscape character assessments and to set criteria based policies against which proposals for any development on or affecting landscape areas will be judged.

The Crawley Landscape Character Assessment will be used to set the criteria based policies to ensure development that respects landscape character. The above policy applies to all of Crawley's rural fringe but to ensure that development respects the unique landscape area in which it is proposed, there may be additional policies for each landscape area. The Landscape Character Assessment will be refreshed prior to submission of the Local Plan by undertaking additional field surveys and development of the existing judgements through consultation and involvement from stakeholder groups.

Certain types of development may alter one or more important elements that make up a Character Area or Edge. This is acceptable if the overall character is not compromised and measures are taken to limit impacts on the character through mitigation and/or enhancement. This may be the strengthening of other elements of the area's character or general enhancement through increased biodiversity, green links and other mitigation measures.

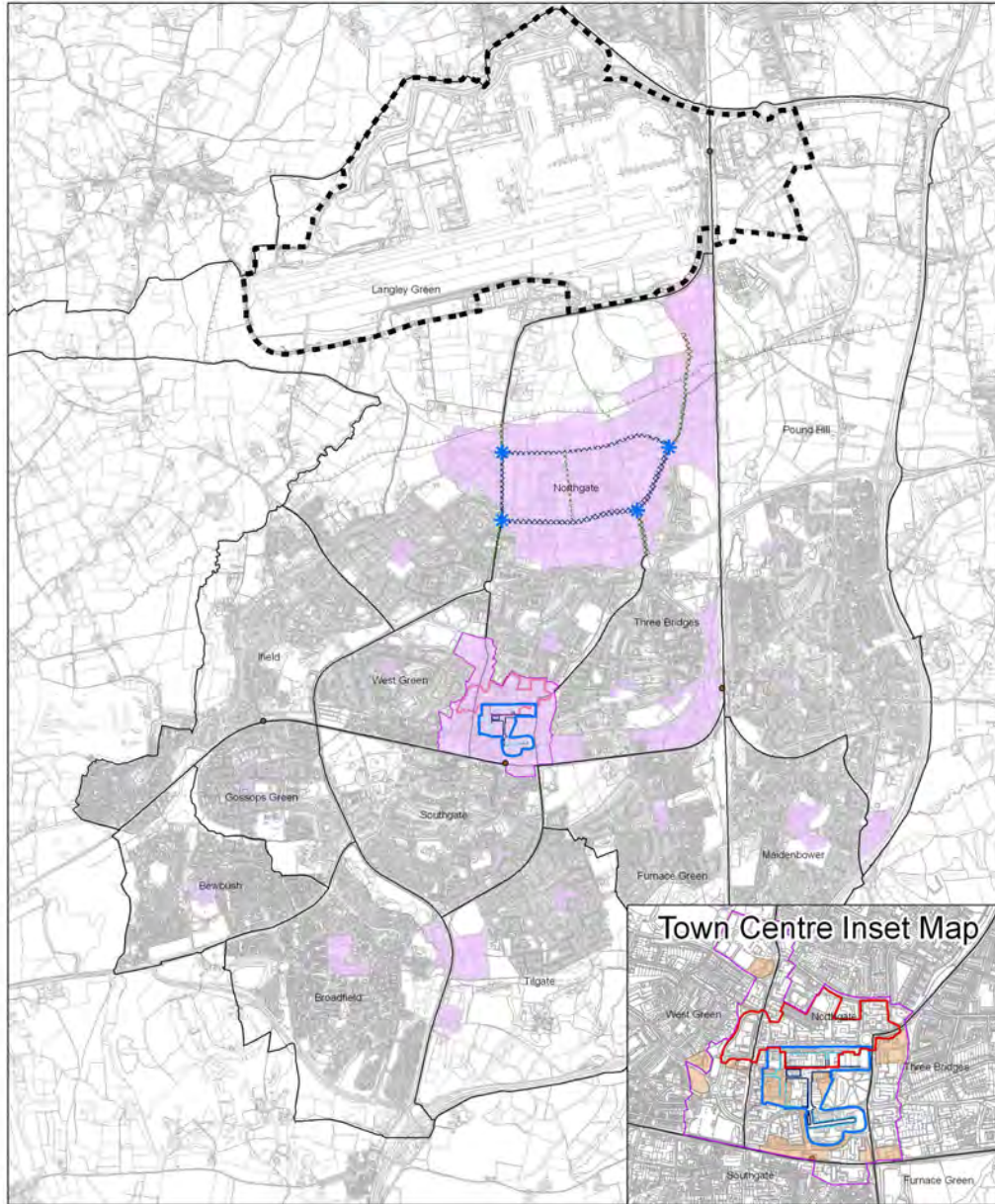
Proposals which alter the overall character of the area will be permitted if this is in accordance with the Area/Edge objectives and guidelines or stated in policy. If not, the applicant must demonstrate that the need for the development outweighs the impact on landscape character and is in accordance with national and local policy. Mitigation and/or compensation will be sought in such cases where this can be proven.

The above policy does not specifically address new housing in the countryside as this is covered in Paragraph 55 of the NPPF which states that "Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances." Paragraphs 115-116 of the NPPF set criteria to conserve Areas of Outstanding Natural Beauty which is not repeated here.

Economic Growth

1:30,000

- | | | |
|-------------------------------------|--------------------------------|------------------------------|
| Neighbourhoods and Borough Boundary | Manor Royal Gateway Sites | Primary Shopping Area |
| Employment Areas | Manor Royal Primary Frontage | Primary Shop Frontage |
| Gatwick Airport Boundary | Manor Royal Secondary Frontage | Secondary Shop Frontage |
| Gatwick Safeguarding | Town Centre Boundary | High Street Policy Area |
| Train Stations | Town Centre North Boundary | Town Centre Development Site |



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Economic Growth

Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.

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. Gatwick Airport will continue to support the economic growth of the town.

Additional jobs will have been created for people living in and around the Crawley area across a diverse range of sectors. Access to jobs will be supported by learning and development opportunities giving people a real choice about the work they can and want to do.

The revitalised Town Centre will be the heart of the town, providing a central point for local people and others from across the region to enjoy social activities, shopping and entertainment both during the day and at night. It will have a welcoming and attractive family friendly environment.

Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed.

Recognising the objectives of the NPPF for Local Plans to contribute to the building of a strong, responsive and competitive economy through appropriate land allocations and supporting infrastructure, but within the physical constraints of a carefully masterplanned town with little undeveloped land, Local Plan policies support specific roles for defined economic areas of the borough. These roles support the ambitions of the borough as a key economic driver in the Gatwick Diamond sub-region.

In general terms the approach is to build on the foundations of Crawley's strengths. These include excellent connectivity resulting from the interchange between Gatwick Airport, the M23 and the London to Brighton/Southampton rail lines, and a wide ranging economic base resulting from one of the largest mixed use business estates in the South East which hosts a diverse mix of blue chip and global companies such as Virgin Atlantic, CGG Veritas, Thales, Varian Medical Systems, Elektta, Vent-Axia, Doosan Babcock Energy and Grant Thornton.

Crawley Town Centre: A sub-regional shopping and leisure destination

Crawley Town Centre is the main shopping area in the borough, and is also a key shopping destination for the wider sub-region. It contains a good range of shops, restaurants, cafes, bars, as well as entertainment uses at Crawley Leisure Park, all of which contribute to the overall attractiveness of the town centre as an enjoyable place to visit. However it is recognised that Crawley town centre needs to change if it is to continue competing with other town centres in the region, and retail-led regeneration at Town Centre North will play a key role in enhancing the retail offer and setting of the town centre.

Manor Royal: *A premier mixed-use location for business*

The ambition for Manor Royal relies on evolution and not revolution, through systematic enhancement of its existing strengths of scale, diversity, connectivity and location. Central to achieving this vision is the delivery of qualitative improvements to the environment through the implementation of high design standards at key gateway sites and frontages and through the support of inward investment and economic activity in a way that supports the growth of Manor Royal, whilst respecting the defined role of a retail based town centre. This means recognising that although retail and leisure activities are encapsulated in the NPPF definition of economic development, an inappropriate over provision of these uses at Manor Royal would undermine the functioning of the Business Estate and the retail focused vitality and viability of the Town Centre. Proposals for these uses will therefore be kept to a scale ancillary to the traditional business function of the business estate. However, whilst retail and leisure proposals shall be limited within the designated Manor Royal boundary, applications for B1: Office shall be exempt from the need for a sequential test currently required by NPPF policy. This approach is considered to be justified, as offices play a critical role in the functioning of Manor Royal as a business location, whilst a recognised lack of available town centre land restricts the scope to deliver high quality office development more centrally. Given the limited site availability within the town centre, it is put forward that town centre sites represent a sustainable location for residential development, and that on this basis, office uses may justifiably be directed to the established Manor Royal estate without the need for sequential justification.

Three Bridges Employment Corridor: *A local small business location*

Adjacent to the Town Centre and stretching to Three Bridges Station, the Three Bridges Employment Corridor provides an important location for smaller scale and cheaper business floorspace, complementing the wider employment offer of Manor Royal and Crawley town centre. Policy focuses on retaining the important floorspace offer provided in this location, but protecting it from retail and non-business uses. Retail proposals and change of use to residential will be resisted in this area to ensure the total quantum of floorspace is protected and the role of the town centre is not undermined.

Maidenbower Business Park, Tilgate Forest Business Centre and Broadfield Park Business Park: *High value business locations*

These small scale business parks provide edge of the urban area, higher value commercial floorspace in a green setting, complementing the business roles of Manor Royal and the town centre. These roles and the quantum of floorspace will be protected.

Neighbourhood Centres: *Sustainable locations to meet local needs*

As a result of the development of Crawley as a new town, each neighbourhood has a neighbourhood centre which contains a mixture of uses to serve local needs. These uses include shops, community uses, small employment premises and schools. The origins of the neighbourhood centres can be traced back to the original masterplan for the town, though the role of the neighbourhood centres is still relevant today, reflecting the principles of sustainable development as promoted in Government guidance.

Non-Designated Areas

Outside of the designated business and retail centres listed, NPPF policies apply.

Gatwick Airport

Gatwick Airport provides a significant number of jobs, but due to its unique strategic role the policies for Gatwick and employment uses at the Airport are established in a separate chapter in this Local Plan, dealing with the main planning policy matters for the Airport.

Chapter Content

This chapter sets out draft policies to guide economic development within the borough to maximise sustainable economic growth. These cover the following policy issues:

- Employment Policies: B-Use Class; Retail; Leisure
- Spatial Policies: Town Centre; Manor Royal; Three Bridges; Other Areas

Issues and Options Consultation – What you told us

During consultation, respondents outlined support for a better range of shops in the town centre, and a mix of activities to support retail and make the town centre a vibrant place. Many felt the town centre needed an uplift, and the need to improve the image of Crawley and for it to offer something different to other towns was emphasised. Several respondents felt this could be achieved through the development of a major new step change sub-regional shopping destination. Redevelopment for Town Centre North was therefore supported. Some concern was expressed that a phased approach to delivering Town Centre North would not deliver a comprehensive scheme capable of delivering the step-change that Crawley is seeking, whilst Reigate and Banstead Borough Council requested assurances that development at Town Centre North would not prevent retail development from coming forward at Redhill.

Support was expressed for maintaining the ‘town centre first’ approach, and one respondent raised concerns about the impact of supermarkets on town centre businesses. Notwithstanding this, some agents representing retailer interests felt that greater policy flexibility should be afforded to enable retail in non-central locations.

Several respondents commented on the current approach to managing development in the town centre, considering that policy should be flexible to allow a broad mix of activities to support retail activity, including financial and professional services, residential use, and uses to promote the evening and night time economy. It was felt that each of these uses would help secure a vibrant town centre, promoting the vitality and viability of Crawley, and enhancing its overall attraction as a town centre.

One of the strongest themes to emerge from stakeholders was the need for less restriction on the types of uses allowed in Manor Royal. Rather than protecting sites for certain B class uses, it was suggested that greater flexibility to allow alternative and complementary uses would create investment, jobs and reduce vacancies. It is apparent that the market would wish to, at this time, deliver certain retail developments in Manor Royal, a message that was strongly delivered through the Development Principle Statement consultations.

However, the Local Economy Action Group representation stated that other uses such as retail should only be encouraged in as much as they are ancillary to and

complement Manor Royal's core business offer, and should not undermine and compete with other commercial centres such as the town centre.

A modern science or technology campus was promoted at Gatwick Green, within the Airport Safeguarding Area. It was suggested that such a strategic employment development would not compete with Manor Royal, but would rather rectify an existing gap in the floorspace market, thereby supporting the wider Gatwick sub-region.

Gatwick Airport expressed strong support for a relaxation of restrictions on the occupiers of office floorspace within the designated airport boundary. One respondent offered support for the retention of these restrictions.

Moving Forward – The Key Issues

Subject to compliance with design and amenity related policies, there is a presumption in favour of economic development in the borough's designated employment areas, albeit with the definition of employment defined by the roles designated to specific locations.

There is no additional land available to be allocated within the borough boundary for employment uses, or land which is not otherwise allocated to other uses or protected. There is therefore a need to protect against the loss of employment land within the designated areas to preserve opportunities for growth over the plan period and maintain growth in sustainable and designated locations.

However, this is coupled with a need for flexibility to allow the market to dictate the role of areas, up to a point, whilst ensuring certainty and transparency in what is allowed, and enabling businesses to operate with minimal intervention. The policies, therefore, only try to protect against the developments considered detrimental to the delivery of the overall Vision and objectives of the Local Plan.

The promotion of sustainable economic growth is a key Government priority, and the NPPF makes clear that planning should play a positive role in achieving the necessary investment. Town centres in particular continue to be recognised as priority locations for economic growth, and in reiterating the 'town centre first' approach the NPPF is clear that healthy and competitive town centres should be promoted through the positive allocation of town centre development sites, and by directing development away from less sustainable out-of-centre locations.

There is a significant amount of retail expenditure capacity in Crawley's catchment area, offering scope for major new retail development which, in line with the NPPF should be directed to the town centre first. Crawley town centre has long been identified as the appropriate place within the sub-region for a major step change retail development to take place, which will help uplift the town centre, improving its vitality and viability and the offer to residents and visitors.

The current approach to the Town Centre is, therefore, to prioritise retail, and then other town centre uses: including residential, office and leisure development. Balancing the residential and office provision across the town will avoid an unacceptable loss of office accommodation in the town centre limiting future opportunities should the market wish to deliver office at a later date. Therefore, the

requirement for a sequential test for new office development in Manor Royal will be removed.

Poor environmental quality within some of the main employment areas is hindering inward investment. Therefore, in identified employment locations, development will be required to comply with emerging site-specific design guidance in order to facilitate the overall improvement of the environment.

In line with the NPPF, outside of the designated employment areas and neighbourhood centres paragraph 22 of the national guidance applies – avoiding the unjustified the long term protection of sites which are no longer required.

Local Plan Policies

Economic Growth

Crawley is a significant commercial and industrial centre and is widely regarded as the economic powerhouse of West Sussex. With Crawley providing more commercial floorspace than any other town in West Sussex and the Gatwick Diamond area, planning policies must enhance the diverse economy of the town to encourage a range of new development through from small start up unites to major headquarters.

The Local Plan aims to facilitate sustainable economic development, including both quantitative and qualitative development for all types of economic activity over the Plan period. The following policies highlight the approach to the main employment areas within the town and their characteristics with regard to their individual form and character.

The current Employment Land Review (ELR) requires the protection and intensification of the existing employment floorspace within the borough. The council therefore proposes to identify the key employment locations and put forward policy approaches for each. For non-designated employment generating uses, the NPPF will be relied upon. This approach will then deliver the overarching strategic employment vision for Crawley.

An updated ELR is in the process of being commissioned to provide a fuller analysis of employment generating uses in Crawley, as reflecting the wider NPPF definition of Economic Development. The ELR will apply the required sequential approach to development, aiming to help develop a more transparent criteria based approach with regard to scale, and being location-specific in order to complement local list requirements when the final report is received. This will also address the sectors or locations when employment uses are no longer viable or appropriate, or wider employment uses such as leisure provision or other uses would be preferable.

Policy EC1: Economic Growth

Development proposals that create new economic activity and associated regeneration of the built environment will be proactively supported where they accord with the specific roles allocated to the town centre and employment areas of the Borough, these being:

- **Town Centre:** a regionally significant, retail and leisure destination; the sequentially preferable location for any retail and most leisure developments;
- **Gatwick Airport:** growing to 45million passenger per annum, within the current two terminal, single runway operation;
- **Manor Royal:** a leading south east business estate fit for the 21st century and providing the first choice for office, industrial and warehousing in the south east;
- **Three Bridges Corridor, Maidenbower Business Park, Tilgate Forest Business Centre and Broadfield Park Business Park:** local scale business locations that support the business function of Manor Royal and the town centre;
- **Crawley Leisure Park, The Hawth and the K2 Leisure Quarter:** existing leisure areas;
- **Neighbourhood Centres:** supporting the day-to-day convenience needs of the residential population.

Outside of designated areas, NPPF policies will be applied to employment locations and proposals.

Reasoned Justification

The NPPF requires Local Authorities to ensure that planning secures a positive approach to contributing to a strong responsive and competitive economy. This policy encourages sustainable economic growth by guiding development to existing sustainable locations and takes account of the different roles and characters of the various areas.

The following policies aim to improve the quality of the economic areas and identify the hierarchy and importance of these areas, whilst ensuring that any new proposals that come forward during the plan period are assessed against the impact on the economic role of the town, in line with the NPPF.

Town Centre North

The delivery of a step-change retail development is considered to be fundamental to the council's Strategy for the growth and enhancement of the Town Centre as a whole, and for the continued economic diversity of the town. It will help Crawley fulfil its role as a Primary Regional Centre and provide an appropriate scale and quality of retail provision to serve the sub-region, as recognised in the Gatwick Diamond Local Strategic Statement. The site of Town Centre North (TCN) therefore continues to be allocated for comprehensive retail-led mixed redevelopment.

Policy EC2: Town Centre North

Town Centre North, as defined on the Proposals Map, is allocated for a major mixed use, retail-led development (in the region of 50,000sq m net gain comparison floorspace) to help Crawley fulfil its role as a primary regional centre, enhance the retail offer within the sub-region and support a step change in the facilities and quality

of environment in Crawley town centre. The development should integrate well with the wider town centre and support the retail circuit. It should create landmark buildings and spaces of high townscape quality and be an exemplar of sustainability. The development should also include a range of other uses including a number of new dwellings and leisure uses providing the catalyst for a vibrant and successful Town Centre.

The TCN development is to be delivered in phases but independent development outside the core retail phase will only be permitted if it can be demonstrated the land is unnecessary for the core retail scheme, does not prejudice its delivery, and contributes to the overall objectives of TCN. Each phase of development will be expected to contribute proportionately to the delivery of the overall scheme, for example through contributions to public realm and infrastructure improvements which are not solely related to any one phase.

Reasoned Justification

Further details of the objectives, key development principles and additional planning guidance on the appropriate scale and form of TCN are set out in the “Town Centre North Development Principles” Supplementary Planning Document, November 2011. This SPD also sets out the council’s additional requirements on the range of information which will be required to accompany planning application submissions within TCN.

Retail studies over the last decade have demonstrated that there is a need for additional retail floorspace within the Crawley catchment to ensure available expenditure is spent within Crawley and is not lost to other shopping centres. The studies have identified a particular need for quality retail, particularly a high quality department store, which is not replicated within the sub-region, to claw-back expenditure lost to major centres such as Bluewater, Croydon and Guildford some distance away, and to reduce retail mileage within the region. Strategic growth of Crawley town centre will maintain and enhance its competitive position taking advantage of its excellent transport accessibility and central location within an affluent catchment area. Improving the range and quality of its shops will help it properly fulfil its role as a major town centre within the region and to meet the needs of its catchment population. The Town Centre North site was therefore allocated in the 2008 Core Strategy, and the strategic growth of Crawley town centre is reflected in the Gatwick Diamond Local Strategic Statement.

In late 2008, the council and its then development partner were close to finalising a Development Agreement for a proposed scheme. However, the severe recession which emerged during this period resulted in the scheme not being pursued at that time. Despite the shift in economic conditions and changes in the development market, the Council has remained committed to a significant town centre redevelopment scheme, and has reassessed options for this, and the likely capacity and viability for a step change scheme to be delivered, commissioning DTZ in 2010 to undertake this work. The subsequent studies concluded that there is sufficient expenditure capacity for a major retail, step-change development in the Town Centre without having an unacceptable impact on the existing Town Centre or on neighbouring town centres, that the scheme would need to be phased and that it was likely to be attractive to the development market.

The latest retail study (DTZ 2010), based on expenditure forecasts and allowing for substantial, but realistic, increases in the market shares of comparison goods expenditure, indicates there is capacity for new comparison retail floorspace in the order of 37,450 sq m net in 2016, rising to 50,400 sq m in 2021 and 64,750 sq m net by 2026. The study considered that a core retail element within TCN of 50,000 sq m net gain comparison retail floorspace would be sufficient to support a major department store.

It was originally envisaged that a considerable number of residential units (800) would be developed within TCN, with many built above the new retail blocks and others in a residential quarter to the north. However, given the depressed state of the housing market it is now anticipated that most, if not all, of the residential development will be developed in separate phases, around the core retail development. This will reduce the overall number of housing units delivered, approximately 150 are currently anticipated.

Leisure uses are important within the development as they will support both the daytime and evening economy of the Town Centre and improve its vitality once shops are closed.

The scale and complexity of the TCN scheme is such that it needs to be considered on a comprehensive basis, although the economic downturn in the last few years make it very unlikely that a single developer will take on the whole redevelopment. The policy therefore allows the scheme to take place in a series of linked but phased developments and the borough council will work closely with developers of all sites within the allocated area in order to achieve the delivery of all elements of TCN. It is, however, critical that the key objective of securing a step change retail scheme is not prejudiced by separate development, and that the overall enhancements of public realm and infrastructure are supported by all the developments within the TCN area.

The first phase of the Town Centre North development (a supermarket, hotel, restaurants and car park) on land west of the High Street has planning consent and is anticipated to start on site in autumn 2012. Following an extensive selection process, in July 2012 the council selected Stanhope as its preferred development partner to bring forward the core retail phase of TCN. The council is working closely with Stanhope to progress delivery of the retail scheme.

Town Centre and Edge-of-Centre Development Sites

The National Planning Policy Framework places a strong emphasis on the promotion of competitive town centre environments which are recognised as the heart of their communities. To help achieve this, Local Planning Authorities are required to allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. If there are insufficient town centre sites suitable and available, appropriate edge-of-centre sites, which are well connected to the town centre may be allocated.

In retail terms, available expenditure capacity will be directed to Town Centre North, with smaller scale provision encouraged at identified town centre allocations as specified. It is however recognised that a successful and sustainable town centre will incorporate a full range of town centre uses, and a range of sites are identified for flexible mixed-use development. Appreciating that the town centre is a sustainable and desirable location for living, emphasis is placed on the provision of housing as a

key aspect of the mixed-use development opportunities identified. It is however recognised that market circumstances may dictate that other uses are promoted to the council, and the preferred policy approach incorporates an element of flexibility to assist in the delivery of sites.

For the purposes of interpreting the draft Local Plan Economic Growth Policies set out in this chapter, Town centre locations are defined as those sites falling within the Primary Shopping Area and High Street Policy Area as identified on the Local Plan Proposals Map. Sites falling outside of the Primary Shopping Area and High Street Policy Area, though within the Town Centre Boundary are defined as edge-of-centre sites. This approach is considered to reflect the scope to consider local circumstance when identifying edge-of-centre sites, as identified in NPPF Annex 2. All locations beyond the Town Centre Boundary are defined as out-of-centre.

Policy EC3: Town Centre and Edge-of-Centre Development Sites

Mixed-use development will be encouraged at suitable locations comprising outworn buildings and under-used land situated within the Primary Shopping Area and High Street Policy Area (town centre sites) and sites falling within the Town Centre Boundary but outside the Primary Shopping Area and High Street Policy Area (edge-of-centre sites).

The following town centre sites are identified on the Town Centre Inset Map but other locations may also be appropriate for redevelopment:

- Queens Square and Parkside Car Park: Ground floor retail with hotel/conference/restaurant/leisure/office/housing at upper floor level;
- Cross Keys and Broadway South: Housing/Restaurant/Leisure/small-scale Retail;
- Crawley Traders Market: Retail/Employment/Housing.

The following edge-of-centre sites are identified on the Town Centre Inset Map, though development for Main Town Centre Uses at other edge-of-centre locations may also be appropriate:

- Telford Place: Housing/Employment/Convenience Retail;
- Station Way: Employment/Housing/Interchange Improvements;
- Southern Counties: Housing/Employment;
- Brunel Place: Housing/Employment;
- College Site: Education in first instance. Office/Housing/Restaurant/Leisure to be considered if education on-site is proven unsuitable or is not required;
- Fire Station, Ifield Avenue: Leisure/Restaurant/Office/Housing;
- Fairfield House: Housing

Developments on edge-of-centre sites should not contain any material net gains in retail floorspace unless specifically identified. Further guidance on the council's aspirations for each of the above sites will be set out in separate development principles statements.

Where residential is a specified use, at least 50% of the capacity identified within the Strategic Housing Land Availability Assessment or relevant Development Principles Statement should be provided if a mixed use scheme is promoted.

Reasoned Justification

The Council wishes to encourage the regeneration and efficient use of under-utilised town centre and edge-of-centre sites, particularly in cases where this will maximise the appropriate potential of outworn buildings and underused land and support and diversify Crawley's role as a primary regional centre, provide facilities for new residents, improve the links between different areas of the Town Centre and create a good living and working environment. Developments within the town centre and edge-of-centre locations could accommodate a mix of town centre uses, particularly employment and residential development. The policy identifies a number of suitable locations for such development, but is not a comprehensive list and other sites may emerge. Appropriate uses are indicated for the identified locations but others may also be suitable, such as community or leisure facilities. Where appropriate, Development Principle Statements will be progressed to help bring forward such developments.

Town Centre Uses

Crawley Town Centre functions well, providing a good mix of shops, services and other uses. County Mall, Queens Square and The Martletts in particular provide a good retail-led mix of uses, with few vacant units, and attract a significant footfall of customers. However, while many areas of the town centre are busy, thriving people-friendly environments during the day, there is little activity during the evening, resulting in empty streets. More peripheral areas such as The Broadway tend to attract lower footfall levels during the day, and the number of vacant shop units has increased. With this in mind, it has become clear that some of the town centre's existing retail frontage designations are not representative of the current vitality and viability of the town centre. The Local Plan process provides an important opportunity to revisit the planning policies that are currently in place to guide the location and amount of retail and non-retail use in the town centre.

Policy EC4: Town Centre Uses

The Primary Shopping Area comprises the Primary and Secondary retail frontages as identified on the Proposals Map. Proposals for ground-floor change of use from A1 (shop) to non-retail use in the designated Primary and Secondary Retail frontages will normally be permitted provided that:

- i) In Primary Frontages, the proposal is of an A2 or A3 use, and would result in no greater than 30% of a designated frontage length being taken up by non-retail use.
- ii) In Secondary Frontages, the proposal is of an A2, A3, A4 or A5 use, and would result in no greater than 50% of a designated frontage length being taken up by non-retail use.

Consideration will also be given to impact of proposed non-retail uses in terms of prominence and dominance within any given frontage, with account taken of individual unit frontage, overall frontage length, and number of existing/extant non-retail uses. Issues of amenity and disturbance will be a material consideration in determining applications for change of use.

Flexibility will be afforded to enable appropriate main town centre uses (as identified in the NPPF) beyond the 'A Classes', provided it can be demonstrated that the proposed use would support the vitality and viability of the town centre and meets the criteria above.

Within the town centre, effective use of upper floors for appropriate main town centre uses, including retail and residential will be encouraged.

High Street Policy Area

The High Street Policy Area, as identified on the Proposals Map, comprises frontages that are situated beyond the Primary Shopping Area. Within the High Street Policy Area, proposals for ground-floor change of use to A1, A2, A3, A4, or A5 use will normally be permitted provided that issues of amenity and disturbance are fully considered, and that the proposal would not result in a proliferation of large-scale A4 uses that would detract from the High Street setting.

Where main town centre uses beyond the 'A Classes', as identified in the NPPF, are proposed in the High Street Policy Area, proposals will be considered on their individual merits. In doing so, regard will be afforded both to impact on the locally significant character and setting of the High Street, and impact on the overall vitality and viability of the Town Centre.

Reasoned Justification

It is important that Local Plan policy is sufficiently robust to protect the town centre's strong retail function, whilst providing sufficient flexibility, where appropriate, to encourage a suitable provision of other town centre uses. The preferred policy therefore seeks to reflect the town centre objectives of the NPPF by encouraging a greater diversity of uses in the town centre, particularly regarding the promotion of the evening and night-time economy, whilst continuing to emphasise the importance of maintaining and enhancing a strong retail heart.

The preferred approach seeks to retain the retail heart of the town centre in the primary frontage areas, whilst affording greater policy flexibility for other appropriate town centre uses along these frontages by amending the Town Centre Wide SPD restriction of A2 uses. Adopted Core Strategy frontage designations have also been reviewed and re-designated in order to facilitate a more flexible approach to changes of use in the more peripheral areas of secondary frontage. Flexibility is maintained to introduce, where appropriate, other town centre uses, where it can be demonstrated that the proposed use would support the overall vitality and viability of the town centre.

The adopted Core Strategy identifies the High Street, Ifield Road, and Church Walk as a third-tier of frontage designation, where flexibility has been afforded for a range of A-class uses at ground floor level. This has helped to create a unique area in the Crawley Town Centre context, which while containing few retail uses, is well stocked with a diverse offer of bar, restaurant and takeaway uses that have become established over a number of years and are key to the evening economy of the town centre. The physical form and environment of the High Street naturally lends itself to such use, with a largely pedestrianised location and locally-significant townscape creating a pleasant setting for outdoor seating areas, and a regular market, which further adds to the unique character of the area.

For this reason, the Local Plan identifies a specific High Street Policy Area, which comprises frontages situated beyond the Primary Shopping Area. Within the High Street Policy Area, continued flexibility of use will be encouraged in order to maintain the well-established range of uses, and reflect the local circumstance of this area operating as a base for Crawley's evening and night-time economy.

Non-Central Retail Development

With a key objective of the NPPF being the promotion of competitive, vital and viable town centres, proposals for retail development and other main town centre uses should be directed to sustainable town centre locations. If development cannot be located within the town centre, edge-of-centre locations should be investigated, and only if suitable sites are not available should out of centre sites be considered. Development proposals for retail use that are not proposed in a town centre location will be required to demonstrate that the requirements of the sequential test, and if necessary the impact test, have been met.

Policy EC5: Non-Central Retail Development

Proposals for new retail development should be situated within:

- The Primary Shopping Area or the High Street
- Appropriate sites identified under Local Plan policies EC2 and EC3
- Neighbourhood centres.

Where new retail development is proposed in other locations, it will only be permitted where it can be demonstrated that:

- a) the need for the development cannot be met on more central sites, having applied the sequential test;
- b) the impact of the development will not undermine the vitality and viability of the town centre or neighbourhood centres.

Reasoned Justification

The National Planning Policy Framework is clear in outlining that proposals for main town centre uses should in the first instance be directed to town centres, so as to promote their continued vitality, viability, and competitiveness.

Within a Crawley context, the evidence base of both the Crawley Retail Capacity and Impact Study (2010) and Town Centre North Viability and Deliverability Report (2011) are relevant. Both studies recognise that available retail expenditure over the plan period is finite, and that available retail capacity should therefore be directed to the town centre in order to facilitate retail-led regeneration at Town Centre North, as well as the continued competitiveness of Crawley town centre.

Manor Royal Business District

Manor Royal Business District offers diversity, connectivity and scale at the heart of the economic areas of the Gatwick Diamond and Coast-to-Capital Local Enterprise

Partnership. Enviaible transport links provide access to a wide catchment of suppliers, customers, staff, and housing and varied leisure activities just 30 minutes to both Brighton and London. Today Manor Royal, at approximately 240 hectares and 500 businesses, is one of the largest mixed use business areas in the South East with aspirations to become the South East's leading mixed activity employment hub, providing modern business accommodation, a range of supporting amenities and a place where you can think it, make it, store it, ship it whatever your business.

In 2010 the council adopted a Masterplan for the Manor Royal Business District which states its vision as *“By 2026 Manor Royal will have evolved into the South East’s leading mixed activity employment hub, providing modern business accommodation, a range of supporting amenities and achieving environmental excellence to drive the growth of Crawley and the Gatwick Economy.”*

By using positive planning to facilitate development in the area, and improve the quality of the environment, the council, in partnership with stakeholders and local businesses, aim to:

- to provide an environment that supports and encourages business growth;
- builds on the unique business and physical attributes afforded by its location and history; and
- Achieve an attractive and desirable working environment.

Policy EC6: Manor Royal Masterplan & Spatial Strategy

Manor Royal is the principal economic hub for the town and is central to the economic success of the wider area, and sustainable economic development will be encouraged in this location.

Development proposals for the reuse and intensification of land for employment generating uses in this preferred location within Manor Royal will be permitted if they:

- a) Maintain or increase the floorspace offer, or
- b) Increase the quality of floorspace where a net loss of employment floorspace occurs; and
- c) Do not provide more than 300sqm of A1 Retail to ensure it is ancillary to the business function of the estate;
- d) Do not for D2: Assembly and Leisure floorspace, provide development at a scale which undermines the business function of the estate.
- e) Are not for C3 residential development

and, if located within the designated Manor Royal Gateway sites as designated on the Proposals Map, they:

- f) must comply with the Design Guide and Public Realm Strategy requirements

or, if located within the designated Manor Royal frontage zones, they:

- g) must comply with the Design Guide and Public Realm Strategy Requirements.

The Manor Royal design guide is currently being prepared and will be consulted upon through the local plan consultation period. The document aims to improve the look and feel of the Business district and looks to identify areas where individual improvements can be made to the fabric of the area.

Reasoned Justification

There is no new land to allocate in the borough due to its physical constraints and compact urban area. Therefore, within defined employment areas, there is a need to protect employment land for future use from non-employment generating uses to allow the economy to grow – a strategy of reuse and intensification to create economic growth rather than new land allocations. This replaces Core Strategy Policy E3.

This approach is to support the roles defined for the Town Centre and Manor Royal which, in line with the Town Centre first approach of the NPPF, direct retail growth to the town centre where there is a major opportunity to secure step change and where the Town Centre vitality and viability could be undermined by out of centre retailing.

The approach also supports ambitions for an improvement in the look and feel of the Manor Royal estate, whilst still supporting a mix of employment generating uses. Only a small area is protected so inward investment is not limited and should through the provision of an enhanced environment be increased. A Design guide is being prepared to strike a balance between the appearance of buildings and their settings whilst allowing flexibility for standard model buildings thus not impacting unnecessarily on viability. Use class restrictions are placed on Gateway sites to ensure the key entrance points to Manor Royal have the most active frontages.

Three Bridges Employment Corridor, Maidenbower Business Park, Tilgate Forest Business Centre and Broadfield Park Business Park

Playing a smaller but important complementary role to the Town Centre and the Manor Royal Business District, the Three Bridges Employment Corridor, Tilgate Forest Business Centre and Broadfield Park Business Park are defined employment locations within the borough.

Policy EC7: Three Bridges Corridor, Maidenbower Business Park, Tilgate Forest Business Centre and Broadfield Park Business Park

Development proposals for the reuse and intensification of land for employment generating uses with Three Bridges Employment Corridor, (including Hazelwick Avenue), Tilgate Forest Business Centre and Broadfield Park Business Park will be permitted will be permitted if they:

- a.) Maintain or increase the floorspace offer, or;
- b.) Increases the quality of floorspace where a net loss of employment floorspace occurs; and
- c.) Do not involve proposals for retail development that does not meet the sequential or impact test of the National Planning Policy Framework and Local Plan Policy EC5, and;

d.) Are not for residential purposes.

Reasoned Justification

The Three Bridges Employment Corridor is located between key road and rail routes to Crawley Town Centre offering a selection of older and smaller units at a location close to the town centre. Residential uses surround and split the employment zone. The other business parks play an important role in providing a mix and range of floorspace with regard to scale, location and quality which supports the diverse nature of the town economy.

The policy objective is to ensure the roles of these locations for traditional employment are protected because there is no new land to allocate. The council would support the further intensification of employment uses within these locations as defined and supports improvements to the urban realm to modernise the look and feel of these areas.

The approach also ensures the traditional business function of these areas remains, and leisure, retail and hotel uses are directed to the town centre, helping support the town centre approach.

Crawley Leisure Park, The Hawth, K2 Leisure Quarter

Recognising the contribution that these out of centre leisure locations provide to the vibrancy and offer of the local economy, the Council aims to support their continued presence within the Borough. Their continued evolution will be supported where their growth does not conflict with the wider objectives for the town centre and Manor Royal.

Policy EC8: Leisure Proposals

Appropriate Locations: Crawley Leisure Park, The Hawth, and K2 Leisure Quarter.

Development proposals for the reuse and intensification of land for employment falling within the town centre, and at the above out-of-centre locations will be supported where they:

- a) Maintain or increase the floorspace offer and/or meet a proven market demand; and
- b) meet wider opportunities to establish Crawley as a sub-regional provider of leisure opportunities; and
- c) conform with other policies outlined in the Local Plan

Where leisure and recreation proposals are put forward in other locations, these will be considered having full regard to the policy requirements of the National Planning Policy Framework.

Reasoned Justification

Crawley is recognised for its high quality leisure and recreation facilities, which perform an important role for Crawley residents and visitors to the town, meeting local needs and boosting the local economy. The council wishes to maintain and enhance the town's well-established leisure facilities, and will encourage proposals for new facilities in accordance with Policy EC8.

Neighbourhood Centres

The principles contained within the original Crawley masterplan which underpinned the layout of each successive neighbourhood, continue to reflect Government guidance, particularly in meeting local needs by focusing shops, schools and other community services and facilities in accessible locations. The role of neighbourhood centres in each neighbourhood will therefore be protected to ensure their existing role is maintained.

Policy EC9: Neighbourhood Centres

In neighbourhood parades, proposals for ground floor change of use from Class A1 (Retail) to other uses will only be permitted where:

- i) The proposed use falls within Use Classes A2, A3, or A5, or forms another use that would support a local shopping trip; and
- ii) The proposed use would not adversely affect the ability of the parade to cater for the day-to-day needs of local residents; and
- iii) The proposed use would not result in an adverse impact upon the amenity and environment of the locality.

Proposals for the change of use of existing non-retail ground floor units to other uses that would support a local shopping trip will be considered on a case-by-case basis, having regard to parts ii. and iii. of this policy.

Reasoned Justification

For the purposes of Neighbourhood Centres, the definition of NPPF employment applies.

As a New Town, Crawley has been built on the neighbourhood principle, with each neighbourhood providing its own local shops, facilities and services to support the day-to-day needs of residents. Although shopping habits have changed over time, the neighbourhood parades remain an important part of Crawley's make-up; representing a key aspect of Crawley's character, serving as sustainable locations for local retail and employment and acting as hubs for day-to-day community life.

The function of the parades has gradually changed over time, and in addition to shops that perform a local shopping function, many parades are now home to more specialist retailers (for example, bridal wear or musical instruments) supported by a range of non-retail uses including takeaways and betting shops. Whilst non-retail uses can provide an important local function, there is risk that the presence of too many can undermine the ability of the parade to meet local shopping needs. It is vital

therefore that each neighbourhood parade continues to offer a good balance of shops and services to support residents' day-to-day needs, whilst providing flexibility to allow for other appropriate uses.

Farm Diversification

Agricultural diversification creates jobs and prosperity by supporting the economic growth of rural areas beyond the Built-Up Area boundary. However, significant retail activity is inappropriate in Crawley's rural fringe.

Policy EC10: Farm diversification

Proposals for the development of farm shops will be permitted if:








- a) the shop is ancillary to the operation of the farm holding;
- b) the shop is situated on or adjacent to the holding;
- c) the majority of goods sold are grown on the holding or neighbouring holdings.

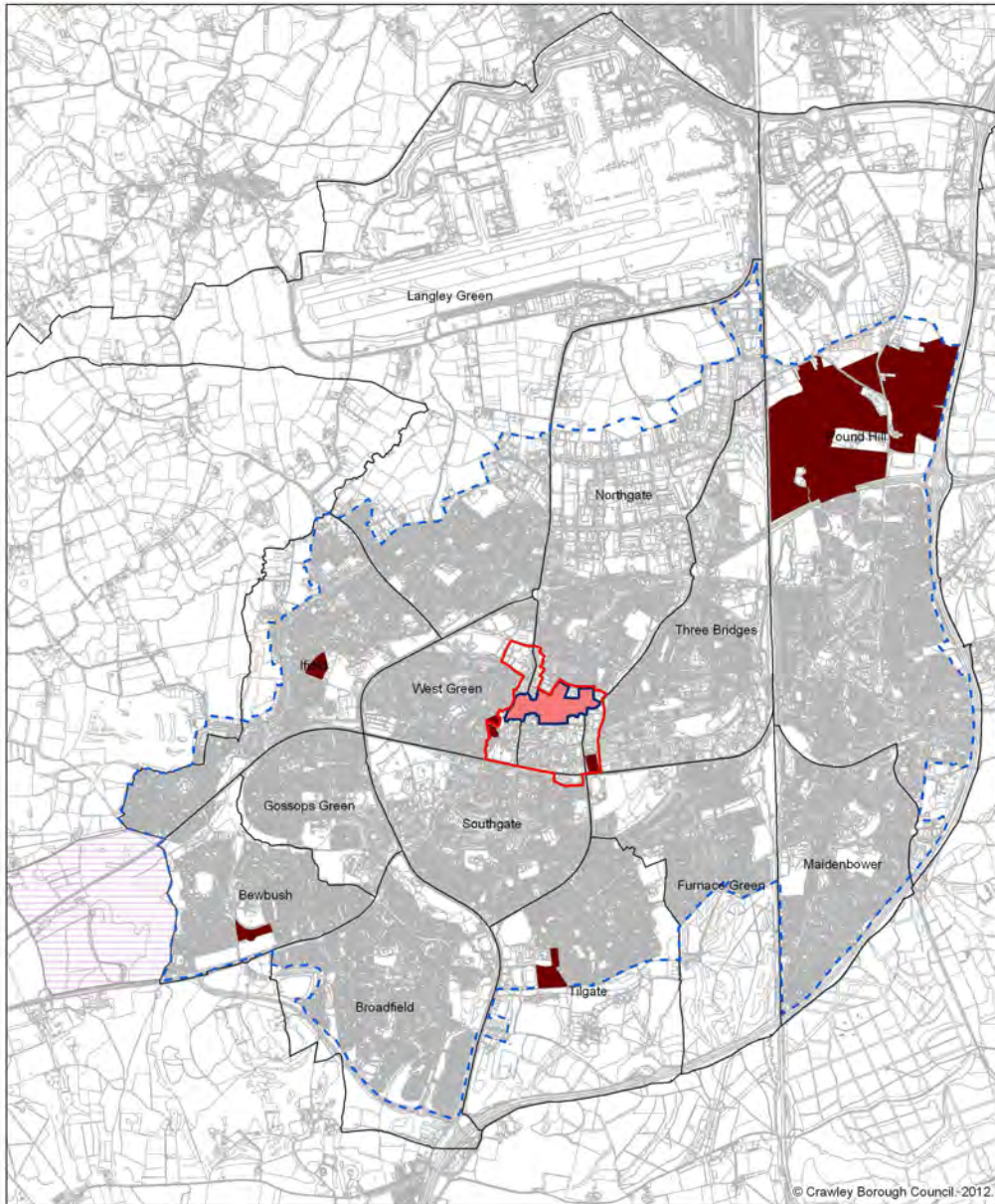
Reasoned Justification

The policy above encourages diversification whilst respecting the character of the countryside by only permitting shops of a scale justified as an outlet for goods primarily produced on the holding or neighbouring holdings.

Any proposal beyond the Built-Up Area boundary must also be in accordance with Policy CH12.

Housing

-  Neighbourhoods and Borough Boundary
-  Built-Up Area Boundary
-  Key Housing Site
-  Town Centre North
-  Kilwood Vale
-  Town Centre North Boundary
-  Town Centre



Housing

By 2029, about 3,550 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town's unique development and design principles and preserve the most valued of the town's environmental features.

Local communities will be directly involved in planning how the town grows and develops in order to achieve the best outcome for all concerned; particularly where difficult choices have to be made.

Neighbourhoods will continue to feature in the development of the town, recognising the important role they play in helping shape and develop communities.

The population of Crawley has been rising significantly over the past three decades, increasing by about 28% from 82,000 in 1981 to 105,000 in 2009. This growth has exceeded levels achieved in the wider South East over the same period. In terms of population structure, Crawley has a greater proportion of younger people (between the ages of 25 and 34) and a lower percentage of elderly, compared with the rest of the South East. In fact, about two-thirds of Crawley's population are less than 45 years of age. Inward migration has been greater than out-migration, which has contributed towards continued population growth.

Local authorities are encouraged to deliver a wide range of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In doing so, planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (i.e. families, elderly, people with disabilities).

In adopting a flexible approach, empty housing and buildings should be brought back into residential use and where appropriate, powers of compulsory purchase used more widely. Planning applications for change of use from commercial to residential uses should generally be approved where there is an identified need for additional housing and providing there are no strong economic reasons why development would be inappropriate.

Existing Housing:

There are approximately 42,000 dwellings in Crawley. Approximately three-quarters of the town's housing is owner-occupied with the remaining 25% being affordable (rent or part ownership), of which Crawley Borough Council owns approximately 80% and Housing Associations own 20%. Almost 95% of the affordable housing stock is rented, with the remainder being part-owned (shared-ownership).

Just over half of all properties in Crawley have 2-3 bedrooms (52%) with less than one fifth having 4 or more bedrooms. Terraced housing makes up the largest share of the stock (46% approx) with the rest being flats, semi-detached and detached housing.

Overall, the housing stock appears well suited to younger working people seeking to enter the housing market but the supply of larger housing and high-end market housing is more limited.

Past House Building:

The number of dwellings built each year has varied considerably in the last ten years. House building peaked in 2007/8 at nearly 700 units. Since then, despite a considerable number of extant planning permissions, there has been a significant downturn. In the last year (2011/12), 204 dwellings have been built, mostly through the redevelopment of the former Leisure Centre (Pembroke Park). This downturn, along with an increasing number of permissions lapsing and completion of some of the larger development opportunities in the town, will have significant implications for housing supply in the immediate future.

Higher completion rates of around 400 dwellings per annum were achieved in the early to mid 1990s with the majority of dwellings built at Maidenbower, the last of the 13 neighbourhoods to be built. Since then, dwellings have been built throughout the town, with Three Bridges delivering the most, but significant numbers also coming from Ifield and Pound Hill. Some neighbourhoods, including Tilgate and Gossops Green as well as the newer Bewbush neighbourhood have experienced little or no house building activity. The number of dwellings built each year has averaged around 320 dwellings in the last 10 years whilst the rate for the past 20 years averaged about 400 dwellings per annum which includes the construction of Maidenbower, in the early 1990s. 26% of new build housing over the past 20 years has been affordable with a marginally greater proportion (29%) secured in the last decade.

Housing Need:

Despite the delivery of significant levels of affordable housing in the past decade, the overall rate of housing supply is insufficient to make significant reductions in the total size of the Waiting List, for it is estimated that about 59% of new households in Crawley (assuming no equity or savings) have insufficient income to rent on the open market (69% being unable to buy). This figure reflects the high proportion of low income households in Crawley with the result that the gap between house prices and rental/mortgage payments and local incomes has widened. This means there is an increasing proportion of the population unable to meet their needs in the private sector. This in turn is creating a backlog in unmet need.

Between April 2010 and 2011, 450 properties were allocated by the council through the choice based letting scheme with an average of 39 bids received for every property. This demonstrates a high degree of need in the borough.

It is possible that the level of need will be even greater in the future, having regards to a number of factors, including:

- The impact of the Government's welfare reforms, which include reductions in some benefit payments, and limits on under-occupancy of stock;
- The impact of the Government's new affordable housing funding and tenancy model, which could influence the accessibility of future provision; and
- Poor or low economic recovery, which may stimulate the sale of properties currently within the private rented sector, as owners release equity.

Housing Provision:

The housing delivery figures set out in the council's adopted Core Strategy 2008 were prepared in accordance with the adopted West Sussex Structure Plan (2005)

and emerging South East Plan. The adopted Structure Plan required Crawley to deliver 300 dwellings per annum in the period to 2016 and the adopted Core Strategy sought to provide housing at that level over the plan period 2011-2016. However, this level of housing provision is lower than that required by the adopted South East Plan (375dpa), which for the time being, continues to form part of the statutory development plan for the borough.

As a consequence of the impending revocation of regional spatial strategies, local authorities can decide whether to retain the targets which were adopted in the former South East Plan or whether other locally derived targets are more justified and appropriate in the light of up to date evidence.

National Planning Policy Framework:

The NPPF identifies that Local Plans should fully meet objectively assessed needs for market and affordable housing within the Housing Market Area. Key sites which are critical to housing delivery should be identified alongside an annual supply of 'deliverable' sites to provide 5 years supply of housing measured against the local authority's housing requirement. Local authorities are also required to identify an additional buffer of 5% supply (within the first 5 year period), to ensure choice and competition in the housing market. A supply of specific, 'developable' housing sites or broad locations for growth, for years 6-10, should also be identified and where possible, for years 11-15.

A housing trajectory for the plan period (2014-2029) should be prepared which identifies all residential permissions and local plan sites accompanied by a Housing Implementation Strategy explaining how local authorities will maintain delivery of a 5-year supply of housing land to meet their housing target. Local authorities may make allowance for windfall sites in their five-year supply if they have compelling evidence that these sites have consistently become available and will continue to provide a reliable source of supply.

Local planning authorities should have a clear understanding of the housing needs of their area. A Strategic Housing Market Assessment should be undertaken, working with neighbouring authorities where Housing Market Areas cross administrative boundaries. The Strategic Housing Market Assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period. A Strategic Housing Market Assessment should also be used to make realistic assumptions about the availability, suitability and likely economic viability of land to meet identified need for housing over the plan period.

Northern West Sussex Strategic Housing Market Assessment

The 2009 Northern West Sussex Strategic Housing Market Assessment (SHMA) was commissioned for Crawley, Horsham and Mid-Sussex. It was updated in September 2012 and a full copy of the Assessment can be viewed on the council's website.

The SHMA concludes that despite current economic conditions, the outlook over the longer term is more optimistic and the sub-area is well placed in terms of its economic base and access to London and wider markets. Accordingly, the SHMA concludes that there are significant and evident demand drivers for new housing in the area. Analysis of the entire Housing Register indicates that the greatest demand is for one, two and three bedroom properties in Crawley. However, the borough has the highest proportional requirements for larger three and four bedroom properties compared with Mid Sussex and Horsham districts.

Identifying the needs for affordable housing is a key objective of the SHMA, so that the quantity of housing required by households who are unable to access suitable housing without financial assistance is assessed. The term “affordable” is taken to mean housing for rent through a registered provider (registered social landlord or housing association) as well as intermediate housing (typically shared ownership). The SHMA provides a high and a low estimate of needs. The low estimate is derived from those on a local authority’s waiting list who are classified as being in greatest housing need (reasonable preference), whilst the high estimate includes all of those people on the waiting list. In Crawley, the ‘reasonable preference’ group comprises 42% of the entire waiting list.

For Crawley, the SHMA concluded that there is a need for between 82 (low estimate) and 382 (high estimate) affordable dwellings each year to meet the needs arising from newly formed households. If affordable housing were to continue to be sought at 40% of all new residential development, as in the current adopted Core Strategy, this would suggest the need to build a total of 205-955 new homes each year within Crawley to provide enough affordable housing to satisfy the low and high requirements identified by the SHMA.

Crawley Locally Generated Housing Needs Assessment

The Crawley Locally Generated Housing Needs Assessment also provides a key piece of evidence for the new Local Plan. This was undertaken in 2011 and provides the most up-to-date piece of evidence available to the council. It considers a range of scenarios about what level of housing would be required depending upon differing assumptions on migration, economic growth, commuting patterns and affordable housing needs. A copy of the assessment is available on the council’s website.

In summary, the assessment confirmed that high levels of natural change, with births projected to exceed deaths, will be the key driver in growth in the number of households and in the labour force. Unlike many locations in the South East, where the ageing structure of the population means the number of economically active people is projected to fall, in Crawley, the younger structure of the population means natural growth is set to drive increases in the indigenous labour force.

For demographic scenarios, the level of need was estimated to range from an additional 428 to 664 dwellings per annum, with the lowest figure based on a zero net in-migration assumption and the highest figure reflecting a continuation of more recent trends for higher inward migration (see Table 1.0 below).

For the economic scenarios, which derive future housing requirements based on the size of the labour force and associated job growth, the projected future housing requirements are much lower than the demographically driven scenarios. They range from 120 to 350 dwellings per annum. The lowest figure is based on an assumption about there being no additional jobs in the area, whilst the highest figure is based upon strategic employment provision within the borough. The lower housing requirements arising from the economic scenarios reflects the fact that the borough has a high proportion of working age residents which is expected to increase as a percentage of the total population. Significant levels of new housing is not therefore required to sustain this workforce over the plan period. However, if housing provision were to be limited to the levels associated with the economic scenarios, significant numbers of people would have to move out of Crawley in order to meet the borough’s demographic housing needs.

The Housing Needs Assessment work also tested what might happen if there were to be no additional in-commuting, in other words the level of housing growth necessary if all the newly created jobs were taken by Crawley residents. Under this scenario, it was projected that the level of housing need would rise to 400 dwellings per annum: a level greater than that likely to be generated by the economic scenarios based on current commuting levels; but still well below the demographically based projections. This suggests that there are issues about the potential for the economy to grow at the same pace as the local population, with consequences for a mismatch to develop between the availability of homes and jobs. Deciding on how best to balance the provision of new housing with employment opportunities is a key consideration for the Local Plan.

Finally, the Locally Generated Housing Needs Assessment considered the potential scale of housing need should the council seek to prioritise meeting the affordable housing needs as identified in the Northern West Sussex Strategic Housing Market Assessment. The Strategic Housing Market Assessment predicted that some 50% of Crawley's households would be unable to access "market" housing and indeed this figure might increase if account is taken of current benchmarks that affordability becomes an issue if households are having to spend more than 35% of their income on housing costs. On this basis, the level of need to meet affordable housing requirements was identified as being significantly greater than for most of the other scenarios. The modelled scenario suggests that provision would need to be in the order of 510 to 630 dwellings per annum, taking into account the existing ratio of 40% affordable housing in new provision.

Table 1.0: Local Housing Needs Assessment, Annual Housing Requirement

Scenarios	Housing Requirement (2010-31)
A. Baseline: demographic 'natural change'	542 dwellings p.a. (11,379 total)
B. Zero Net Migration	428 dwellings p.a. (8,984 total)
C. Long Term Past Migration	511 dwellings p.a. (10,726 total)
D. Short Term Past Migration	664 dwellings p.a. (13,953 total)
E. Static Employment	120 dwellings p.a. (2,529 total)
F. 'Hybrid' Economic Growth	287 dwellings p.a. (6,018 total)
G. 'Hybrid' Economic Growth and Strategic Employment Site	350 dwellings p.a. (7,345 total)
H. ELR 'Hybrid' Economic Growth: Nil Additional In-Commuting	400 dwellings p.a. (8,390 total)
I. Affordable Housing Scenario	204-252 dwellings p.a. to meet affordable housing needs. This will require 510-630 p.a. general needs housing in order to meet affordable housing of 204-254 dwellings at a rate of 40%.

Source: Locally Generated Housing Needs Assessment, NLP, Table 3.5

Gypsy & Traveller Needs Assessment:

Work is currently being undertaken to assess the needs of Gypsies, Travellers and Travelling Showpeople. This emerging work is identifying some Travellers living in Crawley in conventional bricks and mortar housing, some of whom are indicating a need to live on sites.

Housing Land Supply:

The Strategic Housing Land Availability Assessment has identified a housing land supply which provides a total of 3,543 dwellings. In addition, it is anticipated that a small proportion of dwellings will come forward through windfall sites in the first 5 years of the Plan period.

Chapter Content

This chapter sets out draft policies to support appropriate residential development within the borough in line with the priorities of this Local Plan. It sets the housing provision target for the Plan period and identifies key sites and policies to support the delivery of housing within the borough.

Issues and Options Consultation – What you told us

The housing topic was the second most popular topic which the public responded to with 16% of all responses. A wide range of comments were received expressing views on future housing in terms of house type, location and future occupants.

House Type

Whilst there was some recognition of the need to provide larger dwellings to widen housing choice, the majority of people who responded supported the building of medium sized semi detached housing (29%). This possibly reflects the fact that many people thought the council's priority should be to house young families. However, the building of terraced and flatted housing was also widely supported despite concerns about their density and height. Lack of provision for those seeking to enter the housing market was identified with flats considered as the most appropriate means of accommodating these needs. Changing demographics and household size in terms of people living longer and increased rates of divorce/separation was also highlighted in terms of increased pressure for smaller homes.

Location

The use of green/open space for housing development was widely commented on. It is clear that considerable value is placed on green space regardless of the extent to which it may be used. The re-use of vacant buildings (particularly office) was widely supported with the Town Centre identified as a location for flatted development. Whilst the development of housing outside of the borough's boundary was supported by a fifth of those who responded, concerns were expressed about the need to maintain physical separation between Crawley and surrounding settlements. Surprisingly few adverse comments were received about using existing gardens for future housing development.

Future Residents

Support for providing homes in Crawley for local residents and their families was generally high, rather than encouraging people from outside of the borough to move

into Crawley. The provision of affordable housing generated widely conflicting opinions. Whilst there was broad support for existing levels of provision (at 40% of new housing development), some considered this provision to be too high whilst, for others, it was too low.

Wider Issues

There was a degree of support for limiting future housing development on the basis that the town is already overcrowded. Others recognised the council's dilemma in terms of the need to provide more housing. Regardless of the amount of new housing to be provided, a great deal of concern was expressed by residents about overcrowding, loss of green space, parking and traffic congestion. Whilst there appears to be a general acceptance that more housing is needed, clarity on other issues such as its amount, location, type and tenure is less clear.

Moving Forward – The Key Issues

Crawley is a town with a young population (around two-thirds of residents are aged 45 or under). This generates significant demand for new housing as people progress through their life cycle. However, Crawley's development as a series of comprehensive neighbourhoods, many of which have also accommodated a significant amount of infill housing in the last decade, means that the capacity of neighbourhoods to accommodate further housing is limited. The planned areas of open space within the neighbourhoods are highly valued by local residents for their amenity and recreational value. The tight relationship between the Built-up Area Boundary and the borough's administrative boundary further limits capacity. The need to safeguard land for a potential second runway at Gatwick Airport together with the noise contours associated with both a single and potential two runway scenario, considerably limits the potential for additional housing in the north eastern and western parts of the borough.

Despite these constraints, the need for new housing over the next 15 years is significant. The Locally Generated Housing Needs Assessment identified a wide range of housing need over the period 2010-2031 ranging from 120 to 664 dwellings per annum, by testing a range of demographic, economic and housing scenarios.

The borough's housing needs based on a continuation of existing demographic patterns would require 542 dwellings to be provided each year meaning that accommodating projected population increases would require significantly greater housing delivery. By contrast, the requirement for housing based on purely economic factors is lower (120 – 400 dwellings per annum). This means that the level of labour force (i.e. number of people in work) required to support any of the economic growth scenarios, is considerably less than is projected to occur naturally. This raises important considerations in terms of the relationship between population change and employment, in terms of potentially having too many economically active residents than required to support any of the economic scenarios. This may, in turn, exacerbate out migration or out commuting, with people having to move or commute out of Crawley to secure employment.

It is estimated that 59% of households in Crawley have insufficient income to rent on the open market (assuming no equity or savings). Maximising the amount of affordable housing is a key objective of the Local Plan. However, this needs to be measured against other issues about achieving a good balance of housing and

providing choice for a range of housing sizes, types and tenures. In reality, exceeding current targets beyond 40% is unlikely to be possible given housing market conditions and depressed valuations. Equally, the approach to developing affordable housing policy must be tested against viability considerations to ensure the maximum proportion can be achieved without rendering development unviable.

Through the emerging needs assessment of Gypsies, Travellers and Travelling Showpeople the council is aware of a resident population of Travellers living in Crawley. Whilst these people currently live in conventional bricks and mortar housing, some have indicated a need to live on sites. This work is in the early stages and a final level of need will be identified to inform the Submission Draft Local Plan. Regardless of the size of the need identified, there will be challenges in bringing forward a supply of housing sites due to the constrained urban nature of Crawley and the safeguarding of land for a potential second runway. Within this context, the Submission Draft Local Plan will develop a proportionate approach to meeting the needs of Travellers in Crawley.

Local Plan Policies

Housing Provision

The Local Plan seeks to provide a supply of housing sites, to support delivery towards meeting the needs of present and future generations, whilst reflecting the physical constraints of the borough and the other policy objectives within this Local Plan.

Policy H1: Housing Provision

The Local Plan makes provision for the development of 3,543 net dwellings in the borough in the period 2014 – 2029. This comprises:

- 245 net units from unbuilt planning permissions (at 30 June 2012)
- 2,709 net units from key housing sites (75+ dwellings) (Policy H2)
- 589 net units from SHLAA sites considered to be suitable and deliverable (6+ units).

The housing requirement identified above excludes windfall sites. An allowance for windfall sites within the 5 year land supply will be identified in the Submission Local Plan.

It is anticipated that a substantial proportion of housing delivery will take place within Years 1 – 10 of the plan period, as the North East Sector neighbourhood is developed.

Policy H5 addresses the specific needs of Gypsies, Travellers and Travelling Showpeople in Crawley.

Reasoned Justification

The housing figure identified in Policy H1 represents a 'supply-led' requirement, and reflects the compact nature of the borough, its limited land availability (evident through the urban capacity work) and significant environmental and airport

safeguarding constraints. The constrained nature of Crawley's land supply means that a large proportion of the borough's predicted demographic housing needs over the next 15 years cannot be met within the borough boundaries.

Given that a 'supply-led' housing requirement is being adopted, it is considered appropriate to adopt a phased approach to delivery, rather than annualised requirement. The majority of housing delivery (against the borough's housing requirement) will take place in the Years 1-10 of the plan period, beyond which capacity, and therefore delivery, is expected to be significantly lower (as illustrated in the Housing Trajectory and forthcoming Housing Implementation Plan). This is partly due to the development of Crawley's new neighbourhood, the North East Sector, which forms a major part of housing delivery in the first ten years of the plan period.

Key Housing Sites

New housing is considered integral to the creation of sustainable neighbourhoods in Crawley. The council will ensure that new homes are identified according to land availability and the characteristics of individual neighbourhoods. This approach will respect the town's unique neighbourhood development and design principles and preserve the most valued of the town's environmental features. Although there is limited housing at present, the town centre is a highly sustainable location for residential development with immediate access to facilities, services, and transport links. Residential development also adds vitality to the town centre, bringing life into the centre and supporting the evening economy. Housing development is therefore encouraged in the town centre, as mixed use redevelopment or as conversions of upper floors of existing retail.

Paragraph 47 of the NPPF identifies that local authorities should identify key sites which are critical to the delivery of its housing strategy over the plan period. In doing so, Local Plans should allocate realistic sites to promote development and flexible use of land.

Policy H2: Key Housing Sites

The following sites are identified as key housing sites (75+ net units) and allocated on the Proposals Map. These are considered to be critical to the delivery of future housing in Crawley and identified as being 'deliverable' within the first five years of the plan (2014/15 – 2018/19) or 'developable' in years 6-10 (2019/20-2023/24)¹⁴.

- North East Sector, Pound Hill (1900 dwellings)
- North East Sector Residual Land, Pound Hill (100 dwellings)
- Town Centre North, Northgate (149 dwellings)
- Ifield Community College, Ifield (125 dwellings)
- Southern Counties, West Green (75 dwellings, mixed use priority for residential)
- Telford Place, Three Bridges (75 dwellings, mixed residential/other uses)
- Thomas Bennett, Tilgate (96 dwellings)
- Fairfield House, West Green (93 dwellings)
- Breezehurst Drive, Bewbush (96 dwellings)

¹⁴ Crawley Borough Council Housing Trajectory, June 2012

Broad locations for housing development (including the Town Centre) will need to be identified for the latter part of the plan period (years 11-15, 2024-29).

Reasoned Justification

The council will make provision for the delivery of 3,543 net additional dwellings in the borough between 2014 and 2029. The council has undertaken a Strategic Housing Land Availability Assessment (SHLAA) which identifies land that has the potential for residential development in the borough. The results of the SHLAA are used to demonstrate an annual five-year housing land supply and to identify sites that are likely to come forward for residential development over the lifetime of the Local Plan.

Through the SHLAA process, the council has been able to identify a number of deliverable and developable sites to meet the housing target for the Local Plan period. In this regard, the council can demonstrate that it can satisfy the Government's requirement to identify specific 'deliverable' sites to meet the first 5 years housing supply and specific 'developable' sites for years 6-10. It is anticipated that additional 5% buffer requirement (12 dwellings per annum in the first 5 years) will be met through windfall sites.

However, the council is required to identify 15 years housing supply. It is considered that there is additional housing potential in the Town Centre that will arise in the latter part of the Plan period from sites that have not yet been specifically identified. This could contribute to the housing land supply in the last 5 years of the plan period from 2024 onwards. Crawley Town Centre is therefore identified as a broad location for long-term residential development. This is in accordance with the overall spatial approach as set out in the Local Plan Vision to 2029, by helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport.

New residential development within the urban area will be provided through redevelopment, change of use, conversion and refurbishment of existing properties, or through infilling, where compatible with the other policies in this Local Plan.

Future Housing Mix

Different households require different types and sizes of housing. It is important that an appropriate choice and mix of housing is provided across the borough in order to create balanced and sustainable communities. Widening housing choice broadens the appeal of an area and assists in meeting the needs of existing residents as well as attracting new residents to the borough.

The council's Strategic Housing Market Assessment (2012 update), identifies that Crawley has the highest proportional requirements for two and three bedroom affordable properties, for those households deemed to be in greatest need ('reasonable preference'), comprising 43% and 30% respectively of the council's Housing Waiting List. 45% of the entire waiting list is comprised of people wanting 1 bedroom properties; with 32% in need of 2 bedroomed accommodation.

Policy H3: Future Housing Mix

All housing development will be expected to provide a mix of dwelling types and sizes to address the nature of local housing needs, as evidenced in the Strategic Housing Market Assessment (2012 update).

The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and surrounding area and the viability of the scheme. The need for a significant proportion of two and three bedroom affordable dwellings in Crawley, as identified in the council's Strategic Housing Market Assessment (2012 update), should be addressed in meeting the housing needs of those considered to be in greatest need.

New residential development should include a proportion of properties designed to meet the Lifetime Homes standard, as recommended to meet locally identified levels of need.

Reasoned Justification

Ensuring that new housing takes account of local need and existing provision to create neighbourhoods where there is genuine choice of the right housing to meet local need, both at neighbourhood and borough wide level, is essential. The council will therefore plan for a mix of housing that will be appropriate to the needs of the community, providing a range of types, sizes and tenures including housing for the elderly, lifetime homes and other specialist housing needs.

The council will seek to achieve a mix of dwelling sizes to meet local need and demand. The Strategic Housing Market Assessment (September 2012) has found that the demand for new homes for those households in reasonable preference in the borough is:

- 18% 1 bed
- 43% 2 bed
- 30% 3 bed
- 9% 4+ bed

The SHMA has also identified the sizes of affordable housing required to meet the needs of those households considered to be in 'reasonable preference' (excluding transfers). This indicates that 20% of future affordable housing provision should be one bedroomed with 35% having 2 and 3 bedrooms. Only 10% of affordable housing delivery should have 4 bedrooms.

The council will expect new residential schemes to reflect the latest evidence of need, subject to density and character considerations. Town Centre mixed use developments will be expected to be built at higher densities and may not necessarily be suitable for larger units.

Affordable and Low Cost Housing

All local plans are required by the NPPF to make provision for meeting affordable housing needs in their area. Affordable housing refers to that which is offered for rent

by local authorities or registered providers to eligible households whose needs are not met by the housing open market. The definition also includes housing which is offered for rent or purchase below market levels but above normal social rental levels, again to eligible households and provided that there are provisions in place for those homes to remain affordable for future eligible households. Failure to address affordable housing needs would have detrimental implications on the economic and social health of the town. Therefore, it is important to secure an appropriate mix of housing types and tenures within developments that come forward over the plan period.

In considering potential policy options for the new Local Plan regard has been had to the views expressed through earlier consultation exercises and the findings of the technical planning evidence gathering to date. Given, the compelling evidence on the overall level of need, maximising the amount of affordable housing secured is a key objective. However, this needs to be balanced against the importance of ensuring a good balance of housing and providing choice for a range of housing sizes, types and tenures. In reality, exceeding current targets beyond 40% is unlikely to be achievable, given housing market conditions and depressed valuations.

Since the current Core Strategy was adopted there have been significant changes in the way in which affordable housing is funded. Grant funding is no longer available for affordable housing secured through s106 Planning Agreements and a new "affordable rent" model, at 80% of the market price, has been introduced, which is expected to be the norm for most new affordable housing being secured in association with market developments. Equally, the viability implications of the new Community Infrastructure Levy also need to be taken into account, to ensure that developments can deliver other important infrastructure needed to support the needs of new residents.

The first option is to continue with the current policy of 40%.

In consideration of viability constraints an alternative option is offered which reduces the affordable housing provision to 30%, with an additional requirement for 10% low cost housing provided within larger residential developments.

Consideration has also been given to the size of sites which are required to make provision. The current Core Strategy sets a threshold of proposals comprising 15 dwellings or more on sites 0.5ha or more. This reflected Government policy at the time, which has since been withdrawn. Given the nature of housing land supply in Crawley, there is a strong case to support lower site thresholds than previously, as many of these smaller sites are capable of delivering some affordable housing to meet local needs. Recognising the potential for disproportionately higher development costs and other constraints on smaller sites, a graduated target is considered appropriate.

The Preferred Strategy is, therefore, consulting on a further sub-option for each of the overall affordable housing requirement options, questioning the potential for the policy to include lower targets of 20% for sites between 6 and 14 dwellings and a commuted sum for smaller sites, of less than 6 dwellings.

Policy Options H4: Affordable and Low Cost Housing

Option 1a:

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

The council will maintain targets for a mix of tenure to be provided within the affordable housing requirement.

Option 1b:

New residential development will be expected to make provision for affordable housing according to the following site size thresholds:

- i) For developments proposing 15 dwellings or more, or on sites 0.5ha or larger in area, the target shall be for 40% affordable housing;
- ii) For developments of between 6 and 14 dwellings, or on sites between 0.2ha and 0.5ha in area, the target shall be for 20% affordable housing;
- iii) For sites of less than 6 dwellings, or less than 0.2ha in size, a commuted sum will be sought.

These targets will apply to all residential developments unless evidence can be provided to show that the site cannot support such a requirement from a viability perspective. Except for sites of 5 dwellings or less, payments in lieu will only be accepted in exceptional circumstances where it can be demonstrated that there are robust planning reasons for doing so and provided that the contribution is of equivalent financial value.

Option 2a:

30% affordable housing will be required from residential developments of 15 dwellings or more, or on sites greater than half a hectare in size unless evidence can be provided to show that the site cannot support such a requirement from a viability perspective and that the development clearly meets a demonstrable need.

In addition to the provision of 30% affordable housing, 10% low cost will be sought on developments proposing 15 dwellings or more.

The council will maintain targets for a mix of tenure to be provided within the affordable housing requirement.

Option 2b:

New residential development will be expected to make provision for affordable housing according to the following site size thresholds:

- iv) For developments proposing 15 dwellings or more, or on sites 0.5ha or larger in area, the target shall be for 30% affordable housing;

- v) For developments of between 6 and 14 dwellings, or on sites between 0.2ha and 0.5ha in area, the target shall be for 20% affordable housing;
- vi) For sites of less than 6 dwellings, or less than 0.2ha in size, a commuted sum will be sought.

Low Cost Housing

In addition to the provision of 30% affordable housing, 10% low cost will be sought on developments proposing 15 dwellings or more.

These targets will apply to all residential developments unless evidence can be provided to show that the site cannot support such a requirement from a viability perspective. Except for sites of 5 dwellings or less, payments in lieu will only be accepted in exceptional circumstances where it can be demonstrated that there are robust planning reasons for doing so and provided that the contribution is of equivalent financial value.

Reasoned Justification

Over the past ten years, house prices have grown significantly with marked reductions since 2007. At the same time, average household earnings in the borough are relatively low when compared with those in the adjoining districts of Mid Sussex and Horsham. The Strategic Housing Market Assessment which was updated in September 2012 concluded that about 59% of households are now unable to afford to rent at market levels and 69% of households are unable to purchase, based on the differential of local prices and rent levels relative to local incomes. This represents a significantly worsening situation compared with 2009 when the Assessment was originally undertaken.

There are currently about 3,000 households on the council's housing waiting list, of which some 1,300 are considered to be in priority need (referred to as "reasonable preference" need). There is therefore a significant requirement for additional affordable housing to be secured to help address some of this backlog and more significantly, to help address the needs of newly forming households in the future, associated with the growth of Crawley's current population.

As well as having a significant requirement for affordable rented accommodation, Crawley also has a large need for "intermediate" affordable housing, such as shared ownership/shared equity schemes and discount market renting. Reflecting the diversity of needs, the council will expect 30% of the affordable housing element to be an "intermediate" tenure, with the remainder for rent. The council recognises that for the smaller sites, this tenure split may sometimes be impractical in management terms. In such cases the composition of affordable housing will be agreed having regard to site specific circumstances and the particular needs of the locality. The split between affordable housing for rent and other intermediate affordable housing will be kept under review through supplementary planning documents, as appropriate, reflecting changes in local needs and development viability.

Section 106 Planning Agreements will be required to secure delivery of the affordable housing. Normally, the council will expect affordable housing to be achieved by the transfer of serviced land at nil cost to a Registered Provider, although built-out units by a developer will also be accepted.

Gypsy, Traveller and Travelling Showpeople Sites

This policy outlines the criteria upon which Gypsy, Traveller and Travelling Showpeople proposals will be assessed to ensure site provision occurs in locations that offer a suitable living environment for future inhabitants and protects existing neighbours from inappropriate development. At this stage, the level of demand for pitches is unknown and work is therefore required to establish the level and nature of demand.

Policy H5: Gypsy, Traveller and Travelling Showpeople Sites

Site Provision

Work is ongoing to establish the level of need for pitches and plots within the borough. Upon completion of the needs assessment, a suitable policy approach will be presented for consultation.

Site Requirements

Proposals for new permanent and transit Gypsy, Traveller and Travelling Showpeople will only be considered suitable if the site/proposal:

- a) is not subject to existing or predicted air, road and/or rail noise in excess of 57 decibels for permanent sites, 60 decibels for long term temporary sites of up to one month and 66 decibels for temporary sites;
- b) does not create a design and amenity impact that is incompatible with the surrounding area, particularly when located in residential areas or on land beyond the Built-up Area Boundary.

Where proposals are sited in areas predicted to be noise affected at some point in the future, temporary planning permission may be appropriate.

Reasoned Justification

Crawley is a constrained urban environment and is in a position where difficult prioritisation of new development is required as the last undeveloped, or underdeveloped sites are earmarked for future uses. This situation results in high land values and limited opportunities for Gypsies, Travellers and Travelling Showpeople to bring forward site provision themselves. There are no authorised Gypsy and Traveller sites in Crawley, but there is a local population living in bricks and mortar accommodation. An assessment of their preference to move from bricks and mortar housing to authorised sites and caravan accommodation is being undertaken to ensure this matter is prioritised appropriately against the wider needs of the borough and the availability of land.

To deal with sites brought forward privately on unallocated land, land ordinarily considered suitable for housing development will be considered suitable for traveller accommodation subject to the proposal being compatible in design and amenity terms with the surrounding area, especially where proposals include employment based activities within their proposals. However, caravans offer a much lower level of acoustic attenuation than a normal house and the long term exposure to noise would affect the residents' health. Exposure to noise in excess of 57 decibels on a long term basis, 60 decibels for long term temporary sites of up to one month and of 66 decibels for temporary sites would not be in the long term interest of future inhabitants. Because Crawley has uncertainty surrounding the potential expansion of

Gatwick Airport to a two runway operation, areas of the borough currently falling inside acceptable limits may become unsuitable in the future as noise contours migrate south into the built up area. For these areas, temporary permission may be an appropriate decision until certainty is achieved.

Houses in Multiple Occupation/Shared Accommodation

A house in multiple occupation (HMO) is a property that is occupied by a number of individuals who share facilities, or do not have exclusive occupation of the whole property. HMO's generally comprise accommodation where two or more individuals share basic amenities (bath/shower, WC or kitchen). For example, HMO's can commonly be occupied by a group of individuals (e.g. students, young professionals, etc.) sharing a house or flat, individuals living in bedsit accommodation, and some properties converted into several flats. Bed and breakfast and hostel accommodation occupied by individuals as their permanent address are also considered to be HMO's.

Houses in Multiple Occupation provide a much-needed source of housing supply in Crawley, particularly for people employed in the service sector. However, a large number of HMO's in one area can change the physical character of that area and this can lead to conflict with the existing community. Tenants equally can suffer from poor conditions and mismanagement of the properties by the landlords.

Policy H2 ("Future Housing Mix") recognises that the planning system can assist in achieving a mix of households within the town's neighbourhoods by meeting different housing needs whilst protecting the interests of other residents, landlords and businesses. This can best be delivered by preventing the development of excessive concentrations of HMO's and encouraging a more even distribution across the town. Some neighbourhoods, including Furnace Green, Southgate, West Green and Langley Green have significant concentrations of HMO's, particularly in areas with larger semi-detached and detached dwellings.

The main concern with HMO's is that a large number of individuals can occupy one property, all living independently and creating more disruption to surrounding areas than a group of people living together as a family, in terms of noise, parking and general disturbance associated with daily routines.

Inadequate parking leading to unauthorised parking is a significant issue in many neighbourhoods in Crawley and it is therefore important to have policies which can control issues such as this. It is also important to ensure that permission is only granted for those properties that have adequately sized rooms and suitable communal facilities for its occupants as well as being in appropriate locations, in terms of proximity to public transport routes.

Given that councils no longer have control over the loss of dwellinghouses to small HMO's, there is a high risk of concentrations of HMO's. It is therefore considered that, where possible, new HMO's should be monitored by location and concentration. Consideration may need to be given to the need to introduce Article 4 Directions in certain locations removing Permitted Development Rights for the conversion of dwellings to small HMO's.

Policy H6: Shared Housing

Proposals for the development and change of use of an existing property for shared accommodation will normally be permitted provided that:

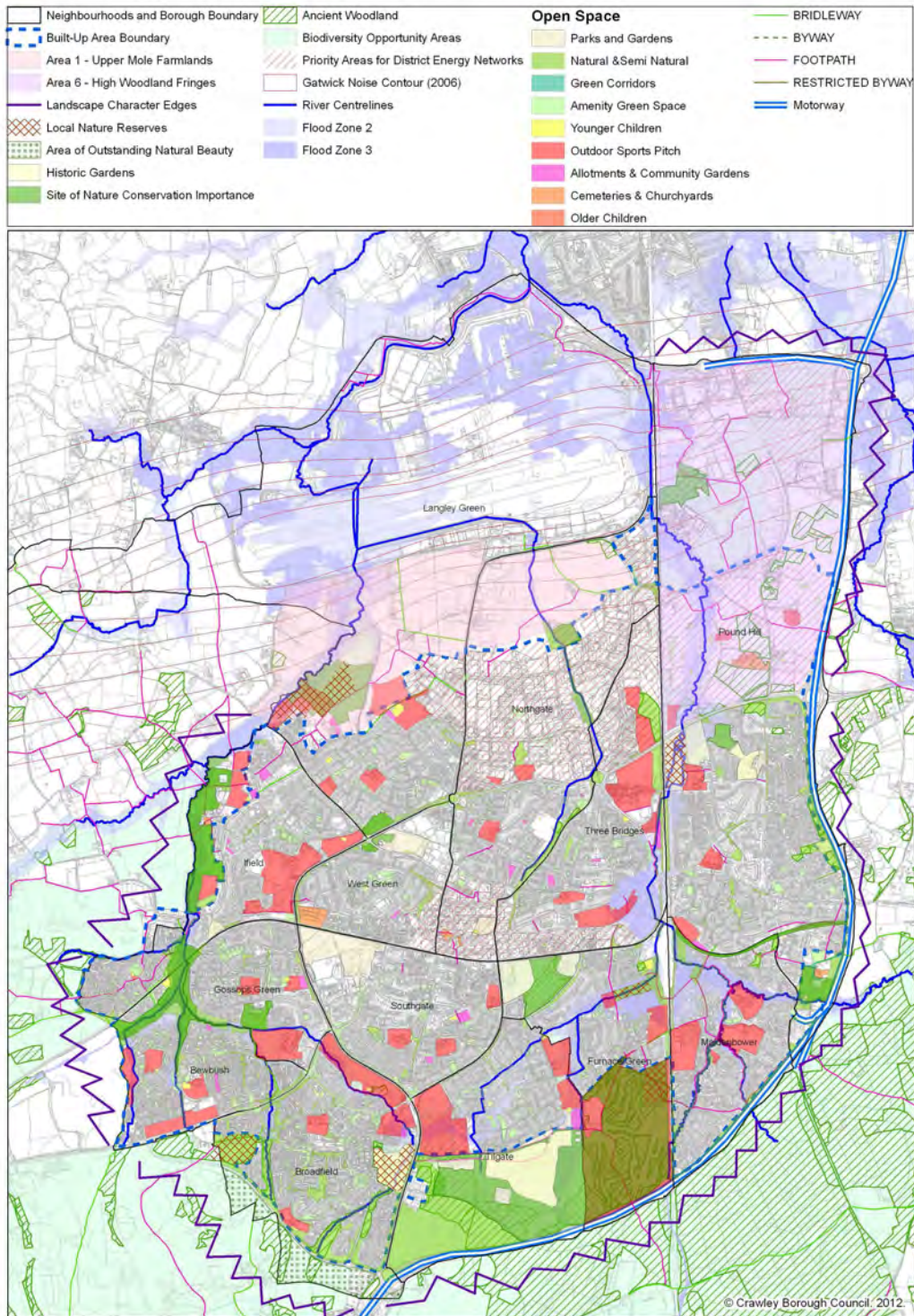
- i) The location, design and layout of the development is appropriate for the proposed occupiers;
- ii) The proposals, by virtue of its intensity of occupation and activity, would have no adverse impact upon the character of the area and the amenity and privacy of neighbouring properties;
- iii) Development can meet its operational needs e.g. parking and servicing.

Reasoned Justification

There continues to be a need for this type of accommodation in Crawley since it provides affordable and convenient accommodation for a wide range of groups, including young single people and those requiring care in the community. Whilst shared accommodation is normally appropriate within residential areas close to shops and services, it can also cause problems due to the intensity of occupation and activity. Accordingly, regard must be had to the standard of this accommodation, traffic, and parking implications together with its impact upon the amenity and privacy of neighbouring properties and the general character of the area. Appropriate measures may be required to minimise the transmission of noise and generally to avoid causing a nuisance to neighbouring properties. It is also important to maintain the supply of small family dwellings in the borough, and as such, the loss of these to any type of shared accommodation will not normally be acceptable.

Environment

1:30,000



Environment

By 2029, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley's parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors."

"Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed along with informal green spaces for all to enjoy. The spirit and pride of individual communities will continue to be harnessed to make neighbourhoods the focus of local celebration."

"By 2029 significant progress will have been made in Crawley becoming a carbon neutral town... Conserving natural resources to support future growth will be vital to the longevity of the town."

Crawley's natural environment is of great importance to the health and wellbeing of the people who live, work and visit Crawley. Its role includes a setting for recreation, relaxation, and adapting to and mitigating the effects of climate change.

Crawley is committed to being carbon neutral by 2050; planning policies and engagement with its local community and businesses are key to achieving this ambition.

Crawley's waterways include Gatwick Stream, Tilgate Stream, Crawters Brook and Ifield Brook. Many of these flow underneath the urban area but also have an important leisure, visual and economical role in places such as Ifield Mill Pond and Tilgate lake.

Due to the urban nature of Crawley noise levels vary from the relatively quiet areas of Crawley's large parks to areas close to the M23 and close to Gatwick Airport. Air quality is acceptable with no areas currently exceeding limits set by European Union (EU) law.

Throughout the urban area and on the fringes of the town there are many sites that are important for nature conservation and recreation from the treed and open areas of grass in between houses to large local nature reserves and sports pitches. These areas make up a network of green space that support economical processes and are integral to the health and quality of life of the population.

The draft planning policies in this chapter draw upon the emerging evidence base to set out the council's preferred approach to ensuring that Crawley's environment is enhanced as Crawley grows and changes over the next 15 years.

Chapter Content

This chapter sets out draft policies and emerging approaches to guide the relationship between development proposals and local, national and global environmental protection and enhancement of the borough's green infrastructure.

Issues and Options Consultation – What you told us

It was felt that development in Crawley should strive to be as sustainable as possible, and support was expressed for the introduction of localised targets to help guide development over the plan period. Caution was however expressed that if targets are too stringent, or go beyond national requirements, this could prevent development from coming forward. Given the technical nature of sustainability issues, it was felt that policies should be as clear and descriptive as possible.

All types of green space were valued by residents, with accessibility to green space and leisure facilities considered to be at the top of the list when it comes to quality of life. Larger parks in particular were felt to perform a number of important functions and appealed to a wide range of people, though other spaces were equally valued for their aesthetic and amenity value, even where these are not actively used. It was also considered that rundown areas of open space should be improved rather than developed upon, and it was put forward that Community Infrastructure Levy may have a role to play in achieving this.

There was recognition for the important role played by green infrastructure and the open space network in providing access across the borough and linking to countryside beyond the urban area. It was widely felt that public rights of way should be protected and enhanced, and noted that development should improve access to the countryside rather than restrict it. Support was expressed for the provision of new areas of green infrastructure as well as enhancing existing areas, and it was suggested that provision of a multi use open space network around the urban fringe with access into the town and out into the countryside would be beneficial. Support was also expressed for the protection and enhancement of biodiversity, wildlife habitats, and mature trees, and it was suggested that a policy requiring a buffer zone near ancient woodland and Sites of Nature Conservation Interest (SNCI) may be beneficial.

Air quality, noise, and flood risk were all felt to be important issues for Crawley, and support was expressed for consideration of each under a separate local plan policy. Within a noise context, support was expressed for the designation and protection of identified tranquil areas through the local plan, it was also suggested that detailed guidance may be required to manage the relationship between development and noise. With regards to the water environment it was considered that an up-to-date Strategic Flood Risk Assessment (SFRA) should play a central role in informing the local plan policy approach. It was also suggested that the local plan should require all developments to consider water stress and efficiencies, potentially through a specific policy to encourage implementation of Sustainable Urban Drainage Systems (SuDS).

Moving Forward – The Key Issues

With an increasing population and the need for development, the impact on the natural environment is a key issue.

Crawley borough has some unique characteristics and opportunities that should enable the delivery of a clear set of policies relating to the mitigation against, and adaptation for a changing climate, whilst positively embracing the town's ambitious target of being carbon neutral by 2050. This uniqueness arises from the density of the urban area, the level of anticipated development and the clearly identifiable opportunity areas such as the Manor Royal Industrial Estate, the town centre redevelopment areas and Gatwick Airport. Furthermore, the borough is identified as an area of water stress requiring more stringent water conservation measures. There are three priority areas in which development will be asked to exceed national minimum standards. These areas are fundamental to the priority objectives for Crawley to 2029 and/or to the most significant elements of the town's locally distinctive context. The three priority areas are:

1. Low carbon energy;
2. Radiant energy;
3. Water efficiency.

Parts of Crawley are at risk of flooding from the upper reaches of the River Mole, including the Gatwick Stream, Tilgate Stream, Crawters Brook and Ifield Brook. The borough's water environment provides an important leisure and visual role in a predominantly urban area, but several high profile flood events have highlighted the need to manage flood risk. For these reasons it is important that development is planned with flood risk in mind, both in terms of protecting Crawley residents, and through ensuring that flood risk is not increased elsewhere.

Noise remains a key issue in the town, in particular due to the location of Gatwick Airport, the M23 motorway, large industrial areas, and the overall urban nature of the town. As such, the impact of existing noise, and possible impact of future noise remains a key issue to be considered as part of the new Local Plan preparation.

The Natural Environment White Paper (DEFRA, 2011) has highlighted that nature in England is highly fragmented and unable to respond effectively to pressures such as climate and demographic change. It is a challenge for the Local Plan to ensure that there is an overall net gain in biodiversity and to promote measures that deal effectively with the climate change. The town has an extensive network of green spaces, many of which have or are capable of biodiversity value but which need additional protection and enhancement to help the adaptation of the borough.

Open space in Crawley is clearly valued as much for its intrinsic value as part of the planned character of the town as it is for its use for formal and informal recreation. The number and quality of open space sites has come under increasing pressure from both new development and maintenance budgetary constraints. With the need for new housing, Crawley's economic role within the Gatwick Diamond, and a limited supply of development land it may be that some of these sites are considered as a potential supply of land. It is important that a balance is struck between meeting development needs whilst continuing to ensure a sufficient supply of open space and sports provision to meet the needs of existing and future residents.

CLIMATE CHANGE MITIGATION AND ADAPTATION

Climate change is likely to exacerbate the existing issues of water stress and flood risk in Crawley. The risk of heatwave events is also likely to increase: potentially a particular issue for Crawley due to the high level of radiant energy received in the South East of England, magnified by the urban heat island effect that is typical in areas such as Crawley (with a high density of buildings and hard landscaping). Adaptation to help Crawley address these issues is an objective of the policies in the Local Plan.

In addition, Crawley Borough Council is committed to mitigating the effects of climate change by becoming a carbon neutral borough by 2050, and by making good progress towards this goal by 2029. The policies in the Local Plan aim to assist in this. These policies should also reduce dependency on imported energy and improve the resilience of Crawley to any future global price shocks.

National targets for greenhouse gas emissions commit the UK to an 80 percent reduction on 1990 levels by 2050, with a 34 percent reduction to be achieved by 2020, and a 50 percent reduction by 2025. Energy consumption is a major contributor to UK carbon emissions and in addition to its carbon targets the UK has a target to achieve 15 percent of its primary energy consumption (including electricity generation, heat production, and transport fuel) from renewable sources by 2020 – up from 3 percent in 2009.

However it is unlikely to be possible to achieve either an 80 percent reduction in transport emissions by 2050, or for 15 percent of transport energy consumption to be from renewable sources by 2020. As such, if the UK is to meet its targets, other sectors (such as energy use in buildings, electricity generation and heat production) will need to compensate by going beyond these targets. Less than 16 percent of Crawley's emissions are from transport, as compared to over 25 percent nationally¹⁵. As such Crawley will be expected to exceed the overall UK targets if these are to be met nationally, and the commitment to become a carbon neutral borough by 2050 is an appropriate aim given this challenge.

The National Planning Policy Framework (NPPF) states that planning should play a key role in both: shaping places to secure radical reductions in greenhouse gas emissions; and supporting the delivery of renewable and low carbon energy. It also states that planning authorities are expected to plan for new development in ways that reduce greenhouse gas emissions.

The basic approach in this section of the local plan is to require development in Crawley to meet the relevant national standards as applicable at the time of development, whilst highlighting key areas for consideration from the perspective of Crawley's locally distinctive context. In addition development will be expected to exceed national standards in relation to the three priority areas that have been identified as of particular importance in Crawley (low carbon energy, radiant energy, and water efficiency).

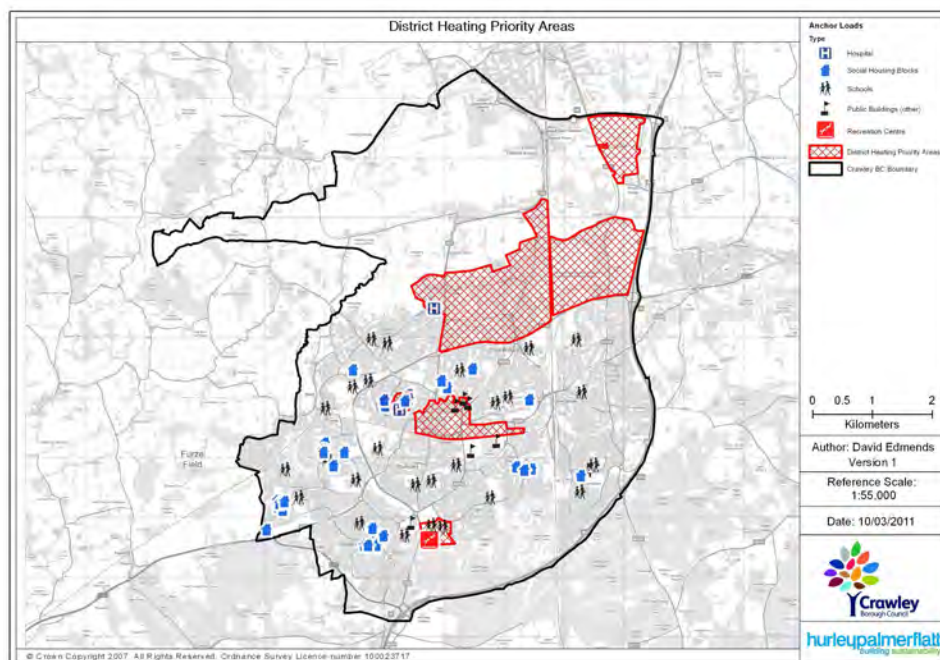
¹⁵ both based on 2010 data from DECC: 'Emissions within the scope of influence of Local Authorities for 2005-10' and 'UK emissions Statistics'

Where development is asked to exceed national standards, performance expectations are framed in terms of nationally described or otherwise commonly used standards – such as the requirements set out for achievement of BREEAM or Code for Sustainable Homes (CfSH) ratings, or for specific individual credits within these commonly used rating schemes.

Low Carbon Development

Energy use in buildings makes up a significant portion of the carbon emissions generated within Crawley. Domestic buildings accounted for 28.2% of overall emissions in 2010, industrial and commercial buildings for 56.1%, and road transport for 15.7%¹⁶. Actions to reduce emissions from energy use in buildings are most cost effective when undertaken during construction or renovation works. As such development projects present a relatively cost effective opportunity to mitigate the climate change impact of the borough. In addition the majority of development in the coming years will still be in use in 2050, and the characteristics of this development will therefore impact on the borough’s ability to become carbon neutral.

Crawley’s compact urban nature combined with the significant levels of development expected over the coming years present an opportunity to develop district energy networks for the efficient supply of heat and cooling in areas of the borough with high density demand for heating or cooling (priority areas for district energy networks in Crawley have been identified in Broadfield/Tilgate, Manor Royal, and the Town Centre - as shown below and included on the Proposals Map). Such networks are typically more efficient compared to use of individual systems in each building. They can also be more easily upgraded to be supplied by lower or zero carbon energy technologies in the future. Development of district energy networks should therefore help mitigate the climate change impact of the borough, and there is a particular opportunity in Crawley to develop an infrastructure of such networks.



¹⁶ (data from 'Emissions within the scope of influence of Local Authorities for 2005-10' from DECC (2011 data is due for release in autumn 2013): This data set excludes items deemed outside of LA control, such as: Land Use Change, Diesel train transport and Motorway road transport emissions.

Crawley also has some good renewable energy resources. The location of Crawley in the South East means that it receives a significant radiant energy resource, which combined with the extensive areas of unshaded roof space in the borough – due to the high density and low rise character of buildings in Crawley – presents a good opportunity to utilise solar energy for electricity generation (Solar photovoltaic [PV]) and/or hot water provision (Solar Thermal). In addition, a significantly underutilised biomass resource has been identified in the Gatwick Diamond area. As such, there are particular opportunities in Crawley for use of Solar PV, Solar Thermal, and/or Biomass energy technologies to help mitigate the climate change impact of the borough.

In order for Crawley to move forward in the most cost effective fashion towards achieving its long term aspiration to be carbon neutral it is important that development in Crawley is low carbon. This can be achieved by:

- ensuring that buildings have good energy performance,
- maximising use of district energy networks for provision of heating and cooling, and
- maximising the supply and use of energy from renewable sources (particularly via solar pv, solar thermal, and biomass technologies).

This should also help future occupants to be more resilient to any energy price shocks that may occur, and in the case of residential developments should help reduce the risk to future occupants of falling into fuel poverty.

The achievement of BREEAM or CfSH ratings by development is encouraged in Crawley as it demonstrates that they are likely to produce fewer emissions in operation than would otherwise be the case. Requiring achievement of ratings promoted by these schemes also provides an incentive for development to minimise embedded greenhouse gas emissions, through material selection and carbon efficient construction techniques, as this is one way of meeting the flexible element of the performance requirements of these schemes. Performance in other areas of environmental concern, such as water efficiency and biodiversity impact, is also recognised under these schemes.

Policy ENV1: Low Carbon Development

To minimise the impact of development on climate change, improve resilience to future energy shocks, and ensure that Crawley is working towards being carbon neutral in 2050. All development should:

- i. exceed the national minimum standards for overall carbon performance of buildings current at the time of lodging the planning application, by achieving the next most onerous rating (in terms of minimum carbon performance) under the Code for Sustainable Homes (in the case of dwellings), or BREEAM (in the case of non-domestic developments) – as to be set out in a supplementary guidance document; or
- ii. where it is not viable to achieve the required Code for Sustainable Homes or BREEAM rating, demonstrate that equivalent overall carbon performance will be achieved.

All major development (10 dwellings or more, or non-domestic buildings with floor area of 1,000sqm or more), should in addition:

- iii. include a detailed energy assessment, as part of the design and access statement in the planning application, to demonstrate how the design has addressed all the requirements of this policy. (Detailed energy assessment guidance will follow to identify the information required; one requirement will be to quantify the amount of annual carbon emissions outstanding that needs to be offset to as per clause 1 above.)

Further to this, all development should minimise carbon dioxide emissions by following the below energy hierarchy (in order of priority):

- Part A:** Be Lean: use less energy
- Part B:** Be Clean: supply energy efficiently
- Part C:** Be Green: use renewable or low carbon energy.

To achieve the requirement set in clause i of this policy, all development should address each step of the above energy hierarchy by working through all applicable requirements of Parts A – C of this policy in order.

Where, after addressing all applicable requirements of parts A-C of this policy, a development does not fully meet the overall carbon performance required under clause i (above), a payment to the “Crawley Offset / Buyout Fund” will be required as set out in **Part D**. This will be required to enable the development to meet the overall carbon performance requirement of this policy.

Reasoned Justification

The NPPF states that planning policy should play a key role in: shaping places to secure radical reductions in greenhouse gas emissions, planning for new developments in locations and ways that reduce greenhouse gas emissions, and supporting the delivery of renewable and low carbon energy and associated infrastructure. In addition the NPPF requires local planning authorities to actively support energy efficiency improvements to existing buildings, and to identify when there are opportunities for development to draw energy supply from decentralised renewable or low carbon energy supply systems.

Ensuring that development follows the energy hierarchy will help minimise greenhouse gas emissions from operation of newly developed buildings in Crawley and should help support both: the delivery of renewable and low carbon energy capacity and associated infrastructure; and the identification of opportunities for development to draw energy from decentralised renewable or low carbon energy supply systems.

Under this approach, the intent is to provide flexibility (within the hierarchy laid out in Policy ENV1) for the development to find the most appropriate way that it can contribute to Crawley’s low carbon aspirations and meet the overall carbon target set out for it in clause i of policy ENV1. For example, where development fails to achieve the required carbon performance standards after addressing Part A, it will be necessary to make up for this in other areas (outlined in Parts B-C), such as: through connection to district heating, use of renewable or low carbon energy, and/or payment into the “Crawley Offset / Buyout Fund”.

Requiring developments to offset any remaining emissions impact by making a financial contribution into a fund for use improving the energy performance of existing buildings will help support efficiency improvements in existing buildings. The amount of financial contribution per tonne of remaining CO₂ is yet to be set for the Crawley fund but will likely be around £600-£800 per annual tonne (similar in magnitude to those set for similar funds operated by other local authorities (which range from around £200 - £2,500 per annual tonne)). It will not exceed the cap on allowable solutions contributions suggested in the Impact Assessment that accompanied the 'Definition of Zero Carbon Homes' consultation, of £3,000 per annual tonne for a building with an expected lifetime of 30 years (or £100 per tonne per year of expected operations).

PROPOSED TARGETS FOR OVERALL CARBON PERFORMANCE:

As low carbon energy is an area that has been identified as a priority issue for Crawley, it is proposed that development will be expected to exceed national minimum standards for overall carbon performance.

For new housing, the minimum national standard at the time of writing this local plan (as per the 2010 update to Part L of the building regulations) is a 25% reduction in overall regulated carbon emissions as compared to a notional building defined by the 2006 building regulations. Building regulations are expected to escalate steadily so that by 2016 all new housing will be required to be 'net zero carbon' – with all regulated energy uses (heating, fixed lighting, hot water, and building services) that are not met from onsite renewable energy to be offset through an 'allowable solutions' payment to fund carbon saving measures elsewhere.

The Code for Sustainable Homes (CfSH) provides both: a framework for carbon performance requirements for new homes beyond the national minimum, and an indication of the level of ambition at which future building regulations may be set between now and 2016.

It is proposed that Crawley planning policy requires developments of new dwellings to exceed national minimum building regulations by achieving the next most onerous level of CfSH (in terms of overall carbon performance) - as set out in the table below:

Requirement under CfSH	Minimum % CO ₂ reduction vs. 2006 regulations	Required by Building Regulations	Suggested Requirement in Crawley
Level 3	25%	Part L, 2010	CfSH Level 4
Level 4	44%	Possible standard from 2013	CfSH Level 5
Level 5	100% 'net zero carbon' home (including only regulated energy uses)	Expected standard from 2016	CfSH Level 6
Level 6	100% + full 'net zero carbon' home (including heating, lighting, hot water and all other energy uses in the home)	-	CfSH Level 6

So, if national building regulations require an overall carbon performance equivalent to that required by CfSH level 3, the requirement in Crawley will be to achieve certification under CfSH level 4.

For non-domestic development the minimum national standard at the time of writing this local plan (as per the 2010 update to Part L of the building regulations) each building type is set a target reduction in overall regulated carbon emissions as compared to a notional building defined by the 2006 building regulations, with the average of the different building types equating to an overall reduction of 25%. Building regulations are expected to escalate steadily so that by 2019 all new non-domestic buildings will be required to be 'net zero carbon' – with all regulated energy uses (heating, fixed lighting, hot water, and building services) that are not met from onsite renewable energy to be offset through an 'allowable solutions' payment to fund carbon saving measures elsewhere.

BREEAM provides both, a framework for carbon performance requirements for new non-domestic buildings that goes beyond the national minimum, and an indication of the level of ambition at which future building regulations may be set between now and 2019.

It is proposed that Crawley planning policy requires developments of new non domestic buildings to exceed national minimum building regulations by achieving the next most onerous level of BREEAM (in terms of overall carbon performance) - as set out in the table below:

Requirement under BREEAM 2011	Minimum % CO ₂ reduction vs. 2006 regulations	Required by Building Regulations	Suggested Requirement in Crawley
-	Average of 25% (depends on building type)	Part L, 2010	BREEAM 2011 Excellent (6 credits in Ene1)
Excellent (6 credits in Ene1)	25% (irrespective of building type)		BREEAM 2011 Outstanding (10 credits in Ene1)
Outstanding (10 credits in Ene1)	40% (irrespective of building type)		BREEAM 2011 Outstanding + 'net zero carbon' (15 credits in Ene1)
Outstanding + 'net zero carbon' (15 credits in Ene1)	100% 'net zero carbon' (including only regulated energy uses: heating, hot water, lighting & building services)	Expected standard from 2019	BREEAM 2011 Outstanding + 'net zero carbon' (15 credits in Ene1)

Outstanding + 'net zero carbon' + exemplary criteria (16-20 credits in Ene1)	100% + 'net zero carbon' including regulated energy plus an additional 10%-80% to cover non-regulated energy use		BREEAM 2011 Outstanding + 'net zero carbon' (15 credits in Ene1)
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PROPOSED ENERGY ASSESSMENT REQUIREMENTS FOR MAJOR DEVELOPMENTS:

For larger developments (of 10 or more dwellings, or of 1,000 sqm or greater) a detailed energy assessment be required as part of a design and access statement to demonstrate how the design has considered the energy hierarchy, and to quantify any emissions against which the development will be required to pay into Crawley's carbon buyout / offset fund. Whilst this statement will only be required for major developments, smaller developments may also opt to submit one.

As a minimum, energy assessments should include the following:

- a) Calculation of carbon emissions (both regulated and non-regulated) for each step of the hierarchy. The calculation should be made using the building regulations Part L compliance methodology for each building type and using the appropriate approved software for building regulation compliance calculations (e.g. SAP, SBEM or equivalent);
- b) A separate assessment for each building type within the development that would require separate assessment for demonstration of building regulation Part L compliance;
- c) The percentage saving over the building regulations applicable at the time of application (at the time of writing the applicable building regulations are the 2010 update to Part L, and the percentage saving should therefore be given in terms of % saving as compared to a notional Part L 2006 compliant building: as described in the 2010 version of Part L);
- d) A clear statement of the measures that have been adopted for each stage of the hierarchy - with reference to parts A, B and C of planning policy ENV1.
- e) A calculation quantifying any shortfall in carbon emissions between the performance of the development and the target required under part clause I of Policy ENV1. Any such shortfall will offset via a contribution to Crawley's Carbon Offset / Buyout Fund as detailed in part D of policy ENV1 (the detail of which will be updated following the full inclusion of allowable solutions within the building regulations, to ensure that payment into the Crawley fund becomes a valid 'allowable solution' under building regulations).

Further details about how developers might seek to deliver these requirements will be published at a later date.

Part A: Energy Performance (Be Lean)

The first step in the hierarchy to ensure all development is low carbon is to ensure that developments do not waste, and use less energy. Therefore it is vital that buildings take into account a variety of factors at the design stage.

Part A should be considered if the minimum carbon emissions as set out in clause i of ENV1 have not been met before addressing Parts B, C, & D.

Policy ENV1 Part A: Energy Performance (*Be Lean*)

To minimise the amount of energy that will be used by development once it is complete, all development should:

- i. meet or exceed the national minimum standards for energy performance of buildings as set out in the latest version of the building regulations;
- ii. adjust the building orientation and form to maximise the use of sunlight, thermal mass and the site's microclimate in providing: natural lighting, heating and cooling;
- iii. improve thermal performance of glazing and construction elements (walls, roofs etc.) beyond the minimum standards required by building regulations (unless this will negatively impact net annual carbon emissions);
- iv. fit energy efficient lighting and appliances.

After addressing the points i – iv above, where mechanical ventilation, cooling and/or air conditioning systems are still required:

- v. cooling load calculations should be adjusted to account for any energy performance improvements that have been made (such as improvements identified under items ii – iv above), and where possible system components should be sized &/or modularised to operate at maximum efficiency under expected normal operating conditions;
- vi. use of mixed mode ventilation systems, and/or free cooling should be considered; as should use of variable speed fans and pumps.

Reasoned Justification

The NPPF states that local planning authorities are expected to plan for development in locations and ways that reduce greenhouse gas emissions and ensure, when setting any local requirements for a building's sustainability, that these adopt nationally described standards and are consistent with the Government's zero carbon buildings policy.

Part B: Decentralised Energy Networks (*Be Clean*)

A significant opportunity to develop district heating and/or cooling infrastructure has been identified in Crawley due to its relatively dense urban character, its neighbourhood-based layout, and the quantity of new development expected over the coming years. An assessment has been carried out on behalf of Crawley Borough Council by hurleypalmerflatt¹⁷ identifying the potential for district energy networks in Crawley and identifying the most viable areas in the borough for district energy development, these areas have been designated as Priority Areas.

Part B should be considered if the minimum carbon emissions as set out in clause i of ENV1 have not been met after addressing Part A.

¹⁷ see 'WED02430R Decentralised Energy Study 4 110516_final'

Policy ENV1 Part B: Decentralised Energy Networks (*Be Clean*)

To ensure that development helps contribute to the expansion of district energy networks for the efficient supply of energy in Crawley:

All development should:

- i. consider connection to any available district heating and/or cooling networks;

All development that is either: fully or partially within a priority area for district energy networks (as shown on the Proposals Map), or adjacent to a potential source of waste heat, should:

- ii. seek to make use of available heat from existing or proposed district heating and/or cooling networks (including those supplied by heat from energy from waste, CHP, CCHP, gas fired or biomass/biofuel fired plant) and/or waste heat sources;
- iii. if a connection to a network is not possible, ensure that any heating and/or cooling equipment installed is compatible, and “network ready” by providing a connection point in an accessible location (this should be on the site boundary unless proven otherwise), so that the site is ready for connection to any future decentralised energy network developments.

All major development (10 dwellings or more, or non-domestic buildings with floor area of 1,000sqm or more) that is either: fully or partially within a priority area for district energy networks, or adjacent to a potential source of waste heat, should:

- iv. where it is not possible to connect to an existing network or heat source, consider the installation of a new district heating and/or cooling network to serve the development and the wider area.

Reasoned Justification

The NPPF states that local planning authorities are expected to identify opportunities for co-locating potential heat customers and suppliers, and that new developments are expected to comply with local plan policies on requirements for decentralised energy supply, unless the applicant can demonstrate that this is not feasible or viable given the type of development involved and its design.

As it is more cost effective to install district energy infrastructure alongside other works, it is proposed that Crawley Borough Council should use planning policy to strongly encourage developments within the identified district heating priority areas to connect to or install district energy infrastructure.

Further to this, Crawley Borough Council is currently exploring whether a lower rate of Community Infrastructure Levy (CIL) charge can be imposed on development within district heating priority areas that either installs district heating network infrastructure or connects to an existing network. The purpose of this reduced CIL rate would be to help ensure that development that directly contributes to expansion of district heating infrastructure in the borough is economically viable, and that such

development is not paying twice for the expansion of such infrastructure. However it is not yet clear whether this approach will be viable.

Part C: Renewable and Low Carbon Energy (Be Green)

The third stage of the hierarchy is to “Be Green”. The potential opportunities for renewable and low carbon energy in Crawley have been identified in the assessment carried out by hurleypalmerflatt¹⁸. The assessment found particular potential across Crawley for increased use of solar energy (subject to local shading) and biomass energy technology (subject to local air quality considerations) and these areas have been mapped in the assessment.

Part C should be considered if the minimum carbon emissions as set out in clause i of ENV1 have not been met after addressing Parts A & B.

Policy ENV1 Part C: Renewable and Low Carbon Energy (Be Green)

To ensure development helps to maximise the supply and use of renewable and/or low carbon energy in Crawley:

All development should:

- i. incorporate on-site one or more of the following technologies to meet some or all of its remaining energy demand; which have been identified as having particular potential across Crawley:
 - a) Solar thermal hot water;
 - b) Solar photovoltaic (PV) panels;
 - c) Biomass (subject to air quality standards);
- ii. in addition, consider incorporating one or more of the following technologies; especially where development is at or adjacent to a location that has been identified as having particular potential for that technology:
 - a) Wind turbines (in suitable locations);
 - b) Biofuel (subject to air quality standards);
 - c) Biogas (subject to air quality standards);
 - d) Energy from waste (subject to air quality standards);
 - e) Heat pumps (subject to having a coefficient of performance of 3.0 or greater);
 - f) Hydro energy.

Systems that incorporate heating/cooling technologies should be compatible with decentralised heating/cooling networks and CHP/CCHP.

Reasoned Justification

The NPPF states that local planning authorities should have a positive strategy to promote energy from renewable and low carbon sources, and should recognise that small-scale projects provide a valuable contribution. Local planning authorities are encouraged to identify (in local plans) suitable areas for development of renewable and low carbon energy and associated infrastructure.

¹⁸ see 'WED02430R Decentralised Energy Study 4 110516_final'

As cost savings may be available when installing such technology alongside other works, it is proposed that new development be strongly encouraged to install solar or biomass technology (where viable and appropriate), and to also be encouraged to consider installing other renewable or low carbon technologies.

Development will not necessarily be required to utilise renewable technology provided it meets the relevant overall carbon performance target as set out in clause i of policy ENV1.

Part D: Offset remaining carbon emissions impact

If a development fails to meet the overall carbon performance as required in clause i of Policy ENV1 by working through the energy hierarchy as outlined in Parts A-C. They will be allowed to offset any remaining emissions by making a financial contribution into the “Carbon Offset / Buyout Fund”.

Policy ENV1 Part D: Offset remaining carbon emissions impact

To ensure that the standards set for overall carbon performance are met, and to help the borough become carbon neutral by 2050. All development should, after minimising carbon emissions onsite (by following the requirements of Parts A-C), offset any remaining carbon emissions by paying a financial contribution (secured via s106 agreement) into the Crawley Carbon Offset / Buyout Fund.

Where a detailed energy assessment has been provided, and the development has failed to meet the carbon performance required:

- i. the contribution will be equal to the “Crawley Offset Price” (at the time of permission being granted) multiplied by any additional emissions reduction required (the “Emissions to be Offset”) in order for the development to meet the required overall carbon performance requirement of policy ENV1. The “emissions to be offset” will be calculated in the detailed energy assessment for the development in line with guidance on this provided by CBC.

Emissions to be Offset (in tonnes of CO₂) x “Crawley Offset Price” (in £) = **Contribution required** (in £)

Where a detailed energy assessment has not been provided and where the applicable rating of CfSH or BREEAM certification is;

- ii. **achieved:** no additional offset payment will be required. However if ‘allowable solutions’ are required (i.e. under CfSH, BREEAM, or building regulations): consideration should be given to making a contribution into the Crawley Carbon Offset / Buyout Fund as an ‘allowable solution’.
- iii. **not achieved:** the contribution will consist of a flat-fee based on the development type (the fee to be paid by each development type will be set after further work).

Reasoned Justification

The NPPF states that planning policy should play a key role in: shaping places to secure radical reductions in greenhouse gas emissions, planning for new developments in locations and ways that reduce greenhouse gas emissions, and

supporting the delivery of renewable and low carbon energy and associated infrastructure. In addition the NPPF requires local planning authorities to actively support energy efficiency improvements to existing buildings, and to identify when there are opportunities for development to draw energy supply from decentralised renewable or low carbon energy supply systems.

The use of such a mechanism will provide development with increased flexibility as to the most appropriate way that it can contribute to Crawley's low carbon aspirations and meet the overall carbon target set out for it in clause 1 of policy ENV1. It also provides a level of certainty to developers as to the cost of complying with this policy.

Crawley Borough Council is currently exploring whether it may also be possible to use funds raised in this way to help support the development of decentralised renewable or low carbon energy supply systems in the borough. However care will need to be taken to ensure that any such proposals are viable alongside the operation of a CIL mechanism that contributes funding towards district energy infrastructure. In order to achieve this it is likely that the elements of district energy infrastructure to be funded will need to be identified up front and assigned to be funded from either the CIL fund or the carbon buyout/offset fund.

SETTING THE "CRAWLEY OFFSET PRICE"

The amount of financial contribution per tonne of remaining CO₂ that major developments in Crawley will be asked to make is yet to be set, but will likely be around £600-£800 per annual tonne (similar in magnitude to those set for similar funds operated by other local authorities (which range from around £200 - £2,500 per annual tonne)). It will not exceed the cap on allowable solutions contributions suggested in the Impact Assessment that accompanied the 'Definition of Zero Carbon Homes' consultation, of £3,000 per annual tonne for a building with an expected lifetime of 30 years (or £100 per tonne per year of expected operations).

The flat-fee that smaller developments will be expected to contribute will be set on the basis of the typical expected CO₂ impact of such developments multiplied by the Carbon price for major developments (as per the above). This has not yet been set but an indication of the likely level is provided by the flat-fee rates that Islington is proposing to ask for from smaller developments under a similar draft policy proposal (based on their carbon offset price of £620 per annual tonne of CO₂ emissions).

These are:

- Houses (£1,500 per house)*
- Flats (£1,000 per flat)*
- Office/other (£100 per sqm).*

These contributions will be in addition to any CIL contribution that the development may be required to pay, and will be applied using section 106 agreements to help ensure that the development can meet the planning obligations of overall carbon performance under Part A of policy ENV1. No funds raised in this way will be used to contribute to infrastructure that has been identified to be funded under a CIL, and as such no development will be asked to contribute twice towards the same items of district energy infrastructure or twice towards the same individual improvements to existing buildings.

Renewable and Low Carbon Energy Generation Development

Crawley Borough Council is seeking to increase the proportion of energy use in Crawley that is generated from renewable and low carbon energy sources. This is part of a wider effort to mitigate the climate change impact of the borough – moving towards becoming carbon neutral by 2050. It should also help reduce dependency on imported energy and improve Crawley's resilience to any future energy price shocks.

To assist with this, the authority has undertaken an assessment of the likely opportunities and constraints of the following technologies across the borough, (the results of which will be summarised in a Supplementary Planning Guidance document¹⁹:

- a. Wind turbines (including both small scale and commercial scale);
- b. Hydro energy (small scale);
- c. Biomass (including: woody biomass; and energy from animal waste and/or municipal solid waste (MSW));
- d. Biogas (including: landfill gas and sewage gas); and
- e. Microgeneration (including: solar thermal, solar PV, and ground/air source heat pumps);

The results of this analysis demonstrate that Crawley has some good renewable energy resources. In particular:

- it receives a significant radiant energy resource, which presents a good opportunity to utilise solar energy for electricity generation (Solar PV) and/or hot water provision (Solar Thermal); and
- a significantly underutilised woody biomass resource in the Gatwick Diamond area (consisting of Crawley and several surrounding boroughs) presents an opportunity for a significant local increase in the use of biomass as an energy resource (subject to local air quality considerations).

Other technologies such as small scale hydro power, biogas, energy from waste and heat pumps, may also have potential for deployment in Crawley. However, with the exception of a small area to the South of the Borough within Tilgate Forest Park, commercial scale wind power is constrained by the proximity to Gatwick airport and the urban nature of the borough. It is therefore unlikely to be viable in Crawley until advances in radar technology enable a reduced radar safeguarding zone around Gatwick airport.

Policy ENV2: Renewable and Low Carbon Energy Generation Development

To maximise the supply and use of renewable and/or low carbon energy in Crawley, while ensuring adverse impacts are addressed satisfactorily:

renewable or low carbon energy development of any size or technology:

- i. will not need to demonstrate an overall need for renewable or low carbon energy;
- ii. should be approved unless there are adverse impacts from the development that cannot be made to be acceptable;

¹⁹ to be developed – see hurleypalmerflatt report for likely content: 'WED02430R Decentralised Energy Study 4 110516_final'

community-led renewable or low carbon energy developments:

- iii. will be encouraged regardless of whether these fit within a pre-defined neighbourhood plan;

where development is proposed outside the opportunity area defined for that technology (to be identified in a supplementary guidance document):

- iv. the applicant will need to demonstrate that the proposed location is a suitable area for the type of energy development proposed as per recognised good practice criteria²⁰.

Reasoned Justification

The NPPF states that local planning authorities should have a positive strategy to promote energy from renewable and low carbon sources, and should design policies to maximise renewable and low carbon energy development, while ensuring adverse impacts (including cumulative landscape and visual impacts) are addressed satisfactorily. Local planning authorities are encouraged to identify (in local plans) suitable areas for development of renewable and low carbon energy and associated infrastructure. Where this has been done, commercial scale energy developments outside of such areas are expected to be required to demonstrate the suitability of their proposed site.

The NPPF also states that local planning authorities should (when determining planning applications for renewable or low and zero carbon energy development and associated infrastructure): not require applicants to demonstrate an overall need for renewable or low carbon energy; recognise that small-scale projects provide a valuable contribution; and approve the application if impacts are (or can be made) acceptable. In addition local authorities are expected to support community-led initiatives for renewable and low carbon energy irrespective of whether these fit within the neighbourhood planning framework.

An assessment has been carried out on behalf of Crawley Borough Council by hurleypalmerflatt²¹ mapping the potential opportunities for renewable and low carbon energy in Crawley and identifying the most viable areas in the borough for each type of renewable or low carbon technology. The assessment found particular potential across Crawley for increased use of solar energy (subject to local shading) and biomass energy technology (subject to local air quality considerations).

Potential was also identified for biofuel, biogas, energy from waste, heat pump and small scale hydro energy technology, and possibly for small scale wind.

Only one small area, to the South of the Borough within Tilgate Forest Park, was identified as being potentially suitable for commercial scale wind power. As such any proposals for commercial scale wind power development outside of this small area will be expected to demonstrate that the proposed location is a suitable area for this type of energy development.

²⁰ such as provided in the DECC guidance document: *Renewable and Low-carbon Energy Capacity Methodology – Methodology for the English Regions, January 2010*

²¹ see hurleypalmerflatt report: 'WED02430R Decentralised Energy Study 4 110516_final'

Proposals for development of all other types of renewable energy mentioned above will be encouraged in Crawley - provided any adverse impacts are (or can be made) acceptable.

District Energy Network Infrastructure

Crawley Borough Council is seeking to expand the extent of district heating infrastructure in the borough.

Crawley has a particular opportunity to develop district energy networks to enable a more efficient supply of energy in parts of the borough with relatively high density of energy demand. This is because of the relatively dense urban character of Crawley combined with the significant level of new development that is expected in the coming years; both of which make deployment of district energy infrastructure more cost effective.

In addition to encouraging the connection to, installation of, and/or expansion of district energy networks as part of new developments in the borough, Crawley Borough Council is seeking further development of district energy infrastructure in the borough.

Policy ENV3: District Energy Network Infrastructure Development

To ensure expansion of district energy networks for the efficient supply of energy in Crawley:

development of district energy networks and associated infrastructure

- i. is encouraged and should be approved unless there are adverse impacts from the development that cannot be made to be acceptable;

Crawley Borough Council will

- ii. create and operate a Community Infrastructure Levy (CIL) fund of which one objective will be to invest in expanding the district energy network infrastructure in the borough²²;
- iii. where relevant take any necessary steps to ensure cooperation with neighbouring boroughs in relation to district energy network infrastructure.

Reasoned Justification

The NPPF states that local planning authorities are expected to identify opportunities for co-locating potential heat customers and suppliers.

²² the specific items of energy infrastructure to be funded in this way will be identified in the overall CIL proposal for the borough using the analysis provided in the hurleypalmerflatt report: *WED02430R Decentralised Energy Study 4 110516_final'*

In addition a significant opportunity to develop district heating and/or cooling infrastructure has been identified in Crawley – due to its relatively dense urban character, its neighbourhood-based layout, and the quantity of new development expected over the coming years.

Crawley Borough Council has assessed the potential for district energy network development in Crawley and a significant opportunity to develop district heating and/or cooling infrastructure has been identified in Crawley – due to its relatively dense urban character, its neighbourhood-based layout, and the quantity of new development expected over the coming years. The assessment was carried out on behalf of Crawley Borough Council by hurleypalmerflatt²³. It identifies the potential for district energy networks in Crawley and the most viable areas in the borough for district energy development. On the basis of this work a series of priority areas for District Energy Network development have been identified in Crawley (see the map of District Heating Priority Areas in introduction to Low Carbon Development section of this Local Plan and on the Proposals Map).

It is intended that Crawley Borough Council will work actively to develop district energy network infrastructure in the identified priority areas. This will help enable development in Crawley to connect to such infrastructure and to cost effectively reduce its carbon impact. It is intended that Crawley Borough Council finance and/or part-finance the development of some key elements of district energy infrastructure in these priority areas. In order to gain funds to do this it is intended that certain key elements of the district energy infrastructure required in these areas will be identified as to be funded under the Borough's proposed Community Infrastructure Levy (CIL). The specific items to be funded under the CIL are yet to be determined, however the selection of such items will be informed by the work done by hurleypalmerflatt in identifying the potential for decentralised energy infrastructure in these areas²⁴.

Further to this Crawley Borough Council is currently exploring whether a portion of funds raised from its proposed section 106 based carbon offset / buyout fund (see policy ENV1) could be used to finance different elements of district energy infrastructure in the borough. For example the main pipework for the proposed district energy networks in the priority areas could be identified as to be funded under CIL, and in addition the separate items of infrastructure to connect nearby social housing blocks to existing networks could be identified as to be funded from the proposed carbon offset/buyout fund.

Development and Flood Risk

Crawley's water environment has long been an important planning consideration, particularly from a perspective of managing flood risk, and will continue to remain so as we work to plan Crawley's future. The borough falls entirely within the upper reaches of the River Mole catchment, and the town's close proximity to the catchment has meant that several areas are identified by the environment agency as at risk of flooding. The northward flowing nature of the Upper Mole towards the Thames also has flood implications for neighbouring authorities, in particular Reigate and Banstead. For these reasons it is important that development is planned with flood risk in mind, both in terms of protecting current and future Crawley residents, and also through ensuring that flood risk is not increased elsewhere.

²³ see 'WED02430R Decentralised Energy Study 4 110516_final'

²⁴ see 'WED02430R Decentralised Energy Study 4 110516_final'

Flash flooding from surface water run-off and/or sewer overload is also known to be an issue in Crawley following heavy localised rainfall events. This issue is not limited to areas identified by the environment agency flood risk maps and is therefore a key consideration for all development in Crawley. It is a specific issue for Crawley as the clay soil and density of urban development increases the volume of surface water run-off and of run-off via the sewage system. Further development could increase the risk of this type of flooding if not designed appropriately. It is therefore important that new development be designed with this in mind.

Changing climate patterns are likely to increase the risk of extreme rainfall events and therefore exacerbate the risk of both types of flooding in future, adding further justification to the identification of flood risk as a key consideration for development in Crawley.

Policy ENV4: Development and Flood Risk

To ensure development does not cause an unacceptable risk of flooding locally, and does not increase the increase flood risk elsewhere:

All development in food risk areas should:

- i. have full regard to the requirements of the National Planning Policy Framework and accompanying Technical Guidance, particularly in demonstrating that the sequential test, and as appropriate the exceptions test, has been satisfied;
- ii. where flood risk is identified, proposals should demonstrate that appropriate mitigation measures can and will be implemented as part of the development to ensure risk is made acceptable on site, and is not increased elsewhere as a result of the development;

All development, regardless of whether it is in an identified flood risk area should:

- iii. utilise, where technically feasible, Sustainable Drainage Systems (SuDS) in order to avoid any increase in flood risk or adverse impact on water quality. These should be sensitively designed, located to maximise biodiversity and public amenity benefits. And brought forward in liaison with West Sussex County Council in its role as lead drainage authority.

All major development (10 dwellings or more, or non-domestic buildings with floor area of 1,000sqm or more), regardless of whether it is in an identified flood risk area:

- iv. should meet the appropriate peak time run-off attenuation rate requirements from both roofs and hard surfaces as set out in the Code for Sustainable Homes or BREEAM 'Surface Water Run Off' credits.

The Crawley Borough Strategic Flood Risk Assessment has not yet been completed and it is envisaged that its outcomes will guide other aspects of this policy based upon its recommendations.

Reasoned Justification

Flooding is a natural process that can happen at any time in a wide variety of locations, posing a risk to life, property and livelihoods. The NPPF requires local planning authorities to take a pro-active approach to managing impacts associated with climate change, including flood risk. To minimise risks to property, inappropriate development should be avoided in areas which are at greatest risk of flooding, and directed to sequentially preferable areas of lowest risk. Where development is necessary in areas of flood risk, care should be taken to ensure it can be made safe without increasing flood risk elsewhere. To guide the location of development, the NPPF requires that local planning authorities undertake a Strategic Flood Risk Assessment (SFRA).

The risk of flooding posed to properties within Crawley arises from a number of sources including river flooding, localised runoff and sewer flooding, and it is currently estimated that 846 properties in the borough are at a 'significant' risk of flooding (i.e. have a greater than 0.1% (1 in 1000) chance of flooding in any particular year). This risk also extends beyond the borough boundary to affect a number of properties in the neighbouring borough of Reigate and Banstead.

Development in Crawley has the potential to increase the likelihood of flood risk if it is not carefully managed. Development on floodplains can play a significant role in increasing flood risk, particularly through placing people and properties in areas that are at a heightened risk of flooding. Climate change impacts are also expected to increase the risk of flooding over the coming decades, with an increase in the frequency of wet, mild winters anticipated. Therefore it is essential that planning decisions are informed by, and take due consideration of, the flood risk posed to (and by) future development.

The Crawley Strategic Flood Risk Assessment is a key tool in this sense, identifying areas in the borough where the risk of flooding is greatest. As required by the National Planning Policy Framework, the SFRA provides a local evidence base through which the sequential and exceptions tests should be assessed, and can therefore play a key role in guiding inappropriate development away from areas of greatest flood risk.

Development can also increase the amount of impermeable surfacing through the urbanisation of flood susceptible areas, constraining natural drainage processes, and increasing the levels and speed of surface water run-off. This can result in localised surface flooding, and can lead to rivers exceeding their storage capacity more quickly, often resulting in localised 'flash flooding'. The Gatwick Water Cycle Study recognises surface water flooding as a material planning consideration, and recommends that sustainable drainage techniques should be implemented to control flood risk.

Development and Heatwave Risk

Changing climate patterns are expected to increase the frequency and severity of heatwave events. Such events are likely to be of increased severity in Crawley due to the relatively high levels of radiant energy the area receives, combined with the urban heat island effect typical of compact urban areas. It is important that development is planned with heatwave risk in mind, both in terms of designing to enable a reasonable level of thermal comfort under the higher temperature extremes expected in future, and through designing to minimise the urban heat island effect.

The impact of a development on the urban heat island effect in its surroundings can be mitigated by employing green roofs, by planting trees or otherwise shading hardscape areas and/or by using roofing or hardscape materials with high albedo (i.e. materials that reflect a high proportion of the solar radiation incident upon them, rather than absorbing and readmitting it).

Policy ENV5: Development and Heatwave Risk

To enable development to cope with future temperature extremes, and ensure it does not unduly increase the impact of heatwave events in the surrounding area:

- i. in designing for internal thermal comfort, development should consider the impact of expected future temperature extremes, and should be able to demonstrate that they are adaptable to provide reasonable levels of thermal comfort under these conditions;

for all new developments:

- ii. consideration should be given to utilising green roofs &/or high albedo roofing materials (materials that reflect a high proportion of the solar radiation incident upon them, rather than absorbing and readmitting it) to minimise the development's contribution to the heat island effect;
- iii. consideration should be given to use of high albedo materials, open-grid paving and/or to shading of the hardscape by solar panels, trees or high albedo architectural devices/structures; to minimise the development's contribution to the heat island effect;

for new developments with 1,000sqm or more of roof space and/or hard landscaping:

- iv. new developments with 1,000sqm or more of roof space and/or hard landscaping should meet: the basic green roof or high albedo roofing material requirements of the LEED credit 'Heat Island Effect – Roofs'; and/or the basic high albedo material, open-grid paving or shading requirements of the LEED credit 'Heat Island Effect – Nonroof'.

Reasoned Justification

The NPPF requires local planning authorities to take a pro-active approach to managing impacts associated with climate change. In Crawley one of these impacts is expected to be increased frequency and severity of heatwave events. Ensuring that new buildings will be fit for purpose under greater temperature extremes and minimising the contribution that new developments have towards the urban heat island effect will help manage this impact.

Clause 'i' is deliberately left fairly open. The presumption is that this be a fairly informal requirement on developers to show a reasonable level of consideration / awareness of the impact that increased temperature extremes could have on the provision of thermal comfort conditions. An alternative would be to set a specific requirement to allow for the temperature to exceed X deg C for no more than Y hours

each year assuming extremes of external temperature of up to 2 dec C. However this could be perceived as an overly prescriptive approach to this issue.

The impact that development has on the local urban heat island effect is not typically addressed as a specific issue in the UK, and as such there are not (at the time of writing this plan) any nationally applied standards for this issue. However as Crawley is expected to be at greater risk of heatwave events than is typical across the UK this is deemed an area where planning in Crawley should aim to control the impact of development.

In the absence of nationally applied standards Crawley Borough Council has set out some suggested measures that should be considered by developments. For larger developments (with over 1,000 sqm of roof and/or hard landscaping) a performance standard has been set based on the requirements of the heat island credits in the LEED environmental rating scheme. The LEED requirements have been used for this purpose as, although not widely in use in the UK, they have previously been proven as workable in application to a large number of developments in the US, and have been previously applied to a some developments in the UK.

Water Efficient Development

The South East, including Crawley, is an area of extreme water stress. It is amongst the most water stressed areas in the UK²⁵. It follows that more stringent water conservation measures be required from housing and commercial property development in Crawley.

In addition, changing climate conditions are expected to further aggravate water stress in Crawley. Drought is expected in increased frequency and severity and will put additional strain on reservoir and groundwater levels. Extreme rainfall events are also expected to become more frequent and to be more severe. Although seemingly counter-intuitive: increased risk of extreme rainfall can actually further aggravate water stress as most of this water does not soak through to recharge groundwater but instead becomes surface water run-off – increasing the risk of flooding. One method of helping to manage flood risk is to reduce stock levels in reservoirs (at the cost of increasing water stress) so that there is spare capacity that can be used to store excess surface water, during extreme rainfall events, that would otherwise cause flooding. Water efficiency should therefore be a key consideration for developments in Crawley.

Policy ENV6: Water Efficient Development

To minimise the contribution of development to the already aggravated water stress in the region, development in Crawley should exceed minimum national standards for water conservation:

- i. all development should utilise a combination of: combined rainwater harvesting and water run-off attenuation systems, greywater recycling systems and highly efficient water fixtures to minimise the need for potable water consumption;

²⁵ (see: <http://publications.environment-agency.gov.uk/PDF/GEHO1207BNOC-E-E.pdf>)

- ii. all major developments (10 or more dwellings, or non-domestic developments of 1,000sqm or more) should exceed the current minimum national standards for water efficiency by meeting the next most onerous standard for minimum water efficiency from the Code for Sustainable Homes (in the case of dwellings); or the next most onerous minimum water consumption and monitoring requirements of BREEAM (in the case of non-domestic developments).

Reasoned Justification

The NPPF requires local planning authorities to take a pro-active approach to managing impacts associated with climate change, including water stress. Ensuring that new development is highly water efficient, and that where appropriate it makes use of rainwater harvesting and/or grey water recycling for uses which do not require water to be potable (such as WC flushing), will help to minimise the impact of development on water stress in the region.

As this is an area that has been identified as a priority issue for Crawley, it is proposed that development will be expected to exceed national minimum standards. Crawley Borough Council have set out a number of suggested measures in the policy above, and all developments will be expected to consider and employ one or more of these.

For larger developments (of 10 or more dwellings, or of 1,000 sqm or greater) a performance standard could be set that goes beyond that of the national minimum standards at the time of development.

For new housing, the minimum national standard at the time of writing this local plan (as per the April 2010 update to Part G of the building regulations) is for internal potable water use not to exceed 120 litres per person per day (plus an allowance for 5 litres per person per day for outdoor water use)²⁶. This is calculated based on standardised assumptions for occupant behaviour using the “Water efficiency Calculator for New Dwellings” and compares to typical useage in existing buildings of 150 litres per person per day²⁷. The Code for Sustainable Homes (CfSH), which also uses this water calculator method, provides a framework for setting water efficiency standards that go beyond the national minimum standard where there is a local need (such as in Crawley). The CfSH also provides an indication of where building regulations may move in future.

It is proposed that Crawley planning policy on water efficiency require all developments of 10 or more new dwellings exceed minimum building regulations by achieving the next level of Code for Sustainable Homes (CfSH) water efficiency requirements - as set out in the table below. So: if national building regulations require a maximum indoor potable water usage of 120 litres per person per day, the requirement in Crawley will be to achieve 105 litres per person per day; if national building regulations require a maximum indoor potable water usage of 105 litres per person per day, the requirement in Crawley will be to achieve 80 litres per person per day.

²⁶ (see: http://www.water-efficient-buildings.org.uk/?page_id=1794)

²⁷ (see <http://www.environment-agency.gov.uk/homeandleisure/beinggreen/117266.aspx>)

<i>Requirement under CfSH</i>	<i>Max litres of internal potable water use per person per day</i>	<i>Required by Building Regulations</i>	<i>Suggested Requirement in Crawley</i>
<i>Levels 1 & 2</i>	<i>120 l/p/d</i>	<i>Part G, 2010</i>	<i>105 l/p/d</i>
<i>Levels 3 & 4</i>	<i>105 l/p/d</i>	<i>Possible standard from 2014</i>	<i>80 l/p/d</i>
<i>Levels 5 & 6</i>	<i>80 l/p/d</i>	<i>Possible standard from 2016</i>	<i>80 l/p/d</i>

For non-domestic development there is currently no nationally applied standard for water efficiency of buildings (only minimum performance requirements for individual water using fixtures). However BREEAM sets out standards for minimum water performance of such buildings. This is done using the BREEAM water calculation method to assess the percentage reduction in internal potable water usage of the proposed building performance as compared to that of a notional building, using standardised assumptions for occupant behaviour.

It is proposed that Crawley planning policy require major non-domestic developments (of 1,000 sqm or more of floor area) to install water meters and to meet the basic water efficiency requirements necessary for a BREEAM 2011 Good rating. It is also proposed that if national building regulations are adopted for building water efficiency that equal or exceed these BREEAM requirements, that Crawley require major developments to meet the next most onerous level of water efficiency requirements in BREEAM – as set out in the following table.

<i>Requirement under BREEAM 2011 rating of..</i>	<i>Percent reduction in internal potable water use required vs. notional building</i>	<i>Suggested reduction requirement in Crawley when Building Regulations match or exceed BREEAM requirements</i>
<i>-</i>	<i>No Requirement</i>	<i>12.5%</i>
<i>Good, Very Good, or Excellent</i>	<i>12.5%</i>	<i>25%</i>
<i>Outstanding</i>	<i>25%</i>	<i>25%</i>

Fuel Poverty

The proportion of fuel poor households (households that need to spend 10% or more of their annual income on energy to keep their home adequately warm) has been increasing rapidly in recent years: rising from around 4.0% of households in Crawley in 2006 to around 9.2% in 2009²⁸. This has been driven by increasing fuel costs combined with relatively stagnant household incomes. It is exacerbated by the continued prevalence of homes with poor energy performance (and therefore high energy bills) in the existing housing stock.

Fuel Poverty is a multifaceted issue and there is no single characteristic by which it can be accurately identified. However two key indicators that households may be at risk of fuel poverty are: low income households (such as pensioner and benefit claimant households); and households in homes with poor energy performance. Homes with poor EPC ratings (such as For G ratings) are therefore at heightened

²⁸ data from DECC: "Fuel poverty 2009: sub-regional data" and "Local Authority fuel poverty levels, 2006"; see: http://www.decc.gov.uk/en/content/cms/statistics/fuelpov_stats/archive/archive.aspx

risk of fuel poverty, and tenants in private rented accommodation may also be at greater risk – as private rented housing is generally worse in terms of energy performance than social housing or owner occupier homes.

A high proportion of households in Crawley occupy privately rented homes, which when combined with the risk of further increases to energy prices could push fuel poverty rates in Crawley up further. The current proportion of households in fuel poverty represents an unacceptably high number of households in Crawley who are struggling to both pay their bills and stay warm, even if this does not increase further.

For these reasons tackling fuel poverty by improving the energy performance of existing housing in the borough, and/or by supplying energy more efficiently (and at a cheaper price) via district energy networks, is a key issue for Crawley. This will also have the additional benefit of helping to mitigate the boroughs climate change impact by reducing carbon emissions generated by heating the existing housing stock of the borough.

Policy ENV7: Tackling Fuel Poverty by Improving Existing Homes

To improve the energy performance of existing homes, reduce the risk of fuel poverty across the borough, and mitigate the impact of climate change on energy use in existing homes:

Crawley Borough Council will:

- i. create and operate a Carbon Offset / Buyout Fund (to be financed via Section 106 obtained contributions from developments that need to offset a portion of their emissions impact in order to meet their planning obligations for overall carbon performance under policy ENV1) with a part of its objectives being to: fund energy performance improvements (such as installation of solid wall insulation) to the existing housing stock within the borough, and/or to connect existing housing, whose occupants are at risk of fuel poverty, to efficient district energy networks that will supply them with cheaper energy;
- ii. where relevant take any necessary steps to ensure that the operation of this fund complements and operates effectively alongside national schemes aimed at tackling Fuel Poverty (such as the Green Deal and Energy Company Obligation (ECO)).

Reasoned Justification

The nature of Crawley's housing stock – with a high proportion of privately rented accommodation combined with a more than doubling of the proportion of households in fuel poverty in 2009 as compared to 2006 (see statistics quoted above in the introduction to the fuel poverty section), suggests that fuel poverty is a key issue that needs to be addressed in Crawley. It also suggests that poor energy performance among existing housing may be a key factor in leaving households at risk of falling into fuel poverty when energy prices rise and/or household income stagnates. As such improving the energy performance of the worst performing housing in the borough should help reduce the risk of more households falling into fuel poverty in future.

Crawley Borough Council is currently exploring what types of carbon saving measure the carbon buyout / offset fund should be used to finance. It is possible that these will not be limited to measures designed to tackle fuel poverty, in which case it may be necessary to either widen the scope of this policy or include an additional policy in this local plan to set out the objectives of the fund and how it will be operated.

The types of measure to be financed from the proposed carbon offset / buyout fund will need to result in a quantifiable reduction in carbon emissions. They could potentially include:

- *improvements to the energy performance of existing housing, where the occupants may be at risk of fuel poverty;*
- *connection of blocks of housing, where occupants may be at risk of fuel poverty, to district energy networks (subject to this being acceptable under CIL regulations);*
- *support towards commercial or industrial energy performance improvements;*
- *support towards energy performance improvements in existing housing;*
- *installation of renewable or low carbon technology to supply district energy networks, where this is not identified as to be funded under CIL (and subject to this being acceptable under CIL regulations);*
- *installation of renewable or low carbon technology to provide energy for public or community buildings in the borough;*
- *support towards community led renewable energy or energy efficiency initiatives; and/or*
- *installation of pipe work for district energy network infrastructure, where this is not identified to be funded under CIL (and subject to this being acceptable under CIL regulations);*

As the detailed proposals for operation of the carbon offset / buyout fund are developed Crawley Borough Council will consider how the fund can best be used to finance energy efficiency measures alongside the national Government's Green Deal and ECO schemes, and/or whether the council could use the fund to provide finance for Green Deal measures as a Green Deal finance provider.

QUALITY OF LOCAL ENVIRONMENT

Managing Pollution

Crawley is unique in comparison to other towns in the region. It is mainly urban in character, is well linked to the motorway network, contains a major international airport at Gatwick, and is home to one of the largest employment areas in the south east at Manor Royal and County Oak. These aspects have combined to make Crawley a leading economic driver in the sub-region, but can also result in pollution impacts which need to be mitigated and managed.

Policy ENV8: Pollution Management and Land Contamination

To prevent unacceptable risks from environmental pollution and land contamination, development, including extensions and intensification of existing uses, will only be permitted where the proposed use:

- a) would not lead to a significant increase (including cumulative increase) in levels of pollution or hazards, or where impacts can be appropriately mitigated to ensure impacts are controlled, and as far as possible reduced; and
- b) is appropriate to its location in that it would not result in material disturbance or nuisance to the amenity of adjacent land uses and occupiers; and
- c) is appropriate to its location taking account of ground conditions and land instability.

Where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, the developer must provide information detailing the methodology through which risks will be addressed, and ensure the treatment and/or removal of all such contaminants and materials prior to the commencement of development.

Reasoned Justification

Conservation and enhancement of the natural environment and the reduction of pollution is installed as one of 17 key planning principles set out in the NPPF. Through this document, the Government requires the planning system to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution, or land instability (paragraph 109). The NPPF also requires that Local Plans aim to minimise pollution and other adverse effects on the natural environment (paragraph 110) and should encourage re-use of despoiled, degraded, or contaminated brownfield land, where appropriate, through remediation and mitigation.

Noise and Noise Sensitive Development

The NPPF requires that Local Plan policies and development management decisions aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development, ensuring that where conflict does arise impacts are, as far as possible, mitigated against and reduced to a minimum. To ensure that the Local Plan appropriately manages and mitigates against issues of noise on a consistent basis, the draft policy approach draws upon two pieces of emerging evidence base work.

The first of these is 'Planning Guidance on Noise', an emerging guidance document being produced by East and West Sussex Local Planning Authorities in order to deliver a consistent approach to noise across the country. Managing the relationship between existing and proposed development, and the wider noise environment, represents a key objective of the document; particularly in terms of avoiding significant adverse noise impacts, protecting human health, and ensuring a good standard of amenity. To help ensure that noise is considered fully within the planning process, the document will provide detailed guidance setting out the circumstances in which a noise statement will be required to support planning applications, and will provide detail as to the content required within the noise statement.

Notwithstanding the provision of broad policy guidelines by the Planning Guidance on Noise, it is recognised that the revoking of PPG24 (Planning and Noise) has resulted in an absence of technical guidance relating to noise. Whilst PPG24 provided

guidance in relation to situations in which the onset of noise impact becomes significant, Noise Planning Policy Statement for England (2010) – identified under the noise policy of the NPPF – outlines that Significant Observed Adverse Effect Level (SOAEL), the noise level above which significant adverse effects on health and quality of life occur, will vary depending on the situation and source of noise. For this reason, there is currently not a recognised value for SOAEL. However, given the diverse range of noise sources in Crawley (including the airport, motorway, and Manor Royal) it is considered that detailed technical guidance will be required to facilitate the interpretation of Local Plan Policy ENV9. As such, work has commenced on a detailed Noise Appendix, and this will be published as part of the Submission Local Plan in June 2013.

Policy ENV9: Noise Sensitive Development

Housing and other noise sensitive development will only be permitted in locations that are not exposed to significant noise disturbance from existing or proposed uses.

Where noise generating development is proposed in proximity to existing or proposed noise sensitive uses (including identified tranquil areas), appropriate mitigation will be required.

In determining the significance of noise disturbance, regard will be had to the emerging Planning and Noise Advice Document being produced by East and West Sussex Local Authorities and emerging Noise Exposure Categories that will be produced to inform interpretation of the Local Plan Policy.

Where noise is found to be significant, a noise statement will be required to support applications. This will:

- assess the impact of the proposal as a noise generator or receptor as appropriate; and
- demonstrate how the development will be designed, located, and controlled to mitigate the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

Development which does not appropriately take into account and mitigate against significant sources of noise exposure or generation will be refused.

Reasoned Justification

Given Crawley's unique noise environment, it is considered that locally-specific guidance is needed to ensure that national objectives are met, whilst ensuring that an approach that is consistent with adjoining local planning authorities is progressed.

Further, it is considered that detailed technical guidance will be required to fill the policy gap left by the revocation of PPG24 to provide locally specific clarity in interpreting an appropriate noise response according to source.

Improving Air Quality

European Legislation requires councils to assess air quality within their administrative areas. Where statutory air quality values are likely to be exceeded, an Air Quality Management Area (AQMA) should be declared and an Action Plan prepared. The NPPF is clear that Local Plans should take into account both the presence of AQMAs and cumulative impact from individual sites when planning for development, whilst emerging Government proposals will make local authorities directly accountable for air quality breaches if it cannot be demonstrated that steps are being taken to prevent or reduce exceedence.

To ensure that the air quality impact of development is appropriately mitigated against, where identified, planning applications will be required to be supported by an Air Quality Assessment. Guidance as to the circumstances in which an Air Quality Assessment, and as necessary mitigation strategy, will be required is detailed in the emerging 'Air Quality & Emissions Mitigation for Sussex', being produced by Sussex Air in partnership with Local Planning Authorities in Sussex. When adopted, regard will be had to the content of this document in determining the extent to which requirements of Local Plan Policy ENV5 have been met.

Policy ENV10: Air Quality

Where identified, development proposals must be supported by an Air Quality Assessment detailing the air quality impact of development, and outlining an appropriate mitigation strategy that will be implemented to ensure that air quality is not worsened, and is where possible improved.

For development situated within an Air Quality Management Area, mitigation approaches will need to contribute towards addressing air quality objectives identified in the relevant local air quality action plan. Development within Crawley that may reasonably be considered to impact upon air quality beyond the borough boundary, will be expected to contribute towards achieving a reduction in levels of air pollution, and should demonstrate how this will be achieved through an Air Quality Assessment.

Reasoned Justification

Air quality in Crawley is generally good, although some areas are close to exceeding recommended European Union limits, and it is possible that an AQMA may need to be designated over the plan period. The council has responsibility to ensure that air quality does not negatively affect the residents' health or the environment, both within and beyond the borough boundary, and for this reason it is important that the Local Plan is able to contribute to the improvement of air quality.

Green Infrastructure

Green infrastructure is the network of multi-functional green space both new and existing, and both rural and urban which supports the natural and ecological processes and is integral to the health and quality of life of the population.

Policy ENV11: Green Infrastructure

The council will protect and support a diverse and multi-functional network of green infrastructure by working with local partners to:

- i. identify a network of strategically and locally important green infrastructure; and
- ii. identify opportunities for enhancement which will support planned development and be used to mitigate or compensate proposals where possible.

Development on or adjacent to these areas will not be permitted where it would result in unacceptable conflict with the function(s), potential functions, or characteristics of that area. Criteria will be developed that requires applicants to demonstrate that a proposal is acceptable.

Reasoned Justification

The planned network of green spaces, corridors and sports facilities in Crawley performs a fundamental structural, amenity and biodiversity role for the town, enhancing the quality of the built environment and creating a distinctive feel. It is for these reasons the Local Plan protects these spaces from loss and seeks opportunities for their enhancement.

Following the commitments above prior to submission of the Local Plan will allow the council to maintain a network of green infrastructure whilst allowing sustainable growth within the borough.

Biodiversity

The County Council has produced a register of Site of Local Conservation Importance and the Borough Council also has a list of locally important sites. These sites are vulnerable to the direct and indirect impacts of development. Local Sites have a fundamental role to play in:

- meeting overall national biodiversity targets;
- contributing to the quality of life and the well-being of the community; and
- supporting research and education.

Ancient Woodlands are valuable as a biodiversity resource for its diversity of species and longevity as woodland. Areas of ancient woodland are identified on the Proposals Map and protected by national policy.

The Sussex Biodiversity Partnership works together towards achieving biodiversity targets. Biodiversity Action Plans (BAPs) and Biodiversity Opportunity Areas have been produced which identify habitats of importance within the borough. This includes the Urban BAP which highlights the rich biodiversity in Sussex's urban areas as well as the Deciduous Woodland, Lowland Heathland, Lowland Meadows and Undetermined Grassland BAPs.

A key issue to be addressed is that not all of Crawley's wildlife is secure within protected areas. The borough's biodiversity is vulnerable to inappropriate land management, habitat fragmentation, development pressure and climate change. The

Local Plan Policy ENV12 seeks to enhance existing assets and rebuild what has previously been lost.

Policy ENV12: Biodiversity

To ensure a net gain in biodiversity:

Proposals which harm Sites of Nature Conservation Importance will be refused unless:

- i) there is a clear need for such development;
- ii) there are no alternative sites available; and
- iii) the harm can be adequately mitigated, or, as a last resort, compensated for by providing a net gain in biodiversity.

Planning permission will not be granted for development that results in the loss or deterioration of ancient woodland unless the need for, and benefits of, the development in that location clearly outweigh the loss. A buffer zone between new development and ancient woodland will be required in line with Natural England Standing Advice.

The borough council will seek improvements in nature conservation value of an area in association with new development and will encourage the management and interpretation of these areas.

The council will support the designation, management and protection of the biodiversity of Local Sites as well as those local priority habitats and species identified in the Local Biodiversity Action Plans.

The council will also support the maintenance and enhancement of habitats, identify opportunities to create buffer zones and restore and repair fragmented and isolated habitats to form biodiversity networks. Opportunities to deliver a net gain in biodiversity will be taken through appropriate mitigation, enhancement, "building in" biodiversity and use of planning obligations. Biodiversity will be embedded in Green Infrastructure planning to reflect the importance of habitat connectivity in ensuring species are able to adapt to climate change.

Reasoned Justification

The above policy seeks to minimise impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

It is important that planning decisions take into account biodiversity by ensuring that decisions are based on sufficient information. Where habitats/species of principle importance are present an Ecological Survey will be required. Where planning applications are considered to have an impact on wildlife, advice will be sought from relevant national and local organisations.

Sport, Recreation and Open Space

This policy sets out the criteria the council will use to determine proposals that affect open space, sport and recreation provision.

Open space, sport and recreation provision is important for the quality of life of both individuals and the community as a whole. Furthermore, the open spaces, sport and recreational spaces form a key part of the Green Infrastructure of the town, enhancing its character. These spaces are therefore protected from loss, and the Local Plan aims to ensure that current provision can continue in effective use.

Policy ENV13: Open Space, Sport and Recreation

Proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless:

- a) An assessment of the needs for open space, sport and recreation, produced by or agreed with the council, clearly show the site to be surplus to requirements; and
- b) The site is unsuitable for re-designation to another form of open space, sport and recreation provision; and
- c) Loss of the site will not result in overriding visual, amenity, environmental or cultural impacts; and
- d) Will not undermine the council's Green Infrastructure network.

Reasoned Justification

Determining what open space, sport and recreation provision is required as well as the qualitative and quantitative deficits or surpluses is a requirement of national policy.

The council's open space assessment (2008-2016) has identified the location, quantity and quality of open space, sport and recreation provision. This assessment is currently being reviewed to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area.

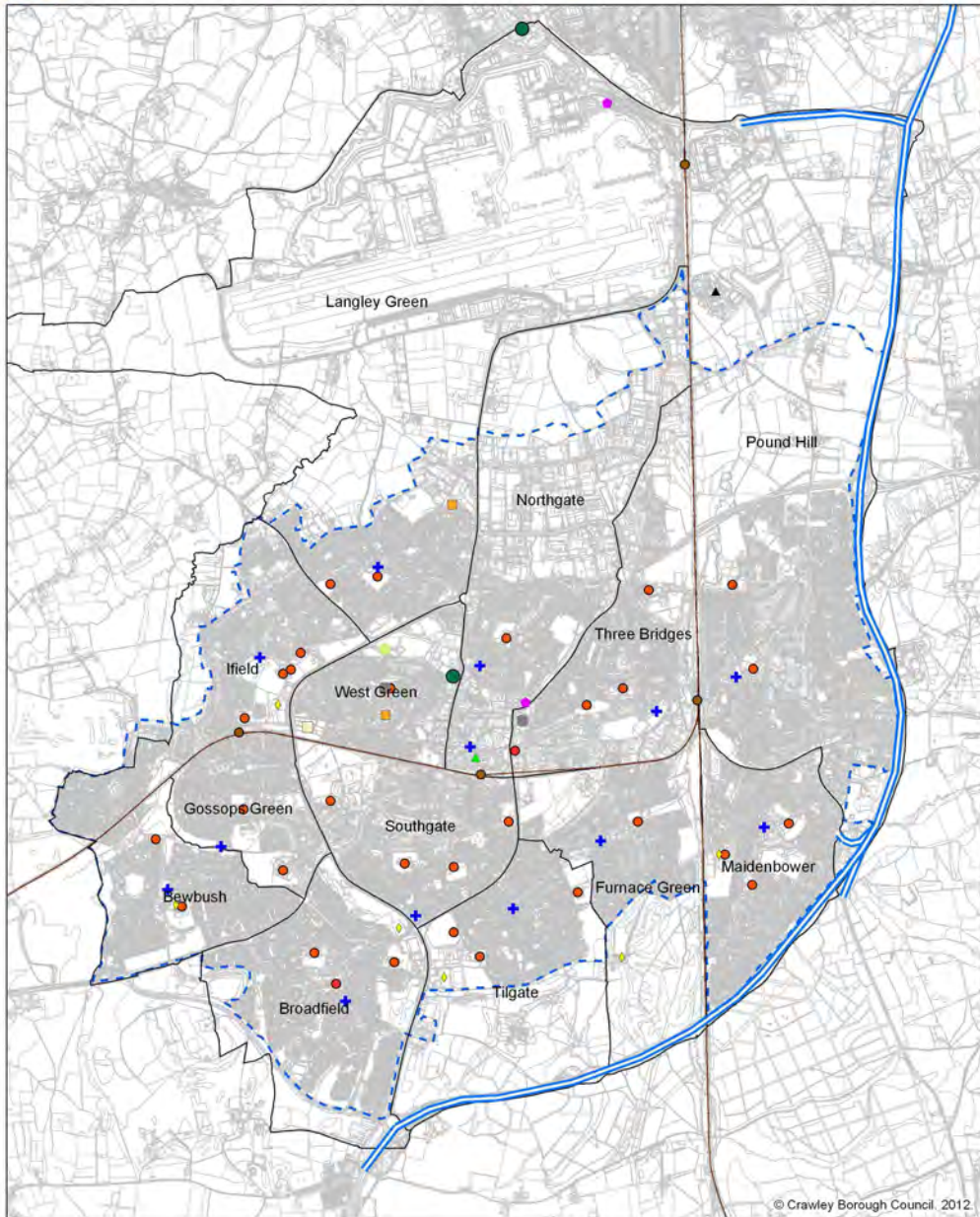
For the purposes of this policy open space, sport and recreation facilities broadly fall into the following typologies:

- *Indoor sports facilities*
- *Parks and gardens*
- *Natural and semi-natural open spaces*
- *Amenity green space*
- *Provision for children*
- *Provision for young people*
- *Outdoor sports facilities*
- *Allotments*
- *Cemeteries and churchyards*
- *Civic spaces*
- *Green corridors.*

Infrastructure

1:30,000

- | | | | |
|--|---|--|--|
|  Motorway |  Police Station |  Cemetery |  Fire Station |
|  Railway |  Primary and Secondary Schools |  Leisure Facilities |  Hospitals |
|  CBC Neighbourhoods |  Further Education College |  Libraries |  Sewage Treatment Works |
|  Built-Up Area Boundary |  Bus Station |  GPs |  Ambulance Stations |



Infrastructure

Growth will be sustainable and supported by an infrastructure plan that complements development enabling people to live a long and happy life.

Enabling people

Crawley will continue to improve the quality of life for its residents throughout every stage in their life. Excellent early years' provision will support children's development, which will be further assisted by the provision of good primary, secondary and tertiary education. Education, for both young and old, should unlock potential, giving people a real choice about what they do in their working life. People will be encouraged to stay physically and mentally fit and active, high standards of health care will be delivered locally and people will be able to age with confidence as they grow older.

Growing the town

By 2029 significant progress will have been made towards Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.

The retention of existing essential infrastructure and the provision of additional facilities and services to support new development is a key objective of the planning system. It is important to retain, and where possible enhance, existing essential infrastructure in the borough taking into account new innovations and the need to respond to climate change.

A complete picture of the provision of infrastructure in Crawley is contained in the Infrastructure Plan which supports the Local Plan. This demonstrates that the overall level of growth proposed by the plan can be supported by infrastructure.

As significant parts of the town's infrastructure are not actually provided by the Borough Council, it is important that the council continues to work closely with West Sussex County Council and utility and service providers (such as water providers, communication companies etc.) to ensure that the necessary infrastructure is in place for the lifetime of the plan.

Chapter Content

This chapter sets out the draft policies and approach to ensure sufficient infrastructure to meet the needs of the existing and future population. It covers all types of infrastructure provision.

Issues and Options Consultation – What you told us

During the consultation period, the provision of community infrastructure was seen as integral for local residents' quality of life. Indeed, both open space and leisure facilities were seen as a major strength of Crawley and many of the correspondents wished to retain or improve the facilities that many of the neighbourhoods offered. However, health facilities were seen by many correspondents as a matter of concern, with several residents stating that a new hospital should be built within the town. Furthermore, there has been strong support for more localised provision of recreation, leisure and health facilities.

Infrastructure providers have generally supported the growth of the town and recognised the need for the improvement or replacement of existing infrastructure prior to the commencement of a new development, to ensure that the development is sustainable and adequately catered for. West Sussex County Council (WSSCC) has also stated that owing to both demographic changes and the further growth of the town, it is anticipated that further provision of school places will be required. A focal issue discussed by the major infrastructure stakeholders is that developers should make financial contributions for their developments to ensure that crucial infrastructure is in place, either through s106 Agreements or through the forthcoming Community Infrastructure Levy (CIL).

It was evident that public transport was generally perceived to be a strong asset for the town, although several correspondents wished for more frequent bus services, particularly in the evenings and weekends which would make some residents more inclined to utilise public transport. The local bus operator, Metrobus, highlighted the need to establish commercial routes and the work it is doing to help provide services to the new developments at Kilnwood Vale and the North East Sector.

Support was also expressed for improvements to rail stations and rail services. Importantly, it was suggested by several correspondents that both Crawley and Three Bridges rail stations should be modernised acting as gateways and in the case of Three Bridges, a major transport interchange. The key stakeholder, Network Rail, generally supports these suggestions.

Concerns have also been expressed with regards to the Highway Network and its capability to manage further growth within and outside the borough. In particular, junctions 9, 10 and 11 of the M23 have been specified by both correspondents and the Highways Agency as busy interchanges that may require upgrading. Lastly, car parking is considered a major issue of concern, and it has been suggested by many correspondents that more parking should be provided, particularly at rail stations, and furthermore, within older residential streets in the town.

Moving Forward – The Key Issues

Crawley's population is still growing, new neighbourhoods are soon to be added to the town, and additional housing sites are proposed in this Local Plan. Growth in employment numbers and at Gatwick Airport is also anticipated, and therefore it is important to ensure that the key transport, utility, service and community infrastructure facilities are improved and if necessary expanded to meet the needs of the town. Some facilities can grow incrementally as additional funding is provided through taxes, rates and investment plans, but other infrastructure facilities will soon

reach a critical point beyond which a major new facility is likely to be needed, this could include the cemetery and the sewage treatment works. Given the constrained nature of the borough, some new infrastructure facilities which require larger sites may have to be provided outside the borough boundary.

Local Plan Policies

Infrastructure Provision

People that live and work in the town need to be supported by wide range of infrastructure facilities and services to enable the town to function and to provide a high quality of life. This can be achieved by protecting existing infrastructure and ensuring that new development can make provision for any additional infrastructure it requires.

Policy IN1: Infrastructure Provision

Development will be permitted where it is supported by the necessary infrastructure both on and off site.

Existing infrastructure services and facilities will be protected where they contribute to the neighbourhood or town overall, unless an equivalent replacement or improvement to services is provided.

The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.

Where appropriate and in line with the CIL regulations, s106 agreements will address site specific issues.

Reasoned Justification

Infrastructure covers a wide range of services and facilities such as transport, affordable housing, education, health, social infrastructure, community facilities, sport centres, open space, parks and play space, waste management and disposal, libraries, cemeteries, emergency services, places of worship, utility services, waste water treatment, telecommunications infrastructure and flood defences.

It is important that the necessary infrastructure and community services are made available for the whole community, for everyone to enjoy a high quality of life. The NPPF highlights the role that infrastructure can play in contributing to sustainable development and the role Local Plans can play to ensure that the appropriate infrastructure is delivered. The Infrastructure Plan sets out in more detail an assessment of infrastructure provision in Crawley. These facilities which make a contribution to the provision of infrastructure provision in the town will be protected unless alternative provision is made.

It is a fact that new development will place additional demands on infrastructure provision and that developers will be expected to contribute to the provision of additional infrastructure generated by their development. Following the adoption of

this Local Plan the borough council will charge developers the Community Infrastructure Levy (CIL) on appropriate development. The details of the charge are will be set out in a separate CIL Charging Schedule. Section 106 agreements will address relevant site specific issues to mitigate impacts on infrastructure that are not covered by CIL. A revised Supplementary Planning Document will be prepared which will provide additional guidance on the use of s106 agreements following the introduction of CIL.

Telecommunications and Broadband Provision

The Government's objective for the planning system is to facilitate the growth of new and existing telecommunication systems. Advanced, high quality communications infrastructure is essential for economic growth. The development of high speed broadband technology and other communications networks also play a vital role in enhancing the provision of local community facilities and services.

Policy IN2: Strategic Delivery of Telecommunications Infrastructure

All proposals for new residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.

Reasoned Justification

The provision of high speed broadband can help attract businesses and foster economic growth. Exclusion from access to broadband can also reduce access to public services and employment opportunities, cause social isolation and mean that people may not be able to benefit from discounts for online billing or payments.

'Superfast' connections are available via cable in Crawley with broadband connections starting from 30 Mbps. Crawley also has access to superfast broadband via the Next Generation Access (NGA) network. A West Sussex County Council project – West Sussex Better Connected is aiming to ensure that Recent funding from the government will mean that 90% of West Sussex will have access to superfast broadband by April 2015. Work is on-going to ensure that the market can provide connections to a superfast broadband service where it is not already provided. WSCC has secured government funds to help fund improvements where this is not being met by the market. The funding can contribute towards the installation of new cabinets across the district to ensure that existing households and businesses can connect to the network. The installation of cabinets introduces the potential for cables to be directly connected up to individual households and businesses.

Retrofitting superfast broadband into existing development is a costly and disruptive process, therefore measures to incorporate the fibre optic cables directly into new development, as part of the construction process, should be encouraged.

Sustainable Transport

New developments normally generate additional traffic and create new access requirements. The location of new developments and the intensity of the usage are

the two crucial variables that will ultimately determine whether new developments are sustainable in terms of the local or regional transport network. Importantly, the developer is expected to meet the access needs generated by a proposed development, either through the direct improvement of transport infrastructure associated with it, or through wider transport infrastructure enhancements and/or improvements to public transport, cycling and walking facilities. Therefore, new developments, if sited in sustainable locations, can provide a tangible opportunity to improve the wider transport network.

Furthermore, the NPPF states that plans should endeavour to minimise the need to travel and maximise the use of sustainable transport modes. In Crawley, the public transport system is considered by residents to be accessible, and moreover, the distances needed to travel are relatively short, owing to the compact nature of the town. This also provides the opportunity for cycling and walking to be an attractive form of transport.

Policy IN3: New Development & Requirements for Sustainable Transport

Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.

Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion. Only developments where the impact on the transport network would be severe and cannot be mitigated to an acceptable level would permission be refused.

In order to consider such impacts, developments that generate significant amount of movements should be supported by a:

- a) Transport Statement, which assesses the impact of a development with relatively small transport implications; or a
- b) Transport Assessment, which assesses the impact of a development when there are significant transport implications, and a Travel Plan, which identifies how the development will maximise the usage of sustainable modes of transport as opposed to the private motor vehicle.

Reasoned Justification

In line with the current NPPF, this policy reflects the approach that developments which generate a significant amount of movement should be situated in sustainable locations. Sustainable locations are defined as sites which minimise the need to travel, such as the town centre, and also takes advantages of opportunities to utilise public transport, and the cycling and walking network. As a consequence, it is considered appropriate that large retail, commercial, employment or leisure developments should be concentrated in locations where an existing transport infrastructure can sustain such developments for the long-term. It is envisaged that such a policy will encourage modal change, to public transport, cycling and walking which will subsequently reduce greenhouse gas emissions and the use of motor vehicles.

Importantly, developers play a key role as part of this overall approach since developments should meet the access needs of the development. Indeed, it is for the developer to meet such needs either through a Section 106 Agreement (to mitigate specific site matters relating to the development in question) and/or, in the future, through CIL as previously discussed in Policy IN1. This can include improvements to the public transport, cycling and walking network. Consideration of the role of park and ride in meeting the access needs of developments forms part of the transport assessment of the Local Plan which is being undertaken. This will help identify whether park and ride would be an appropriate means of mitigating the impact of development.

Parking

Consultations with residents have indicated that the issue of parking, particularly in the Town Centre and within the vicinity of rail stations, is a key issue for the town. Particular parking issues that will need to be addressed are the needs of an expanding town centre and commuter parking. Parking standards are essential in terms of ensuring that new developments have a satisfactory provision of car parking spaces, but also ensure that other more sustainable uses of transport are still utilised.

In addition, it is integral to assess the older residential neighbourhoods, where the modern parking needs of residents were not foreseen when the neighbourhoods were first developed. However, owing to the limitations of the highway network and the ever increasing need to retain environmental assets and open space, it is believed that policies should still concentrate on more sustainable modes of transport in order for the town to accommodate a growing travel demand.

Policy IN4: Parking Standards

Development will be permitted where the development provides the appropriate amount of car parking to meet its needs when it is assessed against the borough council's car parking standards, which is contained within Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

Parking standards for residential development are based on accessibility of the area, the levels of car ownership, and the size of any new dwellings.

Parking standards for other types of developments will be based on the particular usage of the premises, which will take account of the intensity and requirements of each employment usage and the accessibility of an area by public transport and other sustainable modes. A zonal approach to parking for office developments taking into account accessibility of the site will also be applied.

Reasoned Justification

Significantly, and in accordance with the NPPF (paragraph 40), it is posited that the Local Authority should seek to enhance the quality of parking in the Town Centre to ensure that it's convenient, safe and secure. This policy will seek to improve town centre parking through the assessment of parking standards for new developments (or existing developments that increase floor space and/or intensify the permitted

usage), which ensures that the appropriate level of cycle and car parking will accompany all planning applications that are permitted.

Parking standards for both residential and non-residential development are included in Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) adopted in 2008. In line with the NPPF, the parking standards take into account the accessibility of the extended or new development through the use zones to reflect the ability of certain neighbourhoods to accommodate further parking spaces. In addition, the particular type, mix and usage of the site will have a bearing on the number of parking spaces that any planning application will require. With these parking standards, an appropriate number of both cycle and car parking spaces will be provided, alleviating congestion.

New Infrastructure Provision

The Infrastructure Plan provides an assessment of the provision of infrastructure in Crawley and whether new or additional facilities will need to be provided to support the town and its growth.

Policy IN5: The Location and Provision of New Infrastructure

The council will support the provision of new or improved Infrastructure in appropriate locations where the facilities are required to support new development or where they add to the range and quality of facilities in the town.

Major facilities which serve the whole town or wider area should be located in the most sustainable locations accessible by a variety of means of transport.

Local community facilities should be located close to neighbourhood centres.

Reasoned Justification

The NPPF highlights the need to plan for the provision of infrastructure to support residents and businesses. As has been identified earlier infrastructure covers a wide range of services and facilities. Where new facilities and services are provided consideration needs to be given to their location depending on the number of trips generated and the use of the facility. The proposals will also need to be assessed against general development management policies.

Infrastructure facilities which generate a significant number of trips should be located in the most sustainable location where they can benefit from good public transport access and other suitable forms of transport.

Infrastructure which serves a neighbourhood catchment should be located close to neighbourhood centres. This will help maximise the accessibility of the site by foot and cycle as well as by public transport.

Other forms of infrastructure facilities which provide services but do not generate significant number of trips should be located in the most appropriate location taking into account their impact on adjoining uses.

Rail Stations

The main rail stations provide highly sustainable opportunities for major development and are fundamental to ensuring that sustainable modes of transport are utilised. From the consultations that were completed, the main theme to come forward in terms of rail travel was that rail stations within the borough should be improved, in order to enhance the specific roles of each rail station. The key stakeholder operating the rail stations, Network Rail, is also committed to improving all four stations over the plan period.

Policy IN6: Improving Rail Stations

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

- a) at Gatwick Station, support its function as an airport-related interchange function and provide opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses;
- b) at Three Bridges Station, support its role as a potential parkway station and as a major interchange between the rail, bus and highway network;
- c) at Crawley Station, support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station;
- d) at Ifield Station, strengthen its role as a local suburban station meeting the needs of residents in the west of the town.

Reasoned Justification

Gatwick rail station is in a highly strategic location for transport, not only within the borough, but for the wider South East region. Thus, it is important to seize opportunities for any possible improvements for broadening the function of the station to include further surface travellers, particularly those who use sustainable modes of transport, such as rail. Three Bridges rail station is a major rail junction for both the Brighton main line and the Bognor Regis/Southampton rail line. Subsequently, as a major transport interchange for commuters, it is envisaged that the station can better serve those using buses, cycles and the highway network. Crawley rail station acts as a major gateway into the Town Centre, and thus, it is important to support the station's integration into the main shopping area through environmental improvements and high-quality urban design. At Ifield rail station, the development of the Kilnwood Vale neighbourhood to the west of the town means it is important to strengthen the role of this suburban rail station in order to meet the needs of any increases in rail patronage.

This policy endeavours to ensure that the specific function of each rail station within the borough is enhanced. Specifically, the NPPF states that it is important to support strategies that are necessary for the sustainable growth of airports, and subsequently, it is considered that improvements to Gatwick rail station's concourse and access will help ensure the sustainable growth of the airport in the future. In addition, the NPPF states that Local Plans should allow authorities to identify priority areas for infrastructure provision and/or environmental enhancements to build sustainable economic growth. Indeed, it is integral for both Crawley and Three

Bridges rail stations to have improvements or new developments within the locality, in order to ensure that opportunities are exploited for the use of sustainable transport, which coincides with Policy IN2. Lastly, owing to proposed new neighbourhood to the west of the town, it will be important to ensure that the transport needs of new residents outside of the borough are also met by strengthening the capacity and access of Ifield rail station.

Crossovers

Crossovers are created where a vehicle driveway is required to cross a pavement or verge to access a parking area within the curtilage of a residential property. In certain circumstances these crossovers require planning permission.

Policy IN7: Crossovers

Proposals for crossovers to access hardstandings in front gardens will only be permitted where highway safety and the amenity of the street scene are not adversely affected; and the proposal will not result in the unacceptable loss of public on-street parking spaces.

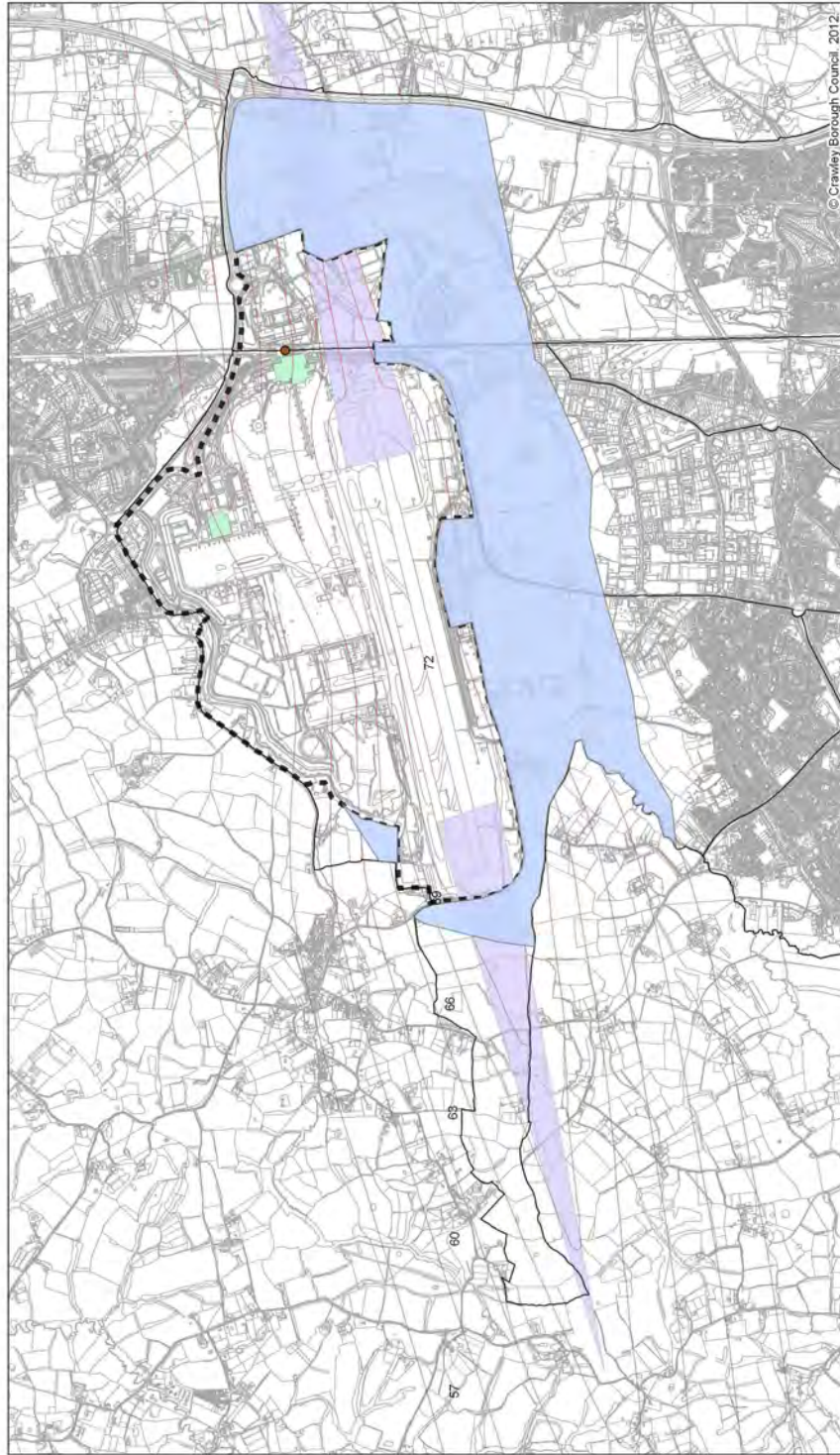
Reasoned Justification

As a result of its development as a new town a significant number of properties in the town were not built with drives or garages within the curtilage of their property. Some residents therefore seek to provide hardstanding within their front garden to provide a parking space. Whilst the change of use of the garden to a hardstanding does not always require planning permission itself, the crossing of a pavement or verge to access the space if the property is on a classified road or the land crossed is not designated as highway does require planning permission. The creation of a crossover can lead to the loss of on-street parking spaces so it is important that the level of this impact is assessed. Any proposal will also need to be considered with regards to highway safety. Hardstandings can also have a detrimental impact on the amenity of the street scene.

1:25,000

Gatwick Airport

-  Train Station
-  Gatwick Airport Boundary
-  Gatwick Safeguarding
-  CBC Neighbourhoods
-  Gatwick Noise Contours
-  Public Safety Zone
-  Airport Terminal Buildings



Gatwick Airport

Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.

Gatwick Airport will continue to support the economic growth of the town.

*** Please note that this section has been prepared since the publication of the Government's Draft Aviation Policy Framework and shortly after the Government's announcement on the setting up of an independent commission on maintaining the UK as an international aviation hub. ***

Gatwick Airport lies within the Borough of Crawley and is the busiest single runway airport in the world. It is currently used by around 34 million passengers per annum which is expected to rise to 40 million passengers per annum (mppa) by 2020 and potentially up to 45 mppa by 2030.

Gatwick Airport generates a significant number of economic benefits both directly through its own employment requirements but also through the wider benefits to the regional and local economy which make Crawley and the wider Gatwick Diamond area attractive to employers and businesses. It is also important that the environmental impacts of the airport are considered.

The borough council is consulted on any developments which the airport operator proposes to undertake under its permitted development rights. The council as the Local Planning Authority also determines any planning applications for more significant developments which are not classified as permitted development.

The council's planning policies support the growth of the airport to a throughput of 40 million passengers per annum (mppa) with a single runway and two terminals. This policy has been supported by legal agreements, the latest signed in 2008, which contain measures to help ensure that the environmental impact of this level of growth is mitigated.

A key issue in relation to future planning policies regarding Gatwick Airport is the nature of national policy in relation to aviation and runway capacity. The government is currently in the process of revising national aviation policy. The government issued a draft Aviation Policy Framework in July 2012 which was subsequently followed by an announcement of a setting up of an independent commission on maintaining the international hub status of the UK and how any additional capacity should be met.

The 1979 legal agreement between West Sussex County Council and Gatwick Airport Limited (GAL) prevents the building of a second runway at Gatwick before 2019.

Chapter Content

This chapter combines the planning policy considerations which are specifically relevant to the future development of Gatwick Airport.

Issues and Options Consultation – What you told us

A number of stakeholders supported the growth of the airport within its current configuration (one runway, two terminals) supported by appropriate environmental measures. A range of views were expressed about whether a second runway is needed and whether the council should support or oppose the development of another runway. Responses from residents were split on a 50/50 basis between those who supported a second runway and those who opposed it. Responses from businesses were in full support of a second runway. It was felt that a full debate is needed within the context of emerging national aviation policy about the second runway issue. A range of views were also expressed about whether land should continue to be safeguarded for a second runway.

The response of Gatwick Airport Limited reflected the content of the Draft Airport Master Plan 2011 in that whilst there are no current plans for a second runway, future asset planning should cater for all eventualities and that a second runway may be needed at some point in the future. On this basis it was put forward that land should continue to be safeguarded for a second runway. The airport operator also sought the lifting of the restriction of office development on the airport to airport related uses on a permanent basis due to the amount of vacant office floorspace on the airport.

Finally, there was support from a number of stakeholders for policies restricting airport related parking in employment areas or the countryside.

Moving Forward – The Key Issues

The presence and operation of an international airport within the borough generates specific planning issues which need to be addressed by local planning policies. As well as the consultation responses there are also number of key evidence based documents which will also need to be taken into account including the national policy background in terms of airport growth and runway issues.

The main evidence based documents are:

- 2003 Aviation White Paper
- Draft Aviation Policy Framework (DfT, July 2012)
- 2008 Legal Agreement between CBC, WSCC and the airport operator
- 2008 Gatwick Airport SPD
- 2011 Draft Gatwick Master Plan
- Emerging national aviation policy and Hub Airport options.

More details on these documents are included in the Reasoned Justifications for the policies.

Development of the Airport

The Local Plan will need to continue to reflect the development required to support the agreed development of the airport up to 40 mppa will be reached in 2020. The (draft) Gatwick Master Plan (2012) produced by the airport operator and covering the period to 2020 sets out how the airport will meet the needs of a passenger throughput of this level. However, the latest passenger forecasts predict that demand for growth will continue after 2020, to approximately 45 mppa by 2030.

Policy GAT1: Development of the Airport with a Single Runway

Within the airport boundary as set out on the Proposals Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum provided that:

- i. The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
- ii. Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding and climate change.

Reasoned Justification

A Section 106 agreement was signed in 2008 which contains a wide range of legal obligations which help ensure that the environmental impact of the growth of the airport to 40 mppa is mitigated. The 2008 agreement covers the period until 2015 and will be re-negotiated by this time. It is likely that the next review of the legal agreement will continue to be negotiated in the context of 40 mppa which it is currently predicted to reach by 2020.

The way in which the Local Plan deals with the potential for growth beyond 40 mppa level also needs consideration, as Gatwick as a two terminal, one runway airport can cater for up to 45 mppa. The latest passenger forecasts predict that the throughput would reach 40 mppa by 2020 and grow beyond this level to 45 mppa by 2030. The principle of the growth of the airport to this higher level of throughput is accepted subject to there being appropriate measures in place to mitigate the environmental impact of this growth, which would need to be addressed by a new legal agreement.

Proposals that contribute to the safe and efficient operation of the airport are considered to include a range of uses which used to be contained in Annex B of PPG13. Such uses can be operational (e.g. terminals, runway facilities, aircraft maintenance, freight handling facilities); directly related development including transport interchanges, admin offices and parking; as well as less directly related development (e.g. hotels, conference and leisure facilities, offices and retail) where the relationship to the airport is explicitly justified and is of an appropriate scale relative to airport activities.

Future Runway Development and Need for Safeguarding

The 2003 Aviation White Paper outlined the possibility of a wide spaced parallel second runway at Gatwick in case the conditions regarding the provision of an additional runway at Heathrow could not be met and because there was a strong case on its own merits. The White Paper stated that land should be safeguarded for a second runway at Gatwick. The draft Aviation Policy Framework has clarified the current status of the White Paper and the need to continue safeguarding in the light of developing national aviation policy.

Policy GAT2: Safeguarded Land

The Proposals Map identifies land which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction on an additional wide space runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.

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

Reasoned Justification

The Draft Aviation Policy Framework (July 2012) clarifies that when adopted it will replace the 2003 Aviation White Paper. It is therefore considered that the White Paper requirements including that to safeguard land for a second runway remain current. The Draft Framework does clarify that land outside existing airports that may be required for airport development in the future, needs to be protected against incompatible development in the period until the adoption of the Aviation Policy Framework and any relevant policies and proposals ultimately arising from the Government with regards to runway capacity. It is hoped that ultimately government policy will continue to provide clear guidance with regards to the need or not to safeguard land for a second runway. Until that time, it is considered appropriate to continue to safeguard land for a second runway.

It is difficult to pre-empt what recommendations the independent Commission on international aviation connectivity will make on the issue of runway capacity. There will need to be a fuller debate about the borough council's contribution to the work of the Commission when further details are known. This debate will need to assess the range of views that were expressed regarding Gatwick as part of the local plan consultation as there are both economic benefits and environmental impacts of a second runway at Gatwick.

Long Term Gatwick Related Car Parking

Passengers that fly in and out of Gatwick need to be able to travel to and from the airport by a variety of means of surface transport. The airport operator is required to prepare a surface access strategy to help address the surface access need of aircraft passengers. Controlling the extent of airport related parking helps encourage the use of alternatives whilst ensuring sufficient parking is available to passengers with no other option.

Policy GAT3: Gatwick Airport Related Parking

The provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

Reasoned Justification

Whilst Gatwick's operator has a target of 40% of passengers at a throughput of 40 mppa travelling to the airport by public transport, this still requires the provision of significant parking facilities for those who chose to drive to the airport by private car. A significant number of these spaces are provided within the airport boundary and there are also a number of well established businesses with the appropriate planning consents which provide long-stay Gatwick related parking in off-airport locations.

The Airport operator produced a parking strategy in 2009 and is currently updating it, to demonstrate the amount of car parking that needs to be provided as passenger throughput grows to 40 mppa but is still commensurate with a target of 40% of passengers travelling to the airport arriving by public transport.

However, there are also a number of businesses which offer car parking services to airport passengers which use sites that do not have planning permission for airport related car parking. These could be both sites in the countryside or previously developed sites which have been used for employment or other purposes which are currently vacant. Such sites are not in the most sustainable locations, may not be appropriate for parking and would lead to the loss of the site for employment or the use which it is currently used.

It is considered that sites within the airport boundary provide the most sustainable location for the additional long stay parking which needs to be provided as passenger throughput grows whilst still supporting the public transport target. Sites within the airport boundary are close to the terminals and can help reduce the number and length of trips.

Employment Uses at Gatwick

A number of office developments at the airport had conditions placed on them when they were permitted to restrict them to airport-related uses. These are uses which contribute to the safe and efficient operation of the airport such as airlines, handling agents and the airport operator, who are involved in the direct provision of services relating to the operation of the airport.

Policy GAT4: Employment Uses at Gatwick

Permission for the loss of airport-related office floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the operational needs of the airport as it expands.

Reasoned Justification

Recent years have seen an increasing level of vacant office property at the airport, due in part to the changing needs of airlines and airport businesses which require less office space than previously required. The borough council has recently allowed the temporary relaxation of conditions for a period of three years on some office developments at the airport.

Whilst recognising the changing nature of airport operations, it is important that the airport continues to be able to cater for operational needs without requiring, in the future, the development of additional land to meet its needs as it expands.

PART 3:

CRAWLEY'S NEIGHBOURHOODS

NEIGHBOURHOOD SPATIAL OVERVIEWS

Crawley's original masterplan designated land for the New Town, much of which was already covered by the market town of Crawley, the villages of Ifield and Three Bridges and the outlying settlements. The new town was originally designed to have a new centre and nine residential neighbourhoods, separated by radial roads. Industry was to be concentrated in the northeast. Each neighbourhood contained a range of house types, and its own shopping centre, primary school, church or chapel, and social facilities grouped near a central green. Access and accessibility played a critical part in the original layout – with almost all houses to be less than half a mile from a neighbourhood centre and within 1¼ miles from the town centre.

Whilst later phases of the neighbourhood developments have been on a larger scale, and have subsequently exceeded the original plan of nine neighbourhoods – the principles of the original approach of the neighbourhood design has been continued, providing Crawley with its distinctive character and sustainable layout.



Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities²⁹. This Local Plan provides the basis for planning at the neighbourhood level; understanding the elements of each individual neighbourhood which form its character, and identifying the opportunities for potential developments, enhancements and protection.

The preferred strategy approach to the Local Plan has been based on the understanding of the role played by Crawley's neighbourhood structure, in particular with regards to its character and quality of life offer. In addition, the designated economic areas remove much of the employment uses from the residential areas and provide character considerations and potential opportunities in their own right.

This section of the preferred strategy Local Plan seeks to illustrate the implications of the spatial elements of the Plan on a neighbourhood by neighbourhood basis. This does not set new policies, which are contained within the preceding chapters in this document. Instead it describes some of the key application considerations for future developments within the neighbourhoods, and identifies areas for protection and enhancement and those available for development opportunities.

The sites identified for potential residential development relate only to those the council is currently aware of and have included within the Strategic Housing Land Availability Assessment as at least suitable and deliverable. Identified sites which are suitable but currently undeliverable, or considered currently unsuitable for housing development, along with windfall sites are therefore not identified within this Plan.

²⁹ Paragraph 150, National Planning Policy Framework, Department for Communities and Local Government (2012)

Bewbush

Bewbush is located in the South West of Crawley. The area was mainly built during the 1970s and 80s and follows the model of the other Crawley neighbourhoods with a central shopping parade surrounded by many other facilities including a community centre. There are two primary schools in the neighbourhood.

Bewbush adjoins the neighbourhoods of Ifield (to the north); Gossops Green (to the east); and Broadfield to the south. The western neighbourhood boundary marks the borough boundary with Horsham district. The new neighbourhood, Kilnwood Vale, will extend from Bewbush across the borough boundary following its completion.

The area is well linked to Crawley town centre, Manor Royal Industrial Estate and Gatwick Airport by the Fastway bus service.

Age Range	Percentage of People	
Under 16	30%	Over, 3,000 households live within Bewbush; housing 9,000 residents: 80 per cent of which are under 45 years of age, including an extremely high proportion of children and an extremely small elderly population (only 4% of residents being over 65 years of age). There are 2 primary schools within Bewbush.
16 – 24 years	14%	
25 – 44 years	36%	
45 – 64 years	16%	
65+ years	4%	

What you said

- Felt that Bewbush Centre and good transport links are real positives.
- Concern about crime and anti-social behaviour, felt that neighbourhood has a bad reputation.
- Bewbush residents broadly pro-growth, looking for between 450 to 550 or 550+ new homes per year.
- Support for flats and small/medium houses.
- Bewbush residents were supportive of jobs in light-industry/manufacturing and also those provided.
- Buchan Park, Bewbush playing fields, Millpond all valued areas of open space.
- Suggested improvements: Neighbourhood pub, clinics/health centres, road repairs, bus routes.

Character & Environment

Neighbourhood Principle:

Bewbush is a large neighbourhood, characterised by houses and flats built around courts and walkways, away from traffic. The neighbourhood benefits from a recently improved neighbourhood centre, which includes some new residential opportunities as part of the regeneration of the neighbourhood centre.

Heritage:Listed Buildings (Policy CH8 Part B)

Grade II

Bewbush Manor (15th – 16th century)St Mary Magdalene's Church (17th century)Scheduled Ancient Monument (Policy CH10 Part B)

Bewbush Manor (Moat)

Important Views:

An important view crosses Bewbush from Gossops Green towards the Area of Outstanding Natural Beauty (AONB) beyond the built-up area (Policies CH11).

Landscape Character:

There are also extensive playing fields western boundary of Bewbush, which will form a crucial break to the new neighbourhoods of Kilnwood Vale. This area is identified in the Crawley Landscape Character Assessment as Edge 3: West of Gossops Green/Bewbush Rural Fringe (Policy CH12)

The outlook to the south of Bewbush, beyond the borough boundary, the Landscape Character Assessment characterises the area as Edge 4: South of Broadfield into Buchan Hill Forest and Fringes (Policy CH12).

Environmental Protection:

Flood risk zones 2 and 3 are associated with the reservoir and the streams leading to and from it, which flow through the neighbourhood (Policy ENV4).

Green Infrastructure:

Ifield Mill Pond is located within Bewbush. The recent consultations carried out by the council, both specifically relating to the future plans for the mill pond, and the broad Crawley 2029 consultation, have indicated this is a well used and valued open space. The Mill Pond and adjoining open space is also a site of nature conservation importance, and contains areas of ancient woodland (Policies ENV11, ENV12, and ENV13).

Areas of open amenity space are provided throughout the neighbourhood as part of the original layout (Policies ENV11 and ENV13).

Biodiversity:

The area surrounding Ifield Pond known as Bewbush Water Gardens (a Site of Nature Conservation Importance) forms a section of the Greenway which is a 15 mile circular route around Crawley (Policies ENV11, ENV12, and ENV13).

What could be happening in Bewbush**Built-up Area Boundary Changes:**

There are a number of minor amendments to the Built Up Area Boundary proposed through the preferred strategy:

- **Breezhurst:** Inclusion of areas of playing fields as part of the Built-up Area (Policy CH12).
- **West of Bewbush:** Inclusion of open grass area and wooded area as part of the Built-up Area (Policy CH12).

Housing Sites:

Potential housing sites currently identified in Bewbush provide a total of 117 dwellings towards the capacity figure set out in Policy H1. These are through the development of 2 sites:

Sites with Planning Permission:

- Land at Dorsten Square, Bewbush Drive – 21 dwellings

Key Housing Sites:

- Breezehurst Drive – 96 dwellings (Policy H2).

Conservation Areas:

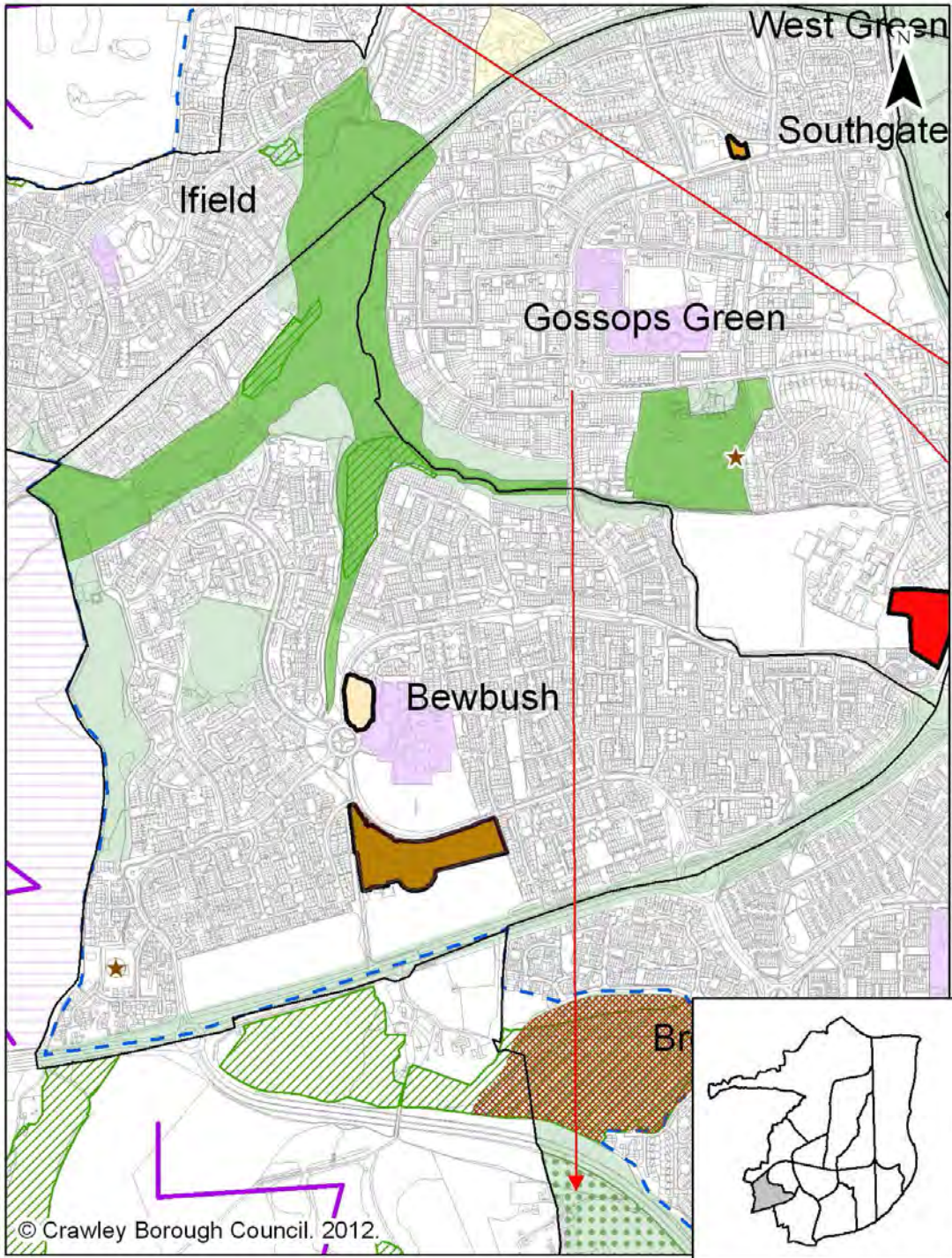
There are no proposed new Conservation Areas within Bewbush.

Potential Economic Opportunity Areas:

Bewbush Neighbourhood Parade is identified as a defined employment area through the preferred strategy (Policy EC9)

Bewbush

- | | | |
|---|---------------------------|---|
| Neighbourhoods and Borough Boundary | Local Nature Reserves | Key Housing Sites |
| Archaeologically Sensitive Areas | Landscape Character Edges | Kilnwood Vale |
| Scheduled Ancient Monuments | Structural Landscaping | Housing Sites |
| Area of Outstanding Natural Beauty | Ancient Woodland | A Large sites with PP |
| Areas of Special Character | Two Way Important View | B Sites allocated in the Core Strategy (2008) |
| Historic Gardens | One Way Important View | C Sites allocated in the Local Plan |
| Conservation Areas | Built-Up Area Boundary | D Small sites with PP |
| Proposed Conservation Area | Main Employment Areas | E Suitable and Deliverable |
| Suggested Extension to Proposed Conservation Area | | |
| Site of Nature Conservation Importance | | |



Broadfield

Broadfield is located in the south west of Crawley. Due to the size of the neighbourhood, it is divided into two electoral wards - Broadfield North and Broadfield South.

The area was built in several stages starting in the 1970s and is now one of the largest neighbourhoods in Crawley. It is served well by local amenities, including primary schools and a number of large open spaces, including Broadfield Park and Target Hill nature reserve. Crawley's football stadium is on the eastern edge of Broadfield.

Broadfield has good transport links to the surrounding area with the Fastway bus service taking passengers to the town centre, Manor Royal Industrial Estate, Gatwick Airport and Three Bridges.

There are 4,800 households in Broadfield, making it the second largest neighbourhood with over 12600 people living within the neighbourhood.

Age Range	Percentage of People
Under 16	28%
16 – 24 years	14%
25 – 44 years	35%
45 – 64 years	18%
65+ years	5%

The neighbourhood contains a large proportion of children and young people (almost half of the residents are under 25), and an extremely small elderly population (only 5% of residents being over 65 years of age).

What you said

- Felt that affordability of housing and good transport links are positives.
- Concern about appearance and lack of investment, and felt that there is not much sense of community.
- No clear housing delivery target identified. Support for flats and small/medium/large houses.
- Affordable housing: residents generally supportive of maintaining current 40% threshold or increasing.
- Tilgate Park valued as an area of open space.
- Suggested improvements: Cheaper public transport, maintaining the environment, resident car parking.

Character & Environment

Neighbourhood Principle:

Many parts of Broadfield are characterised by densely laid out pedestrianised, residential streets and a network of green spaces and garage courts.

The shopping centre is privately owned, however improvements are being carried out in partnership with the council.

Heritage:

Listed Buildings (Policy CH8 Part B)

Grade II

Broadfield House (1830)

Historic Parks and Gardens (Policy CH10 Part A)

Broadfield Park

Important Views:

Two important views cross the edges of Broadfield from Gossops Green towards the Area of Outstanding Natural Beauty (AONB) and countryside south beyond the built-up area (Policies CH11).

Landscape Character:

Area of Outstanding Natural Beauty (AONB) lies to the south of dual carriageway (Policy CH12).

South of Broadfield, beyond the borough boundary, is characterised in the Landscape Character Assessment as Edge 4: South of Broadfield into Buchan Hill Forest and Fringes (Policy CH12).

Environmental Protection:

Areas of flood risk run through the neighbourhood associated with the watercourses (Policy ENV4).

Green Infrastructure:

Areas of open amenity space are provided throughout the neighbourhood as part of the original layout (Policies ENV11 and ENV13).

Biodiversity:

Ancient woodland (Policy ENV12) extends along the river corridors through the neighbourhood.

Broadfield Park is a designated Local Nature Reserve (Policies ENV11, ENV12 and ENV13).

What could be happening in Broadfield

Built-up Area Boundary Changes:

There are a number of minor amendments to the Built Up Area Boundary proposed through the preferred strategy:

- **Target Hill:** Exclusion of the woodland from the Built-up Area, and Inclusion of the area of housing within the Built-up Area (Policy CH12).
- **South of Broadfield South:** Inclusion of the community centre and playing field within the Built-up Area (Policy CH12).
- **East and West of Brighton Road:** Inclusion of Broadfield Park within the Built-up Area.

Housing Sites:

Potential housing sites currently identified in Broadfield provide a total of 5 dwellings towards the capacity figure set out in Policy H1. These are through the development of 2 sites:

Sites with Planning Permission:

- Site adjacent Lewisham Close – 4 dwellings

- Adjacent 1 Enfield Road – 1 dwelling

There are no sites currently identified in the preferred strategy within Broadfield as a Key Housing Site (Policy H2).

Conservation Areas:

There are no proposed new Conservation Areas within Broadfield.

Potential Economic Opportunity Areas:

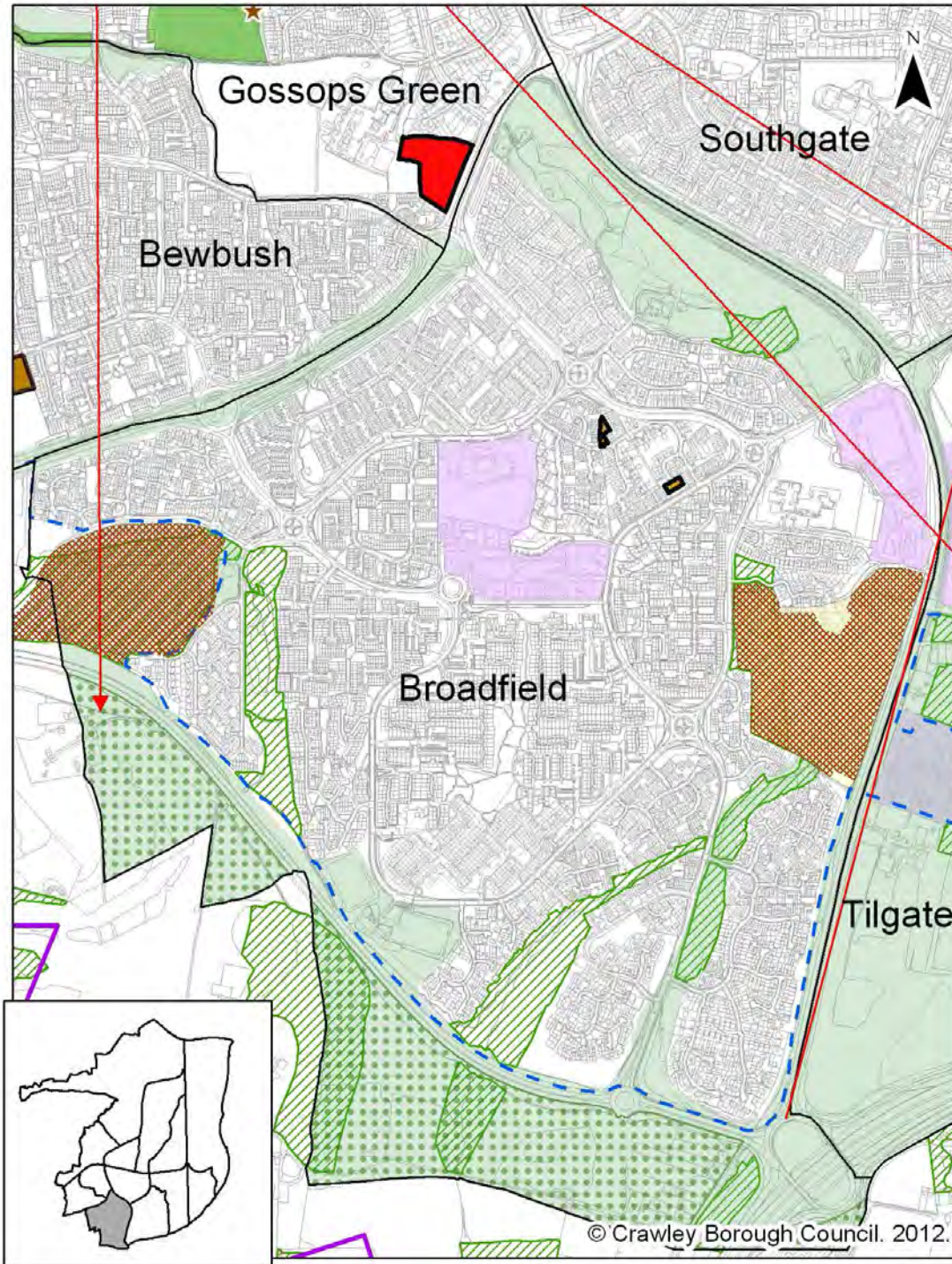
Broadfield Business Park is identified in the preferred strategy as a defined employment area (Policy EC7).

Crawley Town Football Club forms part of the main employment Area of the K2 Leisure Quarter (Policy EC8).

Broadfield Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

Broadfield

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| <ul style="list-style-type: none"> □ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments ★ Area of Outstanding Natural Beauty ★ Areas of Special Character ★ Historic Gardens ★ Conservation Areas ★ Proposed Conservation Area ★ Suggested Extension to Proposed Conservation Area ★ Site of Nature Conservation Importance | <ul style="list-style-type: none"> ▨ Local Nature Reserves ▨ Landscape Character Edges ▨ Structural Landscaping ▨ Ancient Woodland ▨ Two Way Important View ▨ One Way Important View ▨ Built-Up Area Boundary | <ul style="list-style-type: none"> ▨ Main Employment Areas ▨ Town Centre Development Sites | <ul style="list-style-type: none"> ▨ Key Housing Sites <p>Housing Sites</p> <ul style="list-style-type: none"> ▨ A Large sites with PP ▨ B Sites allocated in the Core Strategy (2008) ▨ C Sites allocated in the Local Plan ▨ D Small sites with PP ▨ E Suitable and Deliverable |
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Furnace Green

Furnace Green is located to the south east of Crawley town centre. Work started on the neighbourhood in the 1960s and continued into the 1980s. The name of the neighbourhood is a reference to iron smelting which is reputed to have taken place in the area in Roman times.

The area is served by a parade of shops, a primary school and a community centre. The Hawth Theatre also lies within the electoral ward of Furnace Green.

Age Range	Percentage of People
Under 16	17%
16 – 24 years	11%
25 – 44 years	24%
45 – 64 years	27%
65+ years	21%

There are 5734 people living in Furnace Green, in 2403 households. The neighbourhood has one of the lowest proportions of under 24 year olds and the highest proportion of 45-64 year olds and over 45 year olds.

What you said

- Felt to be a friendly, quiet neighbourhood with good facilities and plenty of open space.
- Concerns centred on there being too many cars parked in the street, poor road surfaces, and felt that range of shops at parade should be improved.
- Broadly considered to be a good sense of community.
- No clear housing delivery target identified. Support for flats and small/medium houses.
- Strong support for ensuring there is sufficient affordable housing
- Emphasis on skill-based jobs and educational attainment.
- Tilgate Park, Gainsborough Road Park, Loppets Road fields all valued as open space.
- Suggested improvements: Upgrade of green spaces and play areas, resident parking, hospital, transport, community uses.

Character & Environment

Neighbourhood Principle:

Furnace Green was identified for development in 1956 by the Development Corporation to meet the needs of Crawley's natural expansion. It was intended for 'the lower executive class' and grew more slowly than the older neighbourhoods had, with building of the new town homes starting in 1961 and continuing until the 1980s.

Heritage Designations:

Conservation Areas (Policy CH8 Part A)
Forestfields and Shrublands

Archaeologically Sensitive Area (Policy CH10 Part B)

There are two archaeologically sensitive areas within Furnace Green:

- The Hawth parkland
- Tilgate Forest Golf Course

Important Views:

An important view runs along Hawth Avenue (Policies CH11).

Environmental Protection:

Improvements have been carried out to Tilgate Dam to reduce flood risk associated with the water courses which run through the neighbourhood (Policy ENV4).

Green Infrastructure and Biodiversity:

Includes part of Tilgate Park: Ancient Woodland (Policies ENV11, ENV12 and ENV13).

The Hawth – SNCI and Ancient Woodland (Policies ENV11, ENV12 and ENV13).
SNCI. (Policies ENV11, ENV12 and ENV13).

Southgate Playing Fields, skatepark (Policies ENV11 and ENV13).

Areas of open amenity space are provided throughout the neighbourhood as part of the original layout (Policies ENV11 and ENV13).

Rail Station Improvements:

Three Bridges Station improvement area (Policy IN6).

What could be happening in Furnace Green

Built-up Area Boundary Changes:

A minor amendment to the Built-up Area Boundary is proposed through the preferred strategy along the Furnace Green neighbourhood boundary with Tilgate Neighbourhood:

- **Tilgate Recreation Ground:** Inclusion of the area of Gainsborough Road playing field and Tilgate allotments within the Built-up Area (Policy CH12).

Housing Sites:

Potential housing sites currently identified in Furnace Green provide a total of 87 dwellings towards the capacity figure set out in Policy H1. These are through the development of 4 sites:

Sites with Planning Permission:

- WSCC Professional Centre – 76 dwellings
- Adjacent 1 Winterfold – 3 dwellings
- Adjacent 38 Rillside – 3 dwellings
- Adjacent 7-9 Weirbrook – 5 dwellings

There are no sites currently identified in the preferred strategy within Furnace Green as a Key Housing Site (Policy H2).

Conservation Areas:

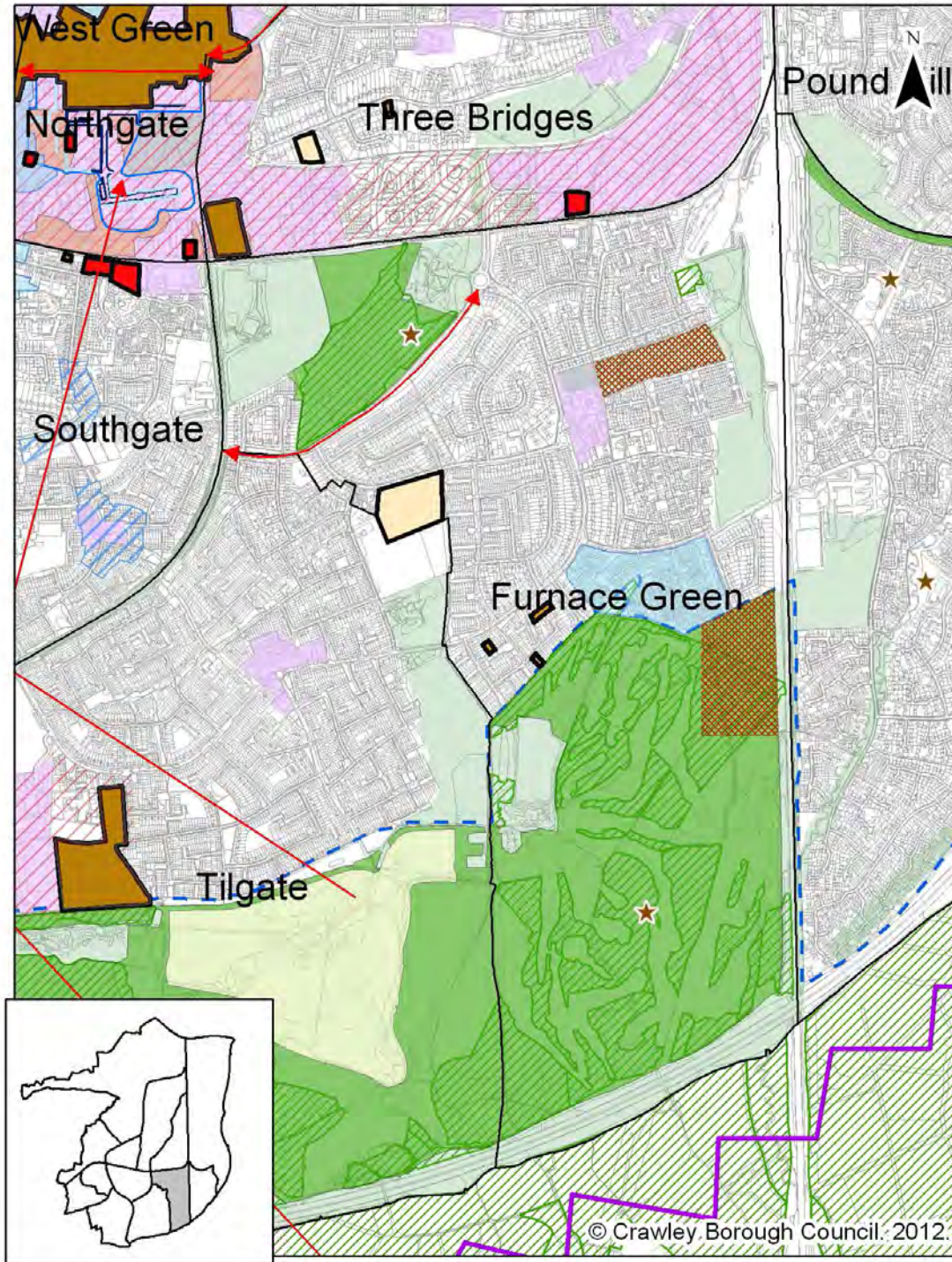
There are no proposed new Conservation Areas within Furnace Green.

Potential Economic Opportunity Areas:

Furnace Green Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

Furnace Green

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| <ul style="list-style-type: none"> □ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments ★ Area of Outstanding Natural Beauty ★ Areas of Special Character ★ Historic Gardens ★ Conservation Areas ★ Proposed Conservation Area ★ Suggested Extension to Proposed Conservation Area ★ Site of Nature Conservation Importance | <ul style="list-style-type: none"> Local Nature Reserves Landscape Character Edges Structural Landscaping Ancient Woodland Two Way Important View One Way Important View Built-Up Area Boundary | <ul style="list-style-type: none"> Main Employment Areas Town Centre Development Sites Priority Areas for District Energy Networks Primary Shopping Area Primary Shop Frontage Secondary Shop Frontage | <ul style="list-style-type: none"> Key Housing Sites <p>Housing Sites</p> <ul style="list-style-type: none"> A Large sites with PP B Sites allocated in the Core Strategy (2008) C Sites allocated in the Local Plan D Small sites with PP E Suitable and Deliverable |
|---|--|--|--|



Gossops Green

Gossops Green is one of the older New Town neighbourhoods: mainly built between 1958 and 1961 and was the last of the original nine planned neighbourhoods to be built. Other parts of the neighbourhood such as the area off Buckswood Drive were built in the 1970s and 1980s. Holy Trinity School, a secondary school, was also built around the same time.

There are 2,000 households in Gossops Green, housing 5,000 people.

The neighbourhood includes 1 primary school, a neighbourhood centre and community centre.

Age Range	Percentage of People
Under 16	18%
16 – 24 years	11%
25 – 44 years	26%
45 – 64 years	24%
65+ years	21%

What you said

- Close to a range of community facilities including Goffs Park, Buchan Park, Bewbush Centre, K2. Also felt to be quiet and well ordered.
- Key concern focussed on the loss of local shops to non retail uses, and parking on verges.
- No clear housing target identified, though broad support for flats and small/medium houses.
- Goffs Park, Ifield Mill Pond, Dormans playing field, Woldhurstlea Woods recognised as valuable local assets.
- Suggested improvements: Infrastructure to support development, schools, hospital, and leisure, youth facilities.

Character & Environment

Neighbourhood Principle:

Gossops Green, the ninth and last of the original planned neighbourhoods, was expected to attract the rich settlers and included an above average proportion of private houses. House building commenced in 1958 and was regarded as complete by 1961, although the neighbourhood centre was still unplanned in 1963.

Heritage:

Listed Buildings (Policy CH8 Part B)

Grade II

Squires Garden Centre (16th century)

Archaeologically Sensitive Area (Policy CH10 Part B)

- Woldhurstlead Wood

Structural Landscaping:

Structural landscaping runs along the A23 forming the eastern neighbourhood boundary (Policy CH4).

Important Views:

Important views extends from Buckswood Drive south-eastwards across the Broadfield Brook Recreation Ground and southwards through Bewbush towards the Area of Outstanding Natural Beauty. An important view crosses Gossops Green from Tilgate Park towards the countryside beyond Ifield (Policies CH11).

Environmental Protection:

Flood risk (Zone 2) is associated with Broadfield Brook through the southern section of the neighbourhood (Policy ENV4).

Green Infrastructure:

Areas of open amenity space are provided throughout the neighbourhood as part of the original layout (Policies ENV11 and ENV13).

Biodiversity:

There are 2 Sites of Nature Conservation Importance (SNCIs) within the neighbourhood (Policy ENV12):

- Bucksworth Drive: Woldhurstlea Wood
- Ifield Mill Pond (part)/Broadfield Brook

What could be happening in Gossops Green**Built-up Area Boundary Changes:**

Gossops Green Neighbourhood is located within the Built-up Area, and therefore no changes to the Built-up Area boundary affect this neighbourhood.

Housing Sites:

Potential housing sites currently identified in Gossops Green provide a total of 54 dwellings towards the capacity figure set out in Policy H1. These are through the development of 2 sites:

Sites with Planning Permission:

- North Lodge, Gossops Green Lane – 2 dwellings

Sites Suitable and Deliverable:

- Land adjacent Horsham Road & South of Silchester Drive – 52 dwellings

There are no sites currently identified in the preferred strategy within Gossops Green as a Key Housing Site.

Conservation Areas:

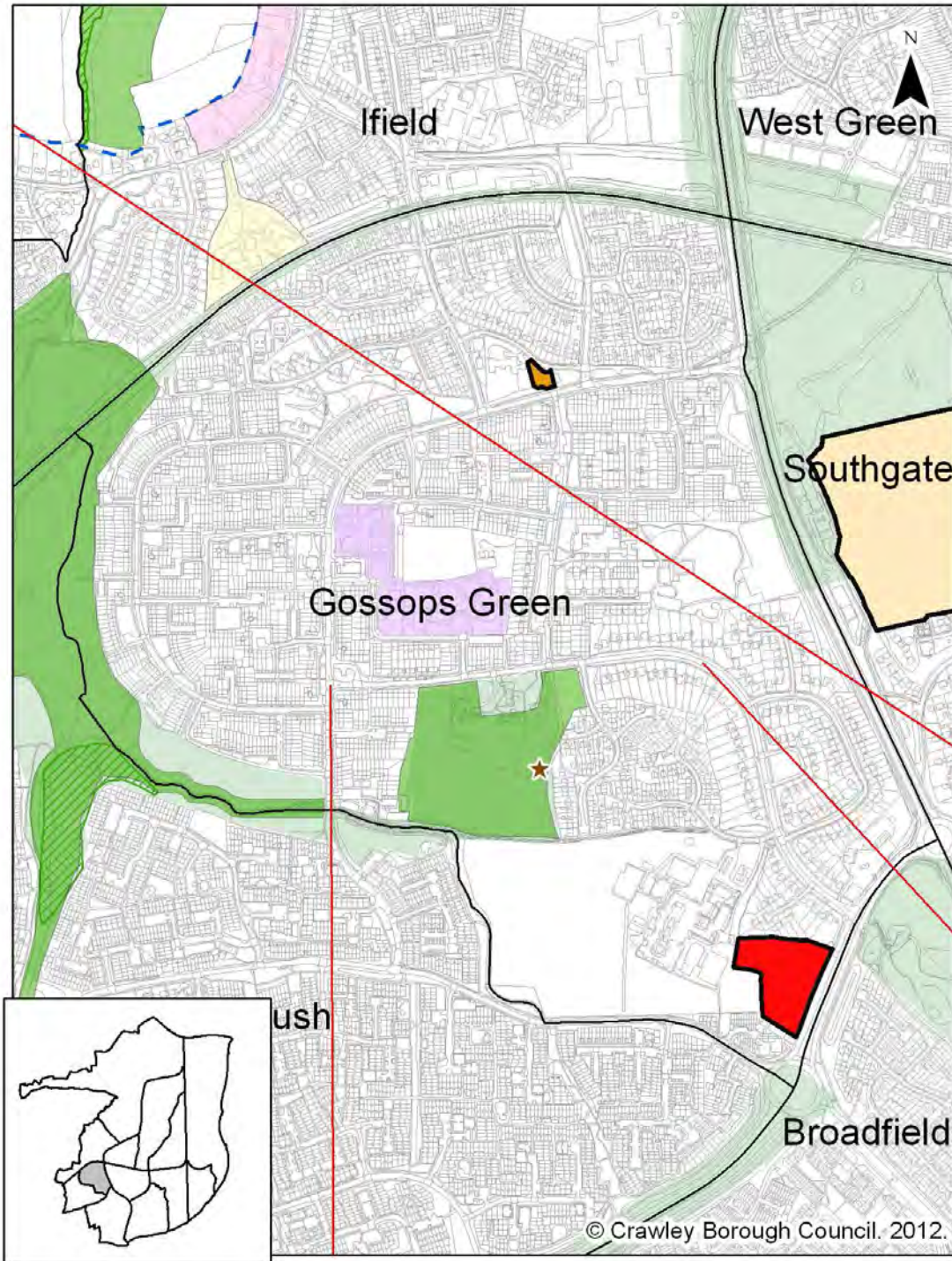
There are no proposed new Conservation Areas within Gossops Green.

Potential Economic Opportunity Areas:

Gossops Green Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

Gossops Green

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|---|---------------------------|-------------------------------|---|
| Neighbourhoods and Borough Boundary | Local Nature Reserves | Main Employment Areas | Key Housing Sites |
| Archaeologically Sensitive Areas | Landscape Character Edges | Town Centre Development Sites | Housing Sites |
| Scheduled Ancient Monuments | Structural Landscaping | | A Large sites with PP |
| Area of Outstanding Natural Beauty | Ancient Woodland | | B Sites allocated in the Core Strategy (2008) |
| Areas of Special Character | Two Way Important View | | C Sites allocated in the Local Plan |
| Historic Gardens | One Way Important View | | D Small sites with PP |
| Conservation Areas | Built-Up Area Boundary | | E Suitable and Deliverable |
| Proposed Conservation Area | | | |
| Suggested Extension to Proposed Conservation Area | | | |
| Site of Nature Conservation Importance | | | |



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Ifield

Ifield is located in the west of Crawley. It is one of the most historic areas of the town and is mentioned in the Domesday Book of 1086. With the development of the new town in 1947, the village of Ifield was merged with the small market town of Crawley and the village of Three Bridges to become Crawley new town.

Ifield and Ifield West have a mix of modern and traditional housing. Ifield has a large neighbourhood shopping area; Ifield West benefits from local facilities including a mini-supermarket.

The area has good bus links into the town centre and K2, and a rail station with services to London.

A notable feature is the Mill and surrounding pond. Built in the early 19th Century, the building still has a working waterwheel and is now used to house a local history display. The impressive mill pond is one of Crawley's most important wetland sites.

A key feature is the western edge of the neighbourhood, which is open space with a rural feel, merging with open countryside. It is one of the few parts of the borough for which there are clear visual and physical links with the countryside.

Age Range	Percentage of People
Under 16	20%
16 – 24 years	11%
25 – 44 years	29%
45 – 64 years	22%
65+ years	18%

There are 3452 households, housing 8414 people who live in Ifield. Ifield Community College is located within the neighbourhood, and there are 2 primary schools.

What you said

- Felt to be a quiet, safe, and green neighbourhood, with good facilities.
- Traffic and condition of roads were felt to be problematic.
- A lack of facilities and services in Ifield West emerged as a key issue.
- No clear housing target identified, though broad support for small/medium houses.
- Ifield Village Green and Ifield Brook Meadows valued as open space.
- Suggested improvements: Scout hut, better parks, shops/parade improvements, support cultural activities, re-open youth facilities.

Character & Environment

Neighbourhood Principle:

The new town extended the original village of Ifield in the mid 1950s. Parts of the area were reserved for unsubsidized houses. By 1957 Ifield was virtually complete. It attracted professional people and skilled technicians.

Heritage Designations:

Historic links with the countryside and farmland beyond into Horsham. Ifield Moat beyond borough boundary.

Conservation Areas (Policy CH8 Part A)

Ifield Conservation Area

Listed Buildings (Policy CH8 Part B)

Grade I

Friends Meeting House (1676)
St Margaret's Church (13th century)

Grade II*

5 Langley Lane (1475)
Ewhurst Place (16th century)

Grade II

Bridge at Ewhurst Place (1739)	Old Plough Cottage (early 17 th century)
Brook Cottage (1600)	Old Rectory (1830)
Church Cottage (1840s)	Plough Inn (1900)
Harrow Cottage (18 th century)	St Margaret's Cottage (early 19 th century)
Ifield Mill House (16 th century)	Table Tomb at St Margaret's Church (late 18 th century)
Ifield Water Mill (19 th century)	The Tweed (18 th century)
Michaelmas Cottage (17 th century)	The Vicarage (early 17 th century)
Mounting block at Friends Meeting House (18 th century)	Turks Croft (15 th century)
Newstead Lodge (1600)	

Areas of Special Local Character (Policy CH9 Part A)

Rusper Road

Historic Parks and Gardens (Policy CH10 Part A).

Ifield Park

Scheduled Ancient Monument (Policy CH10 Part B)

Ewhurst Place (Moat)

Landscape Character:

Ifield Brook Meadows merging with open countryside and link with Rusper Road playing fields (Policy ENV12).

Crawley Landscape Character Assessment: Edge 2: West of Ifield Rural Fringe (Policy CH12).

Important Views:

An important view crosses Ifield from Tilgate Park towards the countryside beyond the borough boundary (Policies CH11).

Environmental Protection:

Ifield Brook Meadows is an important area of Green Infrastructure, acting as a functional floodplain (Policy ENV4), contains clear biodiversity and nature conservation value as a designated Site of Nature Conservation Importance for its

unimproved grassland (Policy ENV12), and providing good informal public open space and access to the wider open countryside beyond the borough boundary (Policies ENV11 and ENV12).

Potential airport noise associated with a second runway could extend into the northern parts of Ifield (Policy ENV9).

Green Infrastructure:

Areas of open amenity space are provided throughout the neighbourhood as part of the original layout (Policies ENV11 and ENV13).

Rail Station Improvements:

Ifield Station Improvements (Policy IN6).

What could be happening in Ifield

Built-up Area Boundary Changes:

There are no proposed changes to the Built Up Area Boundary (Policy CH12).

Housing Sites:

Potential housing sites currently identified in Ifield provide a total of 188 dwellings towards the capacity figure set out in Policy H1. These are through the development of 5 sites:

Sites with Planning Permission:

- Little Paddocks – 27 dwellings
- Deerswood Lodge Site – 14 dwellings
- Apple Tree Farm, 37 Langley Lane – 1 dwelling

Sites Suitable and Deliverable:

- 2-12 Friston Walk – 21 dwellings

Key Housing Sites:

- Ifield Community College – 125 dwellings (Policy H2)

Conservation Areas:

There is a Proposed Extension to the Ifield Conservation Area to include Langley Lane area of special quality (Policy CH8 Part A).

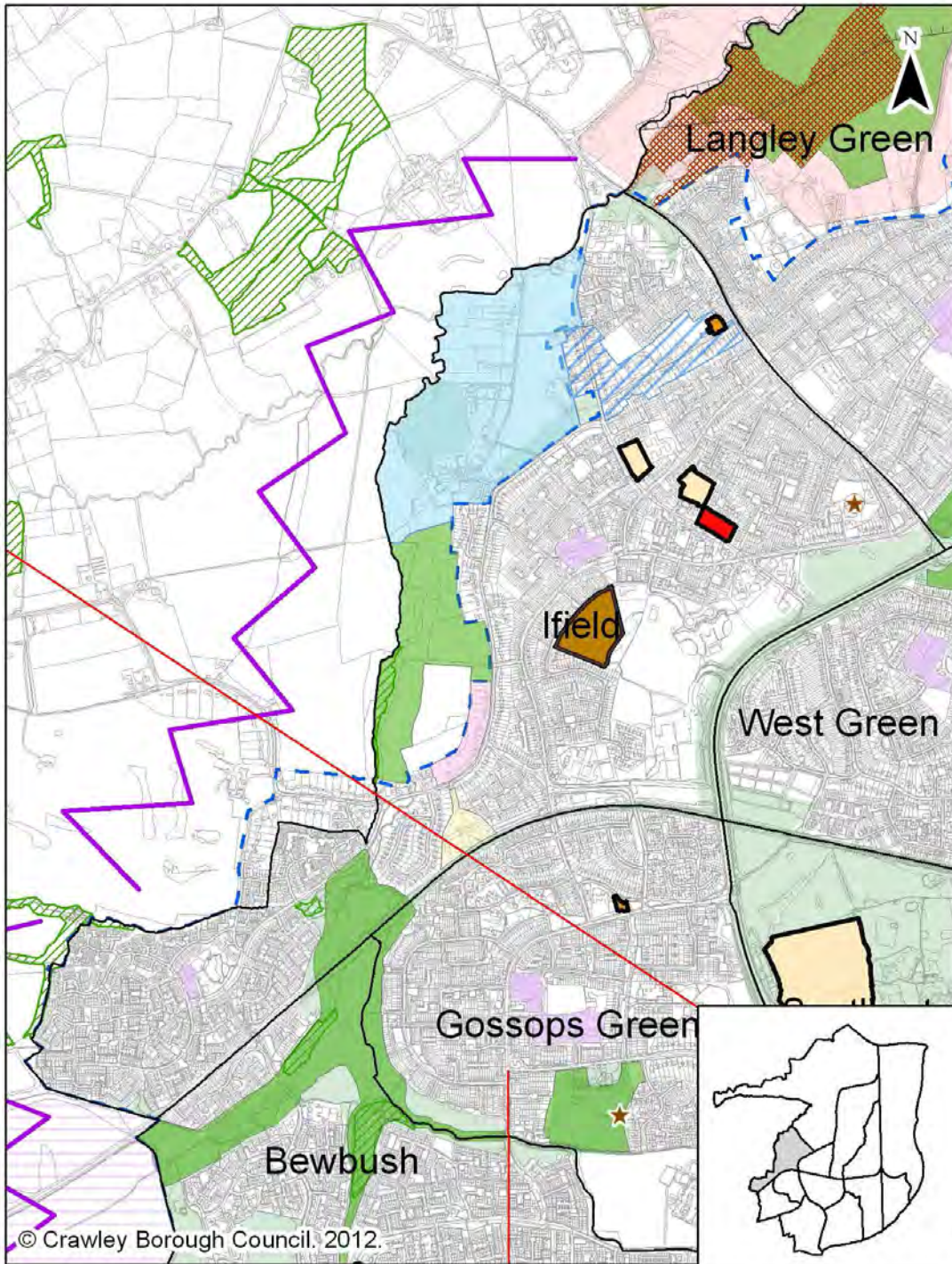
It is proposed to remove the designation of an area of special quality from the northern part of Rusper Road ASEQ (Policy CH9 Part A).

Potential Economic Opportunity Areas:

Ifield Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

Ifield

- | | | | |
|---|---|--|--|
| <ul style="list-style-type: none"> ▭ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments 🌿 Area of Outstanding Natural Beauty 🌸 Areas of Special Character 🏡 Historic Gardens 🌊 Conservation Areas 🌊 Proposed Conservation Area 🌊 Suggested Extension to Proposed Conservation Area 🌿 Site of Nature Conservation Importance | <ul style="list-style-type: none"> 🌿 Local Nature Reserves 🏡 Area 1 - Upper Mole Farmlands 🏡 Area 6 - High Woodland Fringes 🌿 Landscape Character Edges 🌿 Structural Landscaping 🌿 Ancient Woodland 🔴 Two Way Important View 🔴 One Way Important View 🔵 Built-Up Area Boundary | <ul style="list-style-type: none"> 🏢 Main Employment Areas ✈️ Gatwick Airport Boundary 🏠 Kinwood Vale 🏠 Gatwick Safeguarding | <ul style="list-style-type: none"> 🏠 Key Housing Sites 🏠 Housing Sites 🟡 A Large sites with PP 🟠 B Sites allocated in the Core Strategy (2008) 🟡 C Sites allocated in the Local Plan 🟠 D Small sites with PP 🔴 E Suitable and Deliverable |
|---|---|--|--|



Langley Green

Langley Green is located towards the northwest of the town. Building began in the area in the early 1950s and many of the early residents of Langley Green were builders as it was agreed that the construction workers who mostly came from London were entitled to a council house after nine months work.

The area is in walking distance of the Manor Royal Industrial Estate so many factory workers also settled here.

There are 2879 households in Langley Green – home to 7286 people which live in Langley Green.

Age Range	Percentage of People
Under 16	21%
16 – 24 years	10%
25 – 44 years	30%
45 – 64 years	20%
65+ years	19%

There are 2 primary schools within the neighbourhood, and the neighbourhood parade has benefited from recent improvements.

What you said

- A neighbourhood with good local facilities that have been greatly improved.
- Felt that sense of community needs to be built up (one respondent).
- No housing target identified.
- Emphasis on skill-based jobs and educational attainment.
- Suggested improvements: Safer roads, more youth activities/facilities

Character & Environment

Neighbourhood Principles:

Langley Green was the first new town neighbourhood to contain little earlier settlement. Nearly 1,600 houses had been finished by 1955 and the neighbourhood was through complete in 1956. Its growth coincided with the arrival in Crawley of many semi-skilled and unskilled workers.

The neighbourhood includes some of Crawley's main employment areas with part of Manor Royal Business Estate, and County Oak (Policy EC6); and Gatwick Airport (Policies GAT1 and GAT4).

Heritage:

Listed Buildings (Policy CH8 Part B)

Grade II*

Charlwood House (early 17th century)
Charlwood Park Farmhouse (15th century)
St Michael and All Angels Church (1867)

Grade II

37 Langley Green (17th century)

39 Langley Green (mid-18th century)

8-10 Old Martyrs
County Oak Cottage (1705)
Jordan's (16th century)
Jordan's Social Club (1642)
Knight's Acre (18th century)
Langley Grange (early 17th century)
Langley Green Farmhouse (18th century)

Oak Cottage (18th century)
Old House (late 17th century)
Old Inn Cottage
Poles Acre Barn (17th century)
Spikemead Farmhouse (1604)
Upper Prestwood Farmhouse (early 15th century)

Archaeologically Sensitive Areas (Policy CH10 Part B)

There are three archaeologically sensitive areas within Langley Green:

- Poles Lane
- London Road
- Within Gatwick Airport boundary

Structural Landscaping:

Structural landscaping (Policy CH4).

Landscape Character:

Extensive playing fields merge into open countryside to north (Policy CH12).

Langley Green includes the countryside between Crawley and the airport and to the west of runway.

Gatwick Safeguarding (Policies CH12 and GAT2).

Environmental Protection:

Airport noise: noise contours – associated with the second runway in the urban area, and with the existing configuration within the countryside (Policy ENV9).

Flooding (Policy ENV4).

Biodiversity:

2 SNCIs (Policy ENV12).

What could be happening in Langley Green

Built-up Area Boundary Changes:

A minor amendment to the Built Up Area Boundary is proposed through the preferred strategy:

- **West of County Oak:** Inclusion of car park, sports facilities and southern playing field as part of the Built-up Area (Policy CH12).

Housing Sites:

Potential housing sites currently identified in Langley Green provide a total of 59 dwellings towards the capacity figure set out in Policy H1. These are through the development of 3 sites:

Sites with Planning Permission:

- 22 Martyrs Avenue – 2 dwellings

Sites Suitable and Deliverable:

- Lark Rise – 9 dwellings
- Land adjacent to Langley Green Primary School, Langley Drive – 48 dwellings

There are no sites currently identified in the preferred strategy within Langley Green as a Key Housing Site.

Conservation Areas:

There are no proposed new Conservation Areas within Langley Green.

Potential Economic Opportunity Areas:

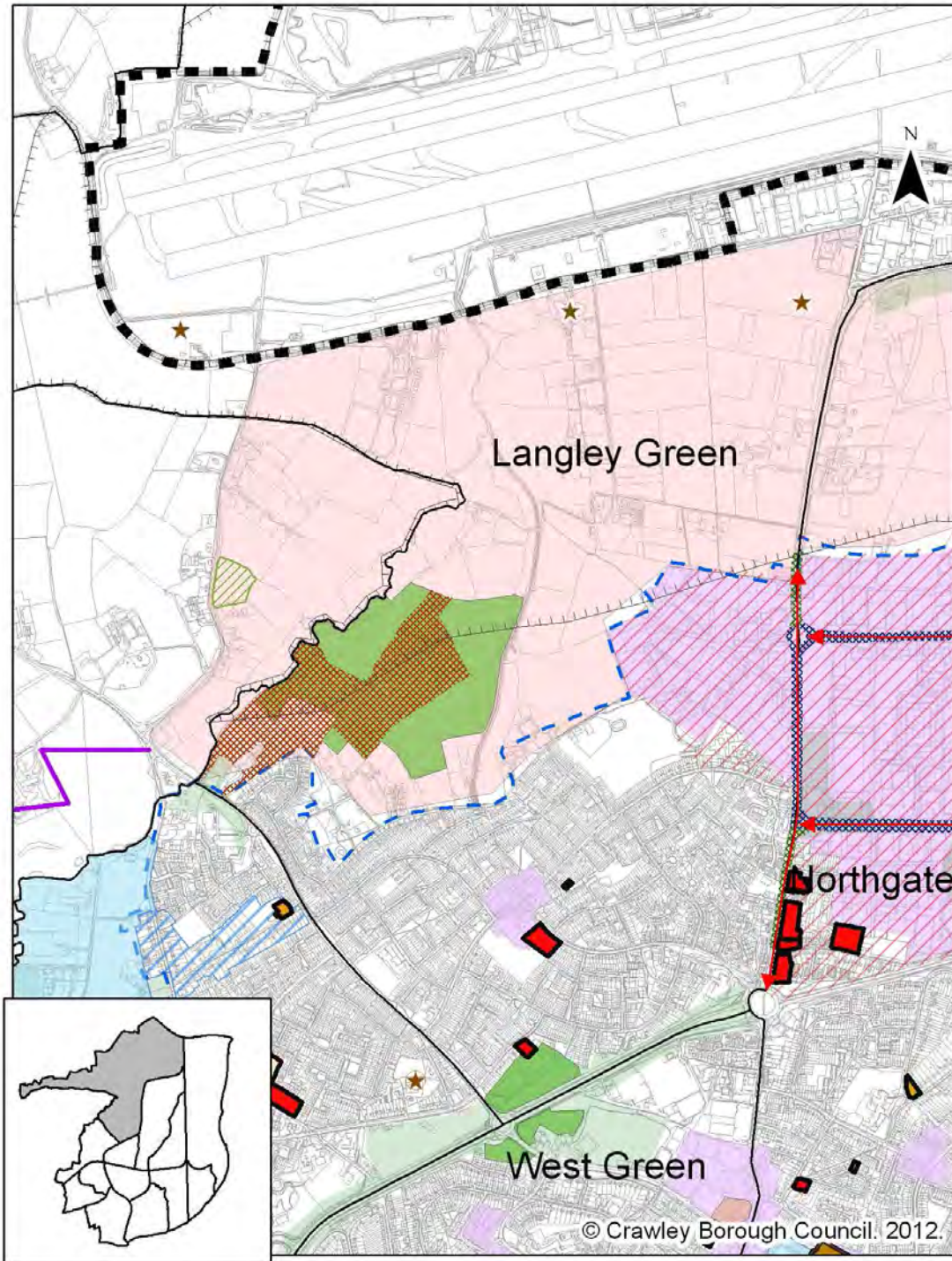
Manor Royal and County Oak are identified as a defined employment area through the preferred strategy (Policy EC6).

Gatwick Airport is identified as a defined employment area through the preferred strategy (Policies EC1, GAT1 and GAT4)

Langley Green Neighbourhood Parade is identified as a defined employment area through the preferred strategy (Policy EC6)

Langley Green

- | | | | |
|---|--------------------------------|---|---|
| Neighbourhoods and Borough Boundary | Local Nature Reserves | Main Employment Areas | Key Housing Sites |
| Archaeologically Sensitive Areas | Structural Landscaping | Manor Royal Primary Frontage | North East Sector |
| Scheduled Ancient Monuments | Ancient Woodland | Manor Royal Secondary Frontage | Housing Sites |
| Area of Outstanding Natural Beauty | Area 1 - Upper Mole Farmlands | Priority Areas for District Energy Networks | A Large sites with PP |
| Areas of Special Character | Area 6 - High Woodland Fringes | Gatwick Airport Boundary | B Sites allocated in the Core Strategy (2008) |
| Historic Gardens | Landscape Character Edges | Gatwick Safeguarding | C Sites allocated in the Local Plan |
| Conservation Areas | Two Way Important View | | D Small sites with PP |
| Proposed Conservation Area | One Way Important View | | E Suitable and Deliverable |
| Suggested Extension to Proposed Conservation Area | Built-Up Area Boundary | | |
| Site of Nature Conservation Importance | | | |



Maidenbower

Maidenbower is the newest neighbourhood in Crawley, construction work began in the late 1980s. It is located in the south east of Crawley and has good transport links being within easy reach of the M23 motorway and Three Bridges rail station. The neighbourhood is also linked to both Manor Royal and Gatwick by bus.

The area benefits from a number of local amenities including a shopping parade, Oriel Secondary School, infant and junior schools and a community centre.

Age Range	Percentage of People	
Under 16	23%	There are 3,355 households in Maidenbower, with 8,070 people living in the neighbourhood. It has the lowest proportion of elderly within the borough, and the largest proportion of 25-44 year olds – reflecting the age of the neighbourhood and its attractiveness for young families.
16 – 24 years	8%	
25 – 44 years	51%	
45 – 64 years	14%	
65+ years	4%	

What you said

- Felt to be a well-laid-out, safe, and tidy neighbourhood, with good facilities and transport links.
- Quality of roads and access into/out of the neighbourhood were felt to be a problem, as were an absence of parking, lack of shops, and poor internet connections.
- Not felt to have an especial sense of community.
- Support for higher growth figures (450+) comprising flats, and small/medium houses.
- Worth Way, Maidenbower playground valued as areas of important local space.
- Suggested improvements: Improvements to Maidenbower Square, improving roads, promoting green spaces, addressing flood issues at Maidenbower roundabout.

Character & Environment

Neighbourhood Principle:

Maidenbower was chosen in 1980 as the most likely area to fulfil Crawley's future need for more houses, and was brought forward from the mid 1980s-1990s as a privately built new neighbourhood with c.3,700 houses and flats.

Heritage Designations:

Listed Buildings (Policy CH8 Part B)

Grade II

Frogshole Farm (mid 16th century)

Archaeologically Sensitive Areas (Policy CH10 Part B)

There are two archaeologically sensitive areas in Maidenbower:

- The Brook School
- Haworth Road woodland

Important Views:

An important view extends from Maidenbower to Worth Conservation Area (Policies CH11).

Environmental Protection:

Flood risk (Policy ENV4).

Green Infrastructure:

Greenway – Worth Way (Policies ENV11 and ENV13).

Maidenbower Park (Policy ENV13).

Biodiversity:

Small area of ancient woodland off the Worth Way (Policy ENV12).

What could be happening in Maidenbower

Built-up Area Boundary Changes:

There are no proposed changes to the Built Up Area Boundary (Policy CH12).

Housing Sites:

There are no sites currently identified by the Strategic Housing Land Availability Assessment within Maidenbower which form part of the housing capacity figure set out in Policy H1; nor are there any sites in Maidenbower currently identified in the preferred strategy as a Key Housing Site.

Conservation Areas:

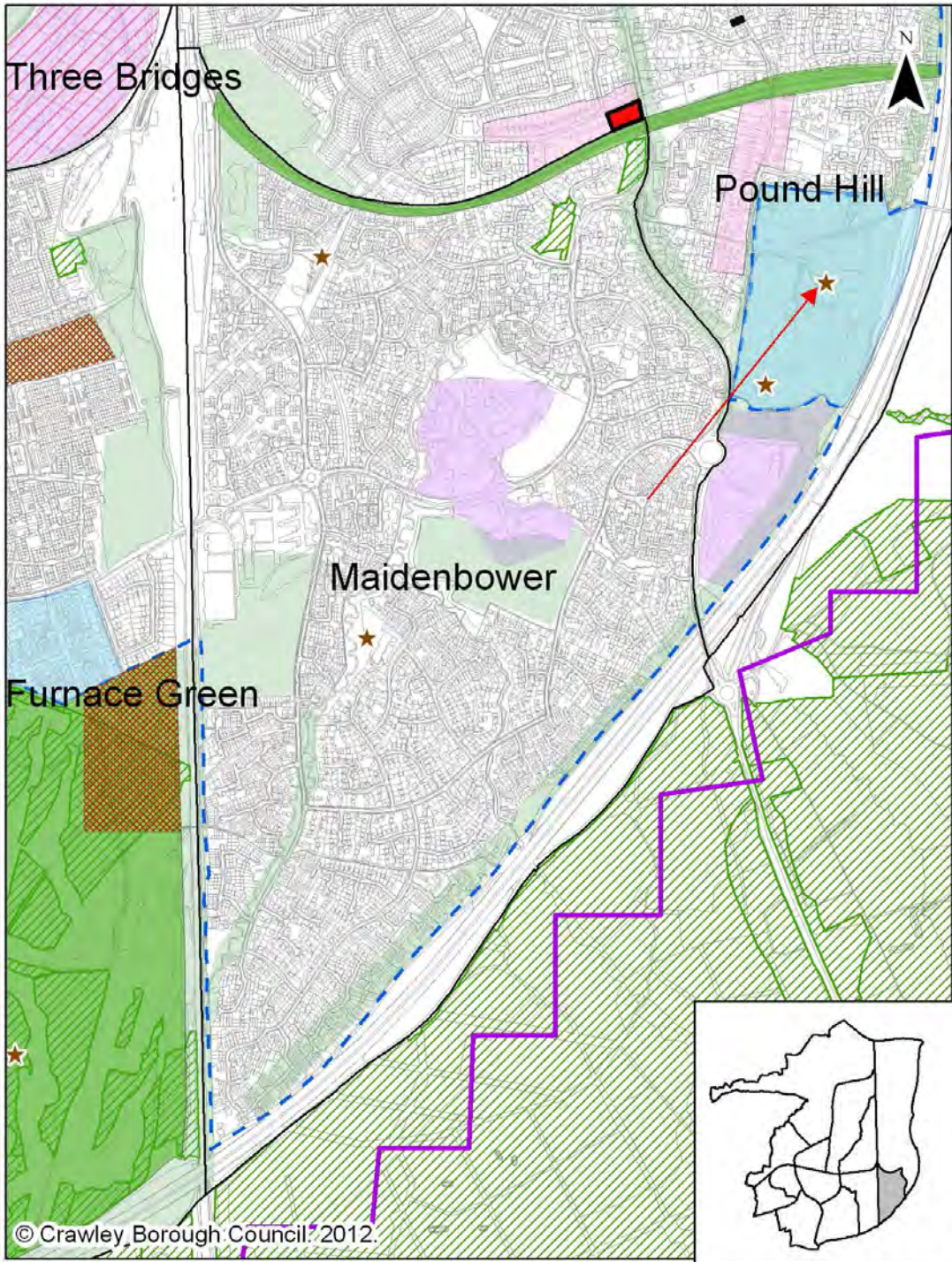
There are no proposed new Conservation Areas within Maidenbower.

Potential Economic Opportunity Areas:

Maidenbower Neighbourhood Parade is identified as a defined employment area through the preferred strategy (Policy EC9).

Maidenbower

- | | | | |
|---|--------------------------------|---|---|
| Neighbourhoods and Borough Boundary | Local Nature Reserves | Main Employment Areas | Key Housing Sites |
| Archaeologically Sensitive Areas | Area 1 - Upper Mole Farmlands | Priority Areas for District Energy Networks | Housing Sites |
| Scheduled Ancient Monuments | Area 6 - High Woodland Fringes | Primary Shopping Area | A Large sites with PP |
| Area of Outstanding Natural Beauty | Landscape Character Edges | | B Sites allocated in the Core Strategy (2008) |
| Areas of Special Character | Structural Landscaping | | C Sites allocated in the Local Plan |
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| Suggested Extension to Proposed Conservation Area | Built-Up Area Boundary | | |
| Site of Nature Conservation Importance | | | |



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North East Sector

The North East Sector will be a new neighbourhood, located to the north of Pound Hill. The site is bounded by the M23 motorway to the east, the railway to the west, Crawley Avenue to the south and extends north as far as Steers Lane and Radford Road. The Balcombe Road runs through the centre of the neighbourhood.

Outline planning permission is already in place for a new neighbourhood and this will include:

- Approximately 1900 dwellings
- A neighbourhood centre with shops, a community centre, a primary school and a health centre
- Class B1, B2 and B8 Employment Development
- A large central parkland area adjacent to the Gatwick stream
- A fishing lake
- Sports pitches, play areas and other incidental open space
- Large retained areas of existing woodland
- Cycleways and footpaths through the neighbourhood, and linking to adjacent areas.

Existing properties, including a few listed buildings, in the area are retained, together with the Surrey and Sussex Crematorium in its woodland setting and the Healthy Farm pub and restaurant.

There is further land adjoining the planned neighbourhood which could come forward for housing subject to noise and other constraints being addressed and having regard to the future plans for Gatwick Airport.

It is anticipated that the majority of the properties built in the new neighbourhood will be family houses, although a range of smaller units including flats will also be provided to meet the varied housing needs of the area.

Character & Environment

Heritage Designations:

Listed Buildings (Policy CH8 Part B)

Scheduled Ancient Monument (Policy CH10 Part B)

Archaeological Sensitive Area (Policy CH10 Part B)

Landscape Character:

Countryside setting.

Built-up Area Boundary (Policy CH12)

Landscape Character Assessment: Area/Edge 6: North East Crawley High Woodland Fringes (Policy CH12)

Environmental Protection:

Gatwick Airport Safeguarding (Policy GAT2)

Noise Contours associated with Gatwick Airport and Motorway (Policy ENV9)

Development and Flood Risk (Policy ENV4)

Biodiversity:

Areas of Ancient Woodland (Policy ENV12)

When is the new neighbourhood being built?

It is currently anticipated that development of the first housing in the new neighbourhood will start in 2013, with some of the road infrastructure being built earlier.

The development will take place in phases. This would be broadly as follows:

- **Phase 1:** residential development largely in the northern western part of the NE Sector, along with the parkland adjoining Gatwick Stream, the Local Centre and the primary school.
- **Phase 2:** residential development mainly on the south eastern half of the NE Sector, with a smaller number on the western side. The playing fields and pavilion in the eastern section are also included.
- **Phase 3:** residential development completing the development to the west of Balcombe Road, including the employment buildings adjacent to the railway.
- **Phase 4:** the remaining residential parcels to the east of Balcombe Road, completing the development.

Northgate

Northgate is located directly to the north of Crawley town centre. The area was built in the 1950s as part of the new town development. The area gets its name from the North Toll Gate from the London to Brighton road which runs through the area. The neighbourhood includes the majority of the town centre.

The neighbourhood also includes the Manor Royal business estate. Despite its proximity to the town centre it still boasts a number of local facilities including a shopping parade, community centre, primary school.

Age Range	Percentage of People
Under 16	17%
16 – 24 years	13%
25 – 44 years	31%
45 – 64 years	19%
65+ years	20%

There are less than 2,000 households (housing 4,400 people) in Northgate; making it one of the smallest neighbourhoods in Crawley. It has a low proportion of young people (under 16s), and a higher proportion of over 65s compared to other neighbourhoods.

What you said

- Felt to be a friendly neighbourhood, situated close to the town.
- Suggested that there is nothing to do, and lack of parking has been identified as a key issue.
- No clear housing target identified, though broad support for flats and small/medium houses.
- Strong support for ensuring there is sufficient affordable housing.
- Northgate fields identified as valued open space.
- Suggested improvements: Support for the elderly, disabled, and single parents; improved road surfaces.

Character & Environment

Neighbourhood Principle:

Northgate was one of the earliest neighbourhoods to be completed. The neighbourhood incorporated some existing housing in Tushmore Lane, Cobbles Crescent, and Woolborough Road. The masterplan foresaw an increase to 4,328 inhabitants. Some houses and roads had already been built. By 1952 the neighbourhood centre has been designed, and by 1955 the neighbourhood was complete except for infilling.

Heritage Designations:

Conservation Areas (Policy CH8 Part A)

- High Street Conservation Area – eastern side
- Dyers Alms Houses Conservation Area

Listed Buildings (Policy CH8 Part B)

Grade II*

Ancient Priors (1450)
Hyders hall (Gatwick Manor Inn) (15th century)
Old Punch Bowl (15th century)
Rowley Farmhouse (16th century)
St John the Baptist's Church (13th century)
The Beehive (1936)

Grade II

29 High Street (1620)	Fir Tree Cottage (late 17 th – early 18 th century)
39 High Street (16 th century)	Friary Church of St Francis and St Anthony (1958)
Barn at Gatwick Manor Inn	Little Orchards (16 th century)
Barn east of Rowley Farmhouse (medieval)	Tree House (15 th century)
Boscobel House (17 th century)	White Hart Inn (1770)
Brewery Shades (15 th century)	

Important Views:

Important views in Northgate include the Boulevard strategic view; the view towards the town centre from Pease Pottage roundabout, and the main views through Manor Royal Business District (Policy CH11).

Landscape Character:

Countryside to north of Manor Royal (Policies CH12 and GAT2).

Environmental Protection:

Noise contours associated with a potential second runway (Policy ENV9).

Biodiversity:

Ancient woodland (Policy ENV12).

What could be happening in Northgate

Built-up Area Boundary Changes:

There are no proposed changes to the Built-Up Area Boundary (Policy CH12).

Housing Sites:

Potential housing sites currently identified in Northgate provide a total of 404 dwellings towards the capacity figure set out in Policy H1. These are through the development of 12 sites:

Sites with Planning Permission:

- Adjacent 18 Cobbles Crescent – 1 dwelling
- 2 Hollybush Road – 3 dwellings
- Land rear of 138 London Road – 1 dwelling

Sites Suitable and Deliverable:

- Oak Tree Filling Station, London Road – 17 dwellings
- 21, 25, 27 & 29 Tushmore Lane – 63 dwellings
- 138 – 144 London Road – 27 dwellings
- 116 – 136 London Road – 64 dwellings
- Brunel Hall, West of Southgate Avenue – 15 dwellings
- Northgate Surgery, Woolborough Road – 6 dwellings

- 102 – 112 London Road & 2 – 4 Tushmore Lane – 44 dwellings
- Cross Keys and Church Walk – 14 dwellings (Policy EC3)

Key Housing Sites:

- Town Centre North – 149 dwellings (Policy H2).

Conservation Areas:

There are no proposed new Conservation Areas within Northgate.

Potential Economic Opportunity Areas:

Crawley Town Centre is identified as a defined employment area through the preferred strategy (Policies EC1, EC2, EC3 and EC4):

The majority of the mixed use, retail-led development site of Town Centre North lies within Northgate (Policy EC2).

The following sites have been identified as potential Town Centre Development Sites:

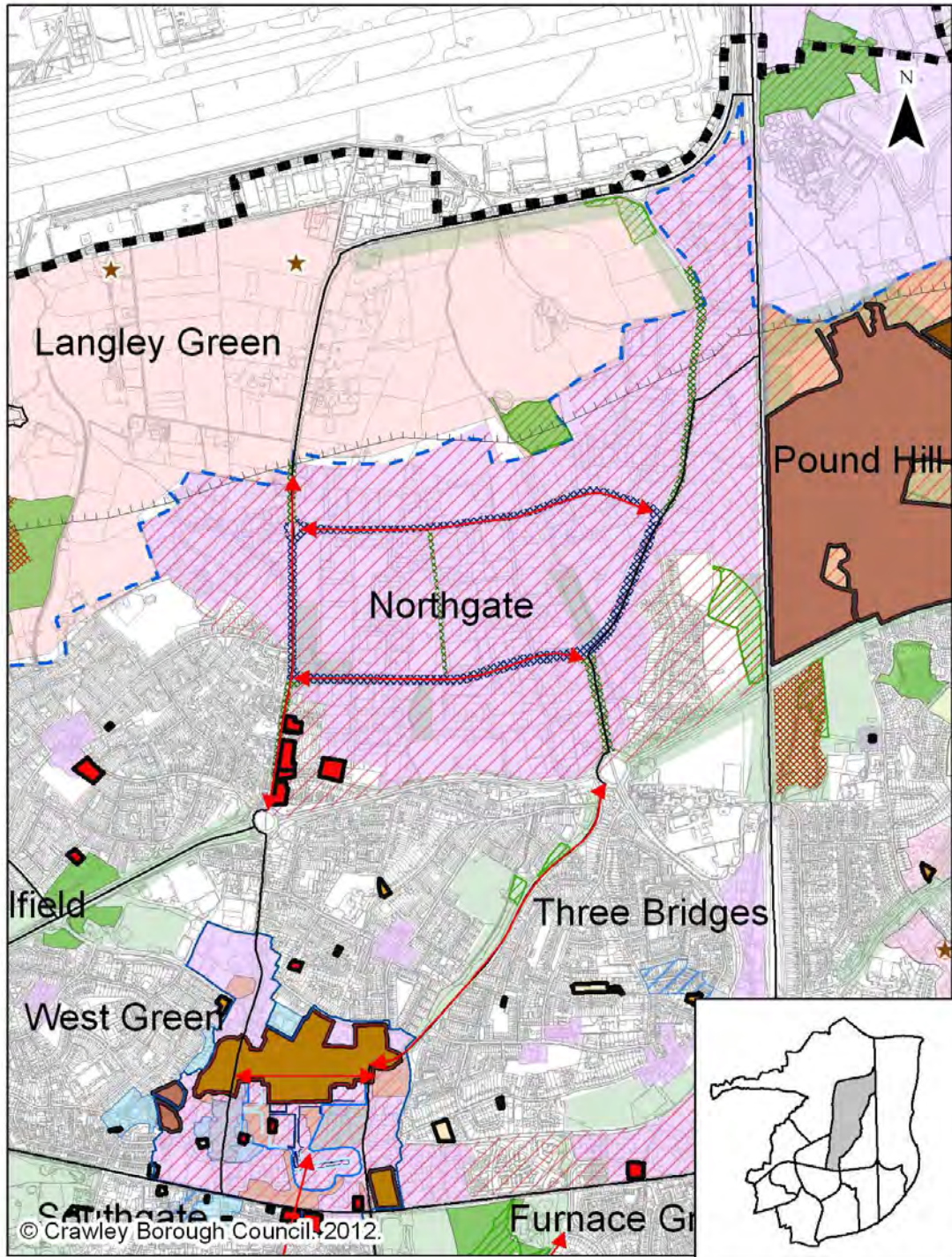
- Queens Square and Parkside Car Park: Ground Floor Retail with Hotel/Conference/Restaurant/Leisure/Office/Housing at upper floor levels (Policy EC3)
- Cross Keys and Broadway South: Housing/Restaurant/Leisure/small-scale Retail (Policy EC3)
- Crawley Traders Market: Retail/Employment/Housing (Policy EC3)
- Telford Place: Housing/Employment/Convenience Retail (Policy EC3)
- Station Way: Employment/Housing/Interchange Improvements (Policy EC3)
- Brunel Place: Housing/Employment (Policy EC3).

Manor Royal and County Oak are identified as a defined employment area through the preferred strategy (Policy EC6).

Northgate Neighbourhood Parade is identified as a defined employment area through the preferred strategy (Policy EC9).

Northgate

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| <ul style="list-style-type: none"> □ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments ★ Area of Outstanding Natural Beauty ★ Areas of Special Character ★ Historic Gardens ★ Conservation Areas ★ Proposed Conservation Area ★ Suggested Extension to Proposed Conservation Area ★ Site of Nature Conservation Importance | <ul style="list-style-type: none"> Local Nature Reserves Area 1 - Upper Mole Farmlands Area 6 - High Woodland Fringes Structural Landscaping Ancient Woodland Two Way Important View One Way Important View Built-Up Area Boundary | <ul style="list-style-type: none"> Main Employment Areas Town Centre Development Sites Manor Royal Primary Frontage Manor Royal Secondary Frontage Priority Areas for District Energy Networks Town Centre North Town Centre Boundary Primary Shopping Area Primary Shop Frontage Secondary Shop Frontage Gatwick Airport Boundary Gatwick Safeguarding | <ul style="list-style-type: none"> Key Housing Sites <p>Housing Sites</p> <ul style="list-style-type: none"> A Large sites with PP B Sites allocated in the Core Strategy (2008) C Sites allocated in the Local Plan D Small sites with PP E Suitable and Deliverable |
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Pound Hill

Pound Hill is located in the east of Crawley and is the largest of the 13 neighbourhoods. Due to the size of the area it is split into two electoral wards - Pound Hill North and Pound Hill South. The neighbourhood also includes the North East Sector (see separate section).

The area was originally a hamlet in the parish of Worth but with the development of the new town, work began on building homes in the area in 1953.

The area is served well by local amenities with a shopping parade, two primary schools and three community centres. A bus service also links Pound Hill to the Manor Royal Industrial Estate and to Gatwick.

There are 5900 households in Pound Hill, housing 14716 people.

Age Range	Percentage of People
Under 16	19%
16 – 24 years	11%
25 – 44 years	30%
45 – 64 years	25%
65+ years	15%

What you said

- Felt to be a quiet, green and friendly neighbourhood with low crime rates and good facilities.
- Traffic and parking problems were felt to be key drawbacks
- Felt that there is little sense of community unless there is a common issue to be addressed.
- No clear housing target identified, though broad support for flats and small/medium houses.
- Strong support for ensuring there is sufficient affordable housing.
- Worth Park and Milton Mount valued as areas of open space.
- Suggested improvements: Improving roads, tree planting, car parking, hospital

Character & Environment

Neighbourhood Principle:

Work began on Pound Hill neighbourhood in 1953 and by 1954 the roads had been built and house building was well advanced. By 1955 the southern part of the neighbourhood was 'half completed'; the northern part was reserved for unsubsidized housing. The southern part of Pound Hill was completed by 1956 and the northern part was then being developed. Pound Hill was designated to expand under the new plan of 1961. Private detached houses were being built in 1972, and in the later 1970s there was infilling in the north-west and a new shopping parade was built west of Grattons Drive. In addition, the neighbourhood expanded beyond Balcombe Road as far as the M23 motorway, Wakehams green being built over. In 1981 Pound Hill was Crawley's largest neighbourhood, with 11,617 inhabitants, of whom around 2,000 lived east of Balcombe Road. In the 1980s further development, largely complete by 1984, took place.

Heritage Designations:

Conservation Areas (Policy CH8 Part A)

Worth Conservation Area

Listed Buildings (Policy CH8 Part B)

Grade I

St Nicholas' Church (10th century)

Grade II

Blackwater Cottage (early 18th century)

Brookside (17th century)

Caxtons (16th century)

Cherry Tree Cottage (17th century)

Edgeworth House (15th century)

Fountain and Pond Basin at Milton

Mount Gardens (1884-7)

Garden wall and entrance to Worth

Training Centre (18th century)

Green Lane Old Cottage (17th century)

Heathy Ground Farmhouse (16th century)

Hillside Inn (17th century)

Lilac Cottage (18th century)

Lychgate at St Nicholas' Church (17th century)

Oakfield Cottage (early 18th century)

Oakfield Lodge (19th century)

Old Cottage (17th century)

Oldlands Farmhouse (early 17th century)

Pulhamite Rock Islet in Lake at Milton

Mount Gardens (1880s)

Pulhamite Rockery at Milton Mount

Gardens (1880s)

Radford Farmhouse (16th century)

Ridley's (17th century)

Ridley's Court (1882)

Street House (17th century)

Tinsley Farmhouse (18th century)

Toll House

Toovies Farmhouse (17th century)

Wing House (16th century)

Worth Training Centre (18th century)

Areas of Special Local Character (Policy CH9 Part A)

- Barnwood Close/Mount Close
- Milton Mount Avenue
- Blackwater Lane (partially de-designated)
- Church Road (partially de-designated)

It is proposed to de-designate Orde Close.

Historic Parks and Gardens (Policy CH10 Part A)

- Milton Mount
- Worth
- Burleys Wood

Scheduled Ancient Monument (Policy CH10 Part B)

- Barnwood Close/Mount Close (Moat)
- Little Redfords (within the North East Sector)

Archaeologically Sensitive Areas (Policy CH10 Part B)

There are four archaeologically sensitive areas in Pound Hill.

Important Views:

An important view extends from Maidenbower to Worth Conservation Area (Policy CH11).

Landscape Character:

Countryside setting and Built-Up Area Boundary (Policy CH12):

- Links to Mid Sussex under the motorway: Crawley Landscape Character Assessment Edge 5: Tilgate/Worth Forest and Fringes.
- To the north of the neighbourhood: Landscape Character Assessment: Area/Edge 6: North East Crawley High Woodland Fringes (Policy CH10).

Environmental Protection:

Gatwick Airport Safeguarding (Policy GAT2)

Noise Contours associated with Gatwick Airport and Motorway (Policy ENV9)

Green Infrastructure:

Worth Way (Policies ENV11 and ENV13).

Gratton's Park (Policy ENV13)

Biodiversity:

Areas of Ancient Woodland (Policy ENV12) and an SSSI (Policy ENV12).

Infrastructure:

Sewage treatment works.

What could be happening in Pound Hill**Built-up Area Boundary Changes:**

There are no proposed changes to the Built-Up Area Boundary (Policy CH12).

Housing Sites:

Potential housing sites currently identified in Pound Hill provide a total of 2,010 dwellings towards the capacity figure set out in Policy H1. These are through the development of a new neighbourhood in the North East Sector and a further 6 small sites within the existing neighbourhood area:

Sites with Planning Permission:

- 5 Peterhouse Parade – 1 dwelling
- Land adjacent to Woodend, Forge Wood – 1 dwelling
- Adjacent 10 Saunders Close – 1 dwelling

Sites Suitable and Deliverable:

- Crossways, Balcombe Road – 7 dwellings

Key Housing Sites:

- North East Sector – 1,900 dwellings (see separate section).
- North East Sector Residual Land – 100 dwellings (Policy H2)

Conservation Areas:

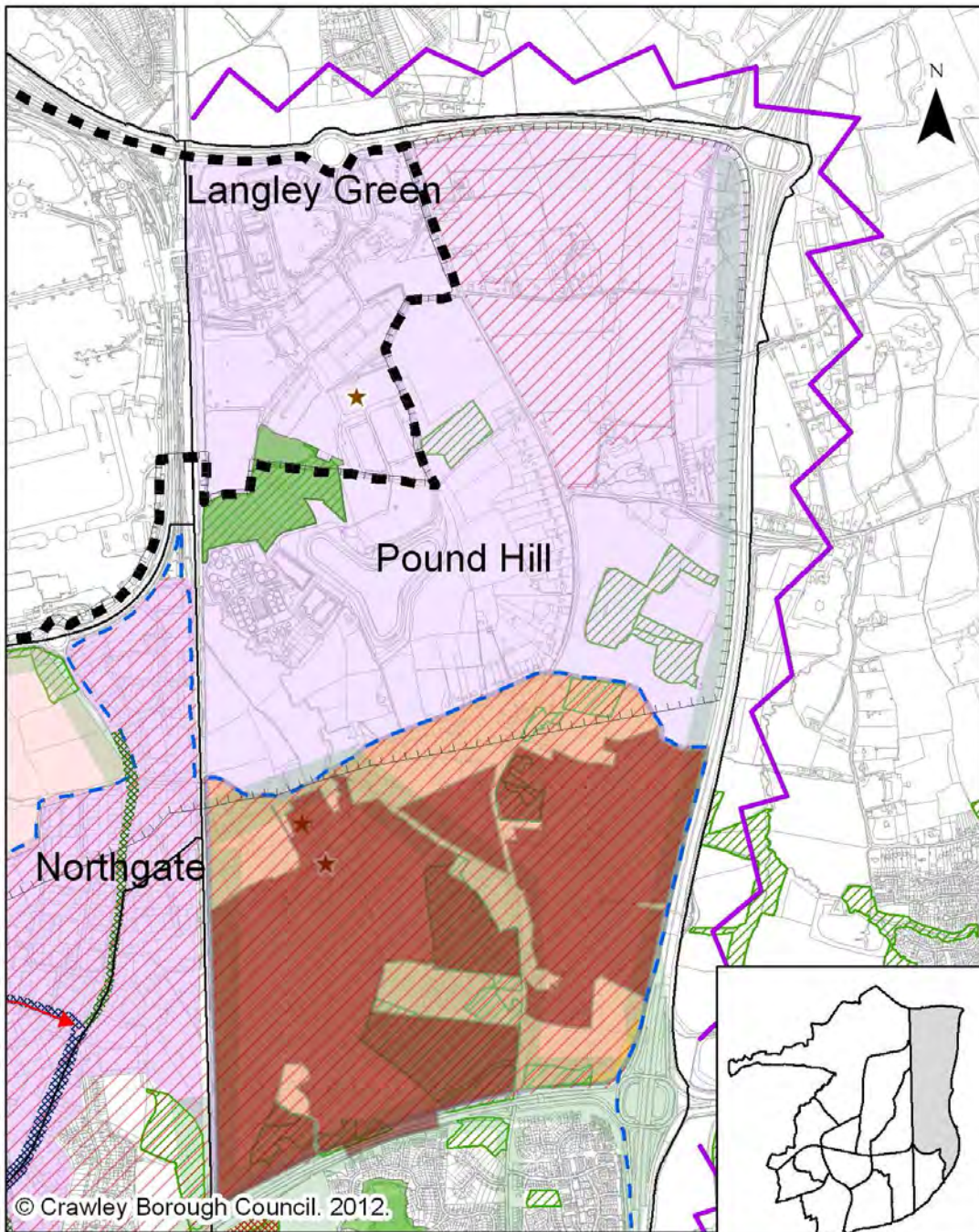
There are no proposed new Conservation Areas within Pound Hill.

Potential Economic Opportunity Areas:

Pound Hill Neighbourhood Parade is identified as a defined employment area through the preferred strategy (Policy EC9).

Pound Hill North

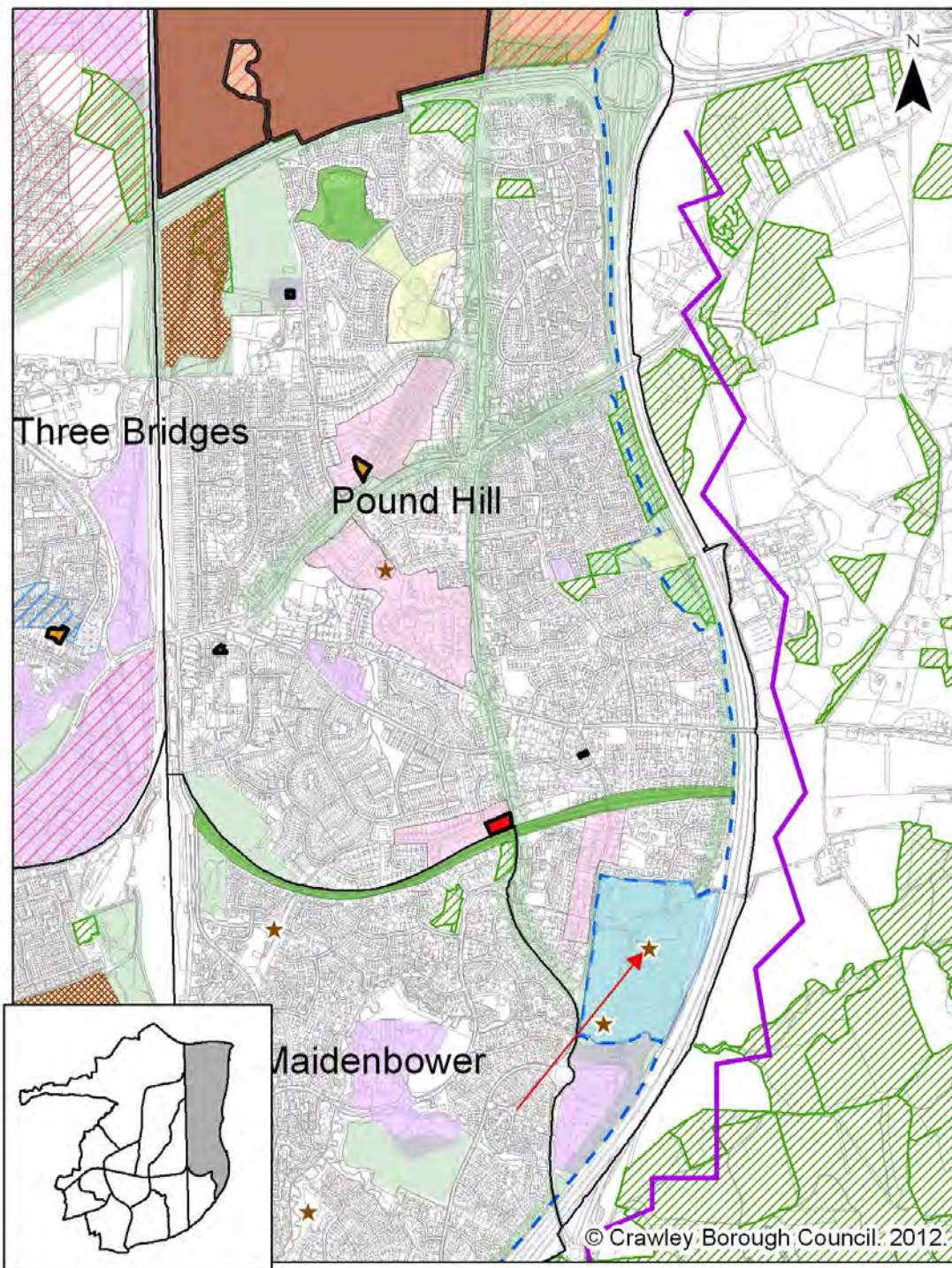
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| <ul style="list-style-type: none"> ▭ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments ▭ Area of Outstanding Natural Beauty ▭ Areas of Special Character ▭ Historic Gardens ▭ Conservation Areas ▭ Proposed Conservation Area ▭ Suggested Extension to Proposed Conservation Area ▭ Site of Nature Conservation Importance ▭ Local Nature Reserves | <ul style="list-style-type: none"> ▭ Structural Landscaping ▭ Ancient Woodland ▭ Area 1 - Upper Mole Farmlands ▭ Area 6 - High Woodland Fringes ▭ Landscape Character Edges ◆ Two Way Important View ◆ One Way Important View ▭ Built-Up Area Boundary | <ul style="list-style-type: none"> ▭ Main Employment Areas ▭ Manor Royal Primary Frontage ▭ Manor Royal Secondary Frontage ▭ Priority Areas for District Energy Networks ▭ Primary Shopping Area ▭ Primary Shop Frontage ▭ Secondary Shop Frontage ▭ Gatwick Airport Boundary ▭ Gatwick Safeguarding | <ul style="list-style-type: none"> ▭ Key Housing Sites ▭ North East Sector |
|--|--|---|--|



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Pound Hill South

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|---|--------------------------------|---|---|
| Neighbourhoods and Borough Boundary | Local Nature Reserves | Main Employment Areas | Key Housing Sites |
| Archaeologically Sensitive Areas | Area 1 - Upper Mole Farmlands | Priority Areas for District Energy Networks | North East Sector |
| Scheduled Ancient Monuments | Area 6 - High Woodland Fringes | Primary Shopping Area | Housing Sites |
| Area of Outstanding Natural Beauty | Landscape Character Edges | | A Large sites with PP |
| Areas of Special Character | Structural Landscaping | | B Sites allocated in the Core Strategy (2008) |
| Historic Gardens | Ancient Woodland | | C Sites allocated in the Local Plan |
| Conservation Areas | Two Way Important View | | D Small sites with PP |
| Proposed Conservation Area | One Way Important View | | E Suitable and Deliverable |
| Suggested Extension to Proposed Conservation Area | Built-Up Area Boundary | | |
| Site of Nature Conservation Importance | | | |



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Southgate

Southgate is located in the south of Crawley within walking distance of the town centre. Most of the area was built between the 1950s and 1970s and is named after the south toll gate from the London to Brighton road which runs through the neighbourhood. In the north of the neighbourhood near the railway there is an area of Victorian properties from the original village of Crawley.

The popular Goffs Park is located in Southgate and features a boating pond and lake, pitch and putt and a model railway. The area also benefits from a community centre, several schools and Southgate Playing Fields which is home to Crawley's Skate Park.

Age Range	Percentage of People
Under 16	18%
16 – 24 years	12%
25 – 44 years	29%
45 – 64 years	21%
65+ years	20%

Southgate is home to 8,000 people, forming 3,400 households. Whilst the greater proportion of its residents are under 45 years of age, it also contains a large number of older people.

The neighbourhood includes 4 schools: St Wilfrid's Catholic Comprehensive School, and St Francis of Assisi RC, Southgate, and Hilltop Primary Schools.

What you said

- Key benefits were felt to be Southgate's good location, good mix of housing, and range of local facilities.
- Litter was felt to be a key problem for many respondents, particularly at the parade.
- It was felt that sense of community is lacking, but that this could be addressed through a local forum.
- Southgate residents also broadly supported the highest housing delivery target (550+).
- Strong support for ensuring there is sufficient affordable housing.
- Support for small/medium/larger housing. Some support for flats.
- Goffs Park, Malthouse Road allotments valued as areas of open space.
- Suggested improvements: tidy up run-down parts of town; invest in Goffs Park; hospital; improvements to Southgate Parade.

Character & Environment

Neighbourhood Principle:

Southgate was intended as the largest of the original nine neighbourhood, with an estimated population of 1,577 in 1950. Although a provisional plan had been prepared by 1952 the outline plan was not submitted until 1954 and house building only began in 1955. The western part was reserved for private housing. Southgate East was mainly built up by 1957, and Southgate West completed in 1972.

Heritage Designations:**Conservation Areas** (Policy CH8 Part A)

- Brighton Road

Listed Buildings (Policy CH8 Part B)

Grade II

- Goffs Manor (16th century)
- Railway Signal Box (1877)

Goffs Park provides the setting for a listed building along with a locally listed building

Important Views:

Two important views cross Southgate: one from Tilgate Park to the countryside beyond Ifield and the other from Pease Pottage roundabout to Crawley Town Centre (Policy CH11).

What could be happening in Southgate**Built-up Area Boundary Changes:**

Southgate Neighbourhood is located within the Built-up Area, and therefore no changes to the Built-up Area boundary affect this neighbourhood.

Potential Key Housing Sites:

Potential housing sites currently identified in Southgate provide a total of 199 dwellings towards the capacity figure set out in Policy H1. These are through the development of 9 sites:

Sites with Planning Permission:

- St Wilfrids – 69 dwellings
- 8 Goffs Park Road – 6 dwellings
- 1 – 3 Denne Road – 8 dwellings
- Land adjacent 4 – 6 Springfield Road – 2 dwellings
- 42A East Park – 4 dwellings
- 22 Brighton Road – 2 dwellings
- Rear of 53 Horsham Road – 1 dwelling

Sites Suitable and Deliverable:

- Zurich House, East Park – 59 dwellings (permitted subject to finalisation of s106 Agreement)
- Longley Building, East Park – 48 dwellings.

There are no sites currently identified in the preferred strategy within Southgate as a Key Housing Site.

Conservation Areas:

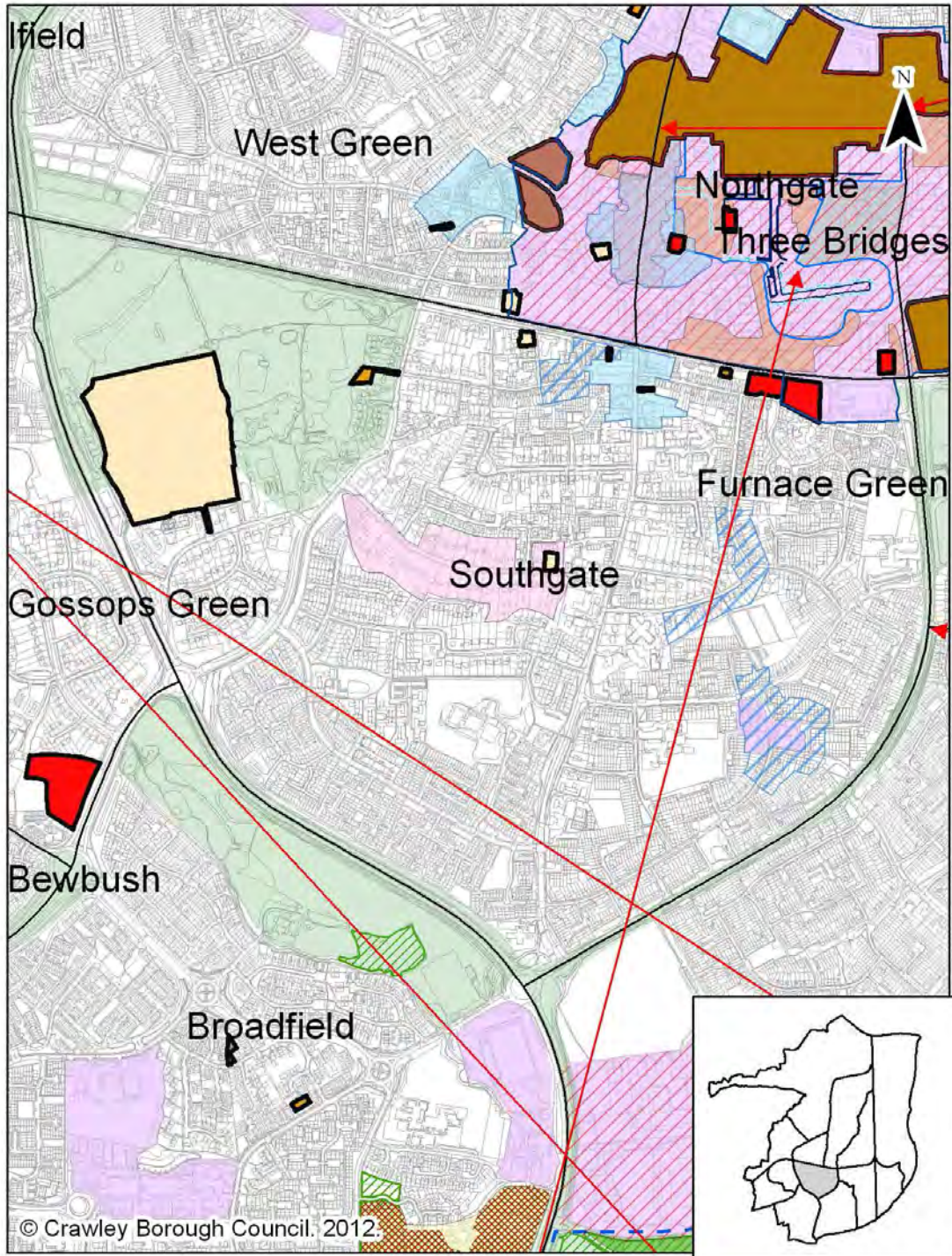
There are 2 proposed new Conservation Areas: Malthouse Road Area of Special Environmental Quality, and Southgate Parade.

Potential Economic Opportunity Areas:

Southgate Neighbourhood Parade is identified as a defined employment area through the preferred strategy (Policy EC9).

Southgate

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| <ul style="list-style-type: none"> □ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments Area of Outstanding Natural Beauty Areas of Special Character Historic Gardens Conservation Areas Proposed Conservation Area Suggested Extension to Proposed Conservation Area Site of Nature Conservation Importance | <ul style="list-style-type: none"> Local Nature Reserves Structural Landscaping Ancient Woodland Two Way Important View One Way Important View Built-Up Area Boundary | <ul style="list-style-type: none"> Main Employment Areas Town Centre Development Sites Priority Areas for District Energy Networks Town Centre North Town Centre Boundary Primary Shopping Area Primary Shop Frontage Secondary Shop Frontage | <ul style="list-style-type: none"> Key Housing Sites Housing Sites A Large sites with PP B Sites allocated in the Core Strategy (2008) C Sites allocated in the Local Plan D Small sites with PP E Suitable and Deliverable |
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Three Bridges

Three Bridges was originally a small village and as part of the New Town development it was merged with the small market town of Crawley and the village of Ifield to become Crawley new town. Three Bridges rail station is a mainline station on the London to Brighton line and the village grew with the development of the railway line. However, the area is named after the three bridges over the River Mole, not after railway bridges. The Neighbourhood is on the route of the Fastway bus service which links the area with Gatwick and Horley.

There are 2311 households in Three Bridges, home to 5648 people.

The neighbourhood has a shopping parade located in Gales Drive along with an infant and junior school and a community centre.

Age Range	Percentage of People
Under 16	18%
16 – 24 years	11%
25 – 44 years	27%
45 – 64 years	23%
65+ years	21%

What you said

- Praised for being an older, well established neighbourhood with a diversity of property types and good range of facilities.
- Parking and over-development of some areas were felt to be key drawbacks.
- Felt to be a very strong sense of community, with an active neighbourhood forum.
- Three Bridges residents were broadly supportive of targeting a lower housing delivery of 350-450 dwellings per year.
- Support for flats, and small/medium/larger houses.
- Different views on affordable housing - some support for existing approach (40%), though some residents also felt that there is too much affordable housing.
- Tilgate Park and Jubilee Fields valued as areas of open space.
- Strong support for improving green space and play areas. Road improvements, schools, community centres, landscape improvements.

Character & Environment

Neighbourhood Principles:

Work on Three Bridges neighbourhood, including the existing settlement west of Three Bridges station began in 1952. By 1955 the neighbourhood was largely complete.

The neighbourhood boundary extends to the north to include some of Manor Royal (Policy EC4); and, to the south, incorporates some of the town centre (Policies EC1, EC2 and EC3).

Heritage:

Listed Buildings (Policy CH8 Part B)

Grade II

Hazelwick Grange (17th century)

Important Views:

An important view runs along the neighbourhood boundary with Northgate neighbourhood.

Environmental Protection:

Flood zones 3a and 3b. (Policy ENV4)

Biodiversity:

Ancient woodland (Policy ENV12).

Rail Station Improvements:

Three Bridges Station Improvements (Policy IN6).

What could be happening in Three Bridges**Built-up Area Boundary Changes:**

Three Bridges Neighbourhood is located within the Built-up Area, and therefore no changes to the Built-up Area boundary affect this neighbourhood.

Potential Key Housing Sites:

Potential housing sites currently identified in Three Bridges provide a total of 155 dwellings towards the capacity figure set out in Policy H1. These are through the development of 7 sites:

Sites with Planning Permission:

- 100 – 104 Three Bridges Road – 14 dwellings
- Scallows Road – 21 dwellings
- 45 Broomdashers Road – 2 dwellings
- 38 Hazelwick Road – 2 dwellings
- Adjacent 132 Three Bridges Road – 1 dwelling

Sites Suitable and Deliverable:

- Russell Way (EDF site) – 40 dwellings

Key Housing Sites:

- Telford Place/Haslett Avenue – 75 dwellings (Policy H2)

Conservation Areas:

There is a proposed new Conservation Area: Hazelwick Road.

Potential Economic Opportunity Areas:

Crawley Town Centre is identified as a defined employment area through the preferred strategy (Policies EC1, EC2 and EC3):

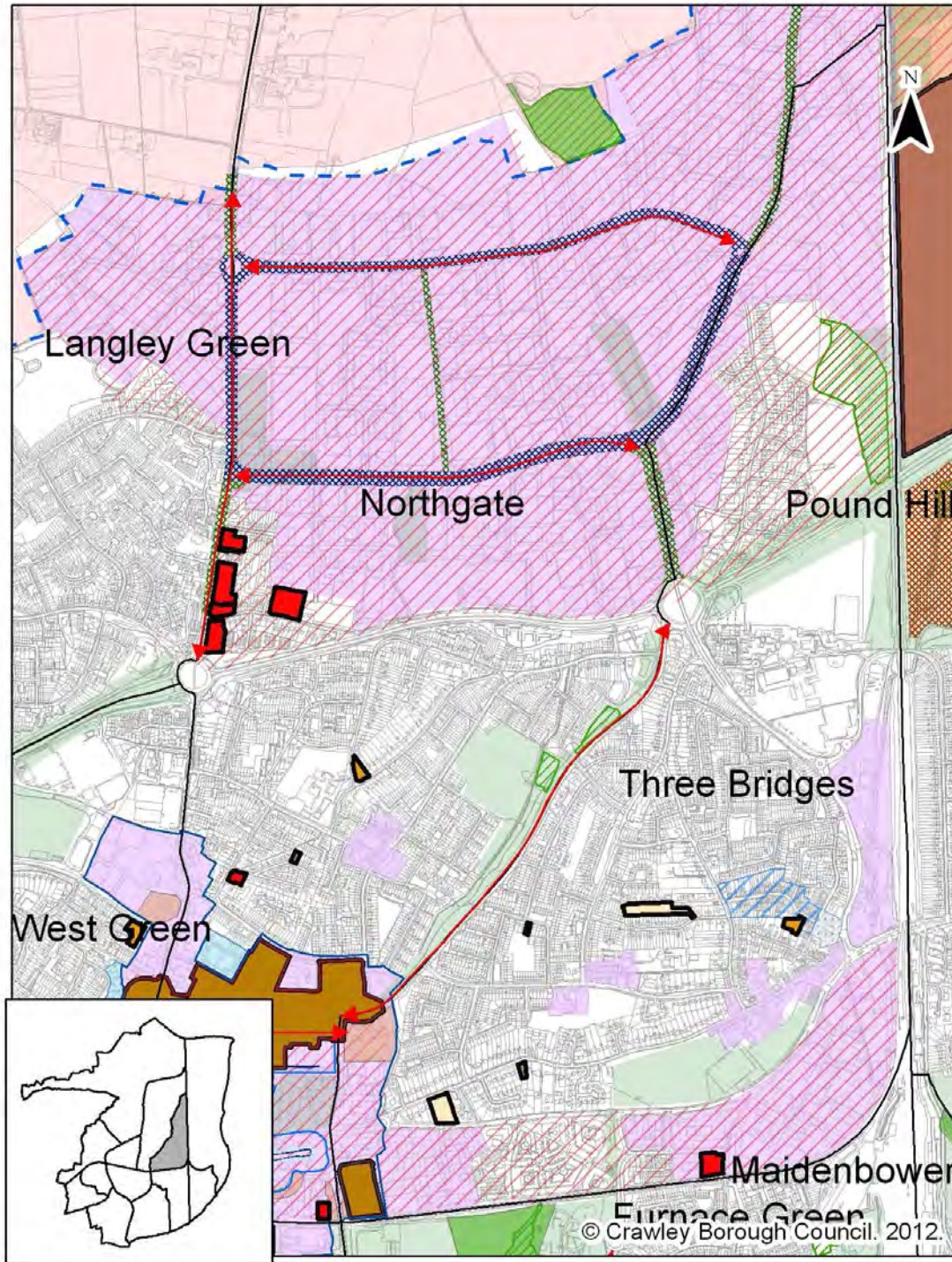
The following sites have been identified as potential Town Centre Development Site:

- College Site: Education in first instance. Office/Housing/Restaurant/Leisure to be considered if education on-site is proven unsuitable or is not required (Policy EC3)
- Telford Place: Housing/Employment/Convenience Retail (Policy EC3)

Three Bridges Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

Three Bridges

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| <ul style="list-style-type: none"> □ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments Area of Outstanding Natural Beauty Areas of Special Character Historic Gardens Conservation Areas Proposed Conservation Area Suggested Extension to Proposed Conservation Area Site of Nature Conservation Importance | <ul style="list-style-type: none"> Local Nature Reserves Structural Landscaping Ancient Woodland Two Way Important View One Way Important View Built-Up Area Boundary Main Employment Areas Town Centre Development Sites Manor Royal Primary Frontage Manor Royal Secondary Frontage Priority Areas for District Energy Networks Town Centre North Town Centre Boundary Primary Shopping Area Primary Shop Frontage Secondary Shop Frontage | <ul style="list-style-type: none"> Key Housing Sites <p>Housing Sites</p> <ul style="list-style-type: none"> A Large sites with PP B Sites allocated in the Core Strategy (2008) C Sites allocated in the Local Plan D Small sites with PP E Suitable and Deliverable |
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Tilgate

The neighbourhood of Tilgate is in the south of Crawley. Tilgate Park is the area's most well known feature and is one of Sussex's most popular tourist attractions.

Housing in the area was mostly built in the 1950s and follows the pattern of the other Crawley neighbourhoods with a number of local amenities based around a shopping parade. A bus service links Tilgate and K2 Crawley leisure centre with the town centre.

Age Range	Percentage of People
Under 16	20%
16 – 24 years	10%
25 – 44 years	27%
45 – 64 years	21%
65+ years	22%

6200 people live in Tilgate in 2600 households. Thomas Bennett Community College is located within the neighbourhood, along with 2 primary schools.

What you said

- Felt to be a quiet and safe neighbourhood with a good parade. Access to Tilgate Park and K2 was seen as a real plus.
- Concerns related to inconsiderate parking, threat of development, and some concern about crime.
- Broadly felt to have a good sense of community.
- No clear housing target identified, though broad support for flats and small/medium houses.
- Different views on affordable housing - some support for existing approach (40%), though some residents also felt that there is too much affordable housing.
- Tilgate Park and Goffs Park valued as areas of local open space.
- Suggested improvements: Several anti-development statements arguing that developers can never offset their impact. Also, local shops, parking, youth facilities, hospital improvements.

Character & Environment

Neighbourhood Principles:

Tilgate has a dense urban residential character – with a large proportion of terraces. The houses were built for the new town neighbourhood between 1956 and 1958. The southern part of the neighbourhood includes Tilgate Park, which the Commission for the New Towns transferred to the urban district council in 1964.

Tilgate Forest Business Centre (Policy EC7) is located to the south of the borough on the A23, Brighton Road.

Heritage Designations:

Listed Buildings (Policy CH8 Part B)

Grade II

Flint Cottage (19th century)

Historic Parks and Gardens (Policy CH10 Part A)
Tilgate Park

Important Views:

Important views run from Tilgate Park across to the countryside beyond Ifield; across from Gossops Green to the countryside beyond the borough boundary; and along the neighbourhood boundary from Pease Pottage roundabout toward Crawley Town Centre (Policy CH11).

Landscape Character:

The area beyond the built-up area boundary is identified in the Landscape Character Assessment as Edge 5: Tilgate/Worth Forest and Fringes (Policy CH12).

Environmental Protection:

Tilgate Dam: Flood Protection (Policy ENV4)

Green Infrastructure:

Allotments; Tilgate Park; Playing Fields (Policy ENV13).

Biodiversity:

Large parts of Tilgate Forest are identified as Ancient Woodland and SNCI (Policy ENV12).

What could be happening in Tilgate

Built-up Area Boundary Changes:

There are a number of minor amendments to the Built-Up Area Boundary proposed through the preferred strategy:

- **Tilgate Recreation Ground:** Inclusion of the area of Gainsborough Road playing field and Tilgate allotments within the Built-up Area (Policy CH12).
- **East and West of Brighton Road:** Inclusion of K2 and Thomas Bennett College within the Built-up Area and Inclusion of Tilgate Forest Business Centre within the Built-up Area (Policy CH12)

Housing Sites:

Potential housing sites currently identified in Tilgate provide a total of 96 dwellings towards the capacity figure set out in Policy H1. These are through the development of a single site:

Key Housing Sites:

- Thomas Bennett – 96 dwellings (Policy H2)

Conservation Areas:

There are no proposed new Conservation Areas within Tilgate.

Potential Economic Opportunity Areas:

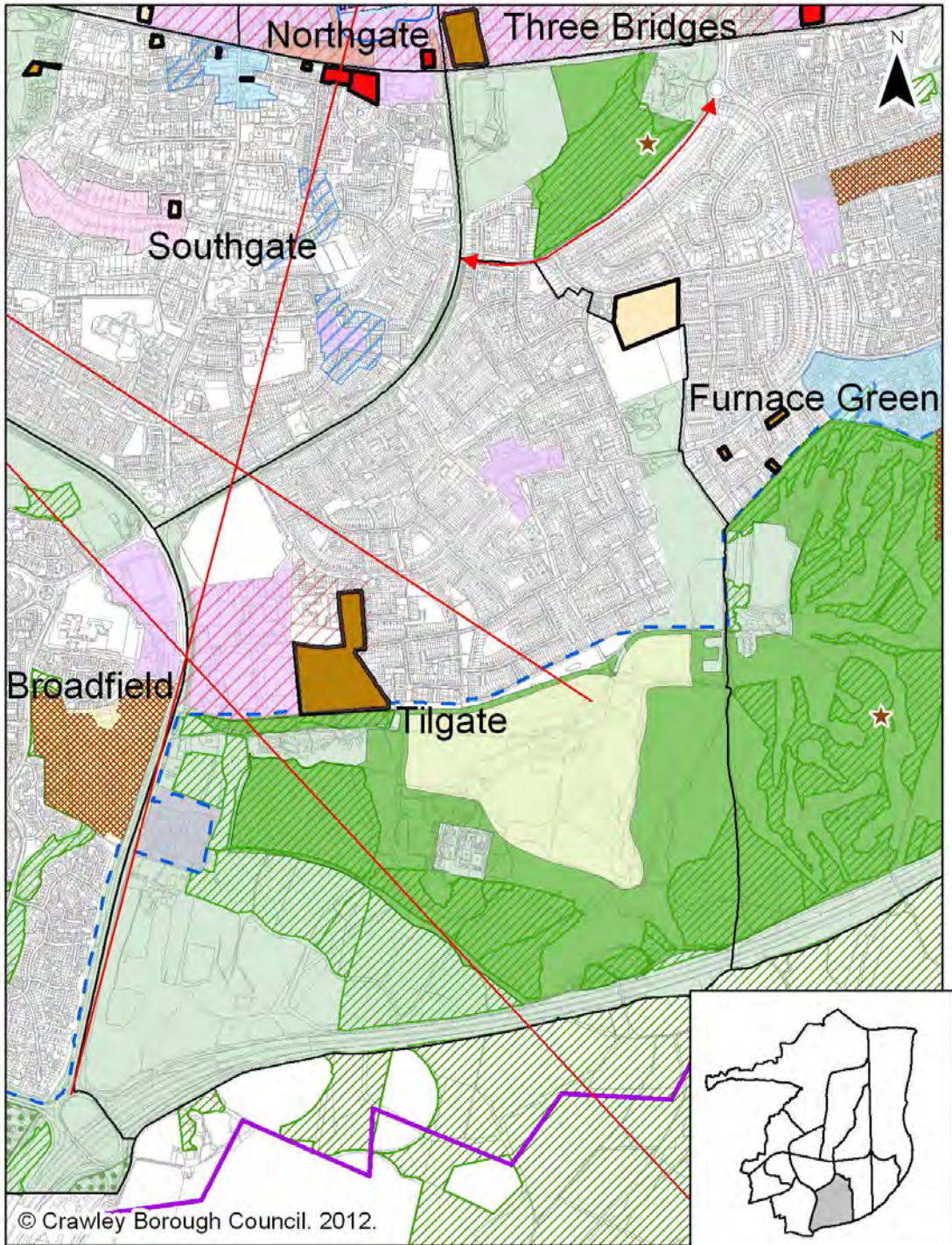
Tilgate Forest Business Centre is identified as a defined employment area through the preferred strategy (Policy EC7)

K2 and Broadfield Stadium along with the wider Tilgate Park, provide a critical Leisure Hub for Crawley and the sub-region (Policy EC8).

Tilgate Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

Tilgate

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| <ul style="list-style-type: none"> □ Neighbourhoods and Borough Boundary ★ Archaeologically Sensitive Areas ★ Scheduled Ancient Monuments ★ Area of Outstanding Natural Beauty ★ Areas of Special Character ★ Historic Gardens ★ Conservation Areas ★ Proposed Conservation Area ★ Suggested Extension to Proposed Conservation Area ★ Site of Nature Conservation Importance | <ul style="list-style-type: none"> Local Nature Reserves Landscape Character Edges Structural Landscaping Ancient Woodland Two Way Important View One Way Important View Built-Up Area Boundary | <ul style="list-style-type: none"> Main Employment Areas Town Centre Development Sites Priority Areas for District Energy Networks Primary Shopping Area Primary Shop Frontage Secondary Shop Frontage | <ul style="list-style-type: none"> Key Housing Sites <p>Housing Sites</p> <ul style="list-style-type: none"> A Large sites with PP B Sites allocated in the Core Strategy (2008) C Sites allocated in the Local Plan D Small sites with PP E Suitable and Deliverable |
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West Green

West Green is located to the west of Crawley town centre. It was the first neighbourhood to be developed in the 1950s as part of the new town.

Much of West Green was part of the original town of Crawley and has a mix of Victorian and modern housing. It is also home to Crawley Hospital, Crawley Leisure Park and West Green Park on its northern borders.

There are 2005 households in West Green; home to 4400 people. West Green has the highest proportion of over 65s and one of the lowest proportions of under 16s out of the neighbourhoods.

Age Range	Percentage of People
Under 16	17%
16 – 24 years	12%
25 – 44 years	29%
45 – 64 years	20%
65+ years	22%

What you said

- Felt to benefit from good access to a range of facilities including those in the town centre.
- This also led to concerns about the overspill of anti-social behaviour from the town centre. The lack of a hospital was also identified as a concern.
- Felt that the neighbourhood watch and work of the PCSO goes some way to promoting a sense of community.
- No clear housing target identified, though broad support for flats and small/medium/larger houses.
- Goffs Park and Memorial Gardens identified as valued areas of open space.
- Suggested improvements: Support to local community and youth groups, reducing anti-social behaviour, maintaining existing facilities.

Character & Environment

Neighbourhood Principle:

West Green, as the first New Town neighbourhood to be built, included much of the existing town of Crawley. The population, then approximately 2,100 was intended to rise to 4,700. Houses were being built by 1949 and most had been finished by 1951. The neighbourhood included the existing cemetery and hospital; together with the town centre, it has 4,714 inhabitants in 1981.

Heritage Designations:

Conservation Areas (Policy CH8 Part A)
High Street Conservation Area – western side
Sunnymead Conservation Area
St Peter's Conservation Area

Listed Buildings (Policy CH8 Part B)

Grade II*

The George Hotel (15th century)

Grade II
10 Ifield Road (19th century)
34-36 High Street (late 18th century)
44-48 High Street (1600)

60-62 Ifield Road (late 16th century)
K6 Telephone Kiosks on High Street
(1935)

Green Infrastructure:

Cemetery/allotment gardens (Policy ENV11 and ENV13).

Biodiversity:

SNCI within West Green Park (Policies ENV11, ENV12, and ENV13).

What could be happening in West Green

Built-up Area Boundary Changes:

West Green Neighbourhood is located within the Built-up Area, and therefore no changes to the Built-up Area boundary affect this neighbourhood.

Potential Key Housing Sites:

Potential housing sites currently identified in West Green provide a total of 211 dwellings towards the capacity figure set out in Policy H1. These are through the development of 6 sites:

Sites with Planning Permission:

- 70 Spencers Road – 21 dwellings
- 6 – 10 Ifield Road – 14 dwellings

Sites Suitable and Deliverable:

- Highfield House, Town Mead – 4 dwellings
- Wilbury, Church Street – 4 dwellings

Key Housing Sites:

- Southern Counties – 75 dwellings (Policy H2)
- Fairfield House – 93 dwellings (Policy H2)

Conservation Areas:

There is a proposed new Conservation Area: East Park (Policy CH8 Part A).

Potential Economic Opportunity Areas:

Crawley Town Centre is identified as a defined employment area through the preferred strategy (Policies EC1, EC2, EC3 and EC4):

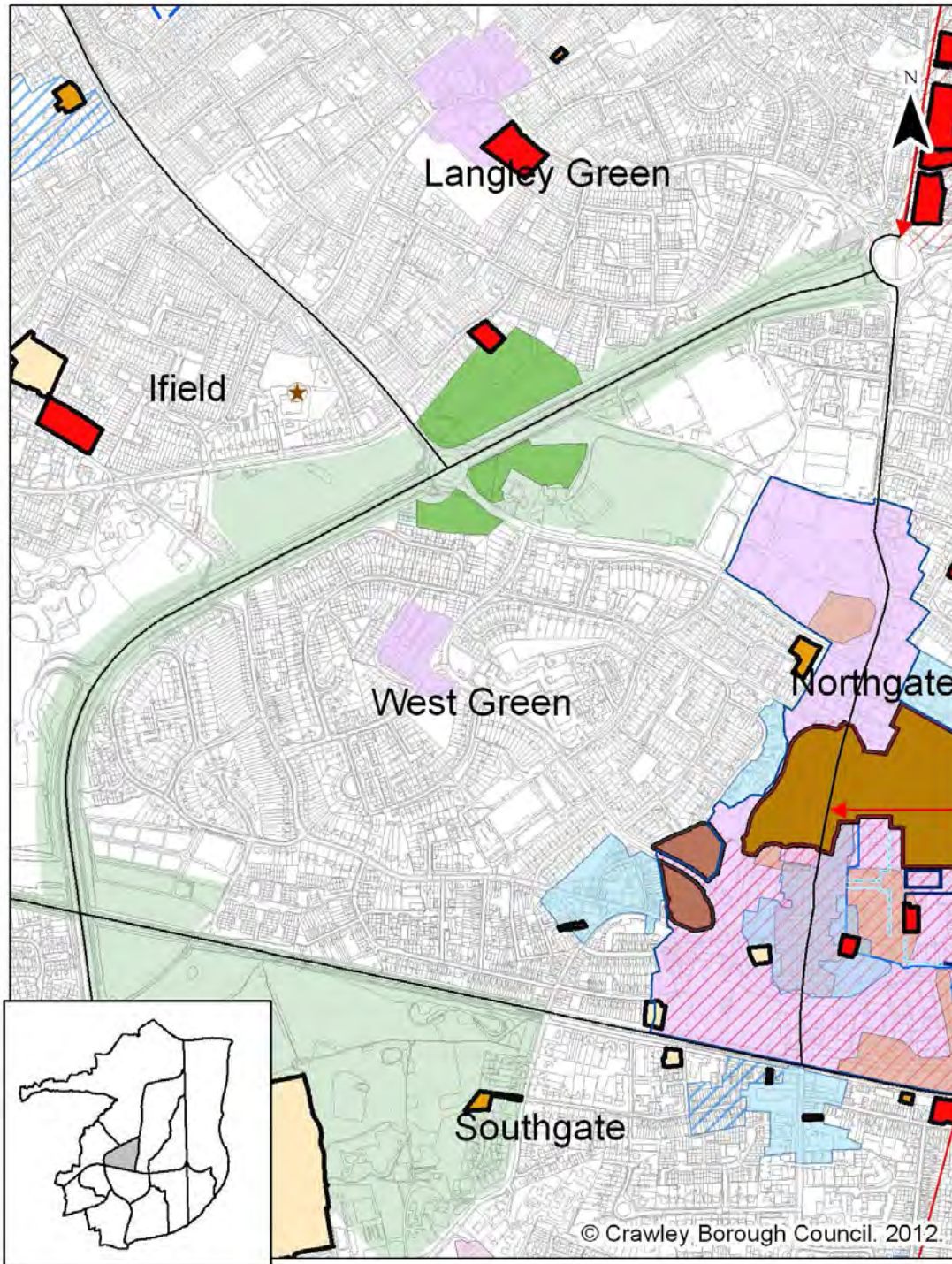
The following sites have been identified as potential Town Centre Development Sites:

- Southern Counties: Housing/Employment (Policy EC3)
- Fire Station: Leisure/Restaurant/Office/Housing (Policy EC3)
- Fairfield House: Housing (Policy EC3)

West Green Neighbourhood Centre is identified as a defined employment area through the preferred strategy (Policy EC9).

West Green

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Local Plan Monitoring & Implementation

Objectives & Delivery

Crawley 2029: A Vision

“Crawley will be a modern, vibrant town that stands proud of its achievements and uses its strengths to reach its potential. Its strong and diverse communities, neighbourhood structure, sustainable economic growth and excellent connections within and beyond the region will make it a place that people enjoy and want to live, work and visit.”

Objective 1:	To make Crawley an attractive town where people will want to live, work and spend their leisure time supported by well designed neighbourhoods, strengthened employment areas and a vibrant and attractive town centre and neighbourhood centres.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> • Satisfaction of local residents, visitors, employers and employees in Crawley with the town (monitored by Corporate Policy Unit, Asset Management Plans and Economic Strategy)
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • All policies in the Plan
	<p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ monitored individually for their implementation & reported at least annually in the Annual Monitoring Report (AMR).

Crawley the Place:

“As a progressive town, Crawley will strive to be distinctive from other towns in West Sussex. It will be the premier town between London and the south coast providing jobs, learning and development opportunities and a leisure and cultural offer that draws visitors from across the south east. As a town within a countryside setting that is very much valued by local people it will be safe and well cared for. The rich heritage which has shaped what the town is today will be respected, protected and enhanced. The people who live here, regardless of their ability, age, sex or ethnicity, will be proud, confident and self-reliant, working together and with others for the good of the town.”

Objective 2:	To reinforce Crawley’s role as a competitive regional shopping destination by delivering a significant expansion in the range and quality of retail and other town centre priorities through encouraging step-change retail offer in the town centre core.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> • Results of the Vitality and Viability survey.
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • STRAT2: Economic Growth • EC1: Economic Growth • EC2: Town Centre North • EC3: Town Centre Development Sites • EC4: Town Centre Uses • EC5: Non-central Retail Development
	<p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Total amount of floorspaces for ‘town centre uses’. ○ Commencement of Town Centre North scheme to planning permission and construction. ○ Completion of Town Centre North scheme. ○ Successful delivery of key opportunity development sites within the Town Centre for town centre uses.

Objective 3:	<p>To reduce crime and fear of crime in Crawley through protecting and improving community safety in the borough.</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • <i>Reported crime rate reduction over plan period/per annum (monitored by other mechanisms).</i> <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • <i>CH2: Urban Design Objectives</i> • <i>CH3: Normal Requirements of All New Development</i> <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ <i>% of planning permissions granted meeting secure by design standards: number and type of developments receiving a Secured by Design award.</i> ○ <i>Ensure all major proposals consider community safety issues/All major developments undertake a major community safety audit of their proposals.</i>
Objective 4:	<p>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 (SA Objective).</p> <p>Key Indicator:</p> <p>Primarily delivered through Local Plan Policies:</p> <ul style="list-style-type: none"> • <i>STRAT1: Presumption in Favour of Sustainable Development</i> • <i>STRAT4: Compact Town, Character and Green Infrastructure</i> • <i>CH1: Neighbourhood Principle</i> • <i>CH2: Urban Design Objectives</i> • <i>CH3: Normal Requirements of All New Development</i> • <i>CH4: Structural Landscaping</i> • <i>CH5: Comprehensive Development</i> • <i>CH6: Standards for New Housing Development</i> • <i>CH7: Employment Development adjacent to Residential Areas</i> • <i>CH8: National Heritage Designations</i> • <i>CH9: Local Heritage Designations</i> • <i>CH10: Historic Parks and Gardens and other Heritage Assets</i> • <i>CH11: Important Views</i> • <i>CH12: Development outside the Built-up Area</i> • <i>ENV8: Pollution and Land Instability</i> • <i>ENV9: Noise Sensitive Development</i> • <i>ENV10: Air Quality</i> • <i>ENV11: Green Infrastructure</i> <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ <i>Number of new or extended Conservation Areas designated</i> ○ <i>Number of buildings benefiting from locally listing policy.</i> ○ <i>Number of Conservation Area Consents granted as part of re-development proposal.</i> ○ <i>Number of Listed Buildings/ archaeological sites lost or damaged as a result of development.</i> ○ <i>% of applications for Listed Building Consent submitted with a detailed impact assessment/appraisal.</i> <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ <i>Number of Listed Buildings on the national buildings at risk register.</i>
<p>Living in Crawley: <i>“By 2029, about 3,550 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town’s unique development and design principles and preserve the most valued of the town’s environmental features.</i>”</p>	

<p><i>Local communities will be directly involved in planning how the town grows and develops in order to achieve the best outcome for all concerned; particularly where difficult choices have to be made.</i></p> <p><i>Neighbourhoods will continue to feature in the development of the town, recognising the important role they play in helping shape and develop communities.”</i></p>	
Objective 5:	To meet as much of the agreed housing need as possible within the borough boundary, in light of constraints; by supporting the delivery of 240no. homes each year from 2014 to 2029.
	Key Indicator: <ul style="list-style-type: none"> • Number of residential dwellings completed.
	Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • STRAT1: Presumption in Favour of Sustainable Development • STRAT3: Meeting Housing Needs Across the Housing Market • CH5: Comprehensive Development • H1: Housing Provision • H2: Key Housing Sites • H3: Future Housing Mix • H4: Affordable and Low Cost Housing • H5: Gypsy, Traveller and Travelling Showpeople Sites • H6: Shared Housing
	Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ Maintenance of 5-year trajectory & 5% additional land supply. ○ Number of planning permissions granted for residential developments. ○ % residential development on brownfield land. ○ Land supply/urban capacity study sites released and assessed. ○ Number/hectares of Amenity Green Spaces lost per annum to meet housing development needs.
Objective 6:	To provide a good choice of well designed housing in terms of tenure, type, size and location.
	Key Indicator: <ul style="list-style-type: none"> • Type of dwellings built compared to local needs.
	Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • STRAT3: Meeting Housing Needs Across the Housing Market • CH2: Urban Design Objectives • CH6: Standards for New Housing Development • H1: Housing Provision • H2: Key Housing Sites • H3: Future Housing Mix • H4: Affordable and Low Cost Housing • H5: Gypsy, Traveller and Travelling Showpeople Sites • H6: Shared Housing
	Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ Maintenance of 5-year trajectory & 5% additional land supply. ○ Number of planning permissions granted meeting Building for Life standards Silver and above. ○ Net additional pitches (Gypsy & Traveller).
Objective 7:	To ensure that x% of new housing development is affordable.
	Key Indicator: <ul style="list-style-type: none"> • Gross affordable housing completions.
	Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • H4: Affordable and Low Cost Housing
	Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ Percentage new affordable housing in total completions.

Working in Crawley:

“Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.

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. Gatwick Airport will continue to support the economic growth of the town.

Additional jobs will have been created for people living in and around the Crawley area across a diverse range of sectors. Access to jobs will be supported by learning and development opportunities giving people a real choice about the work they can and want to do.”

Objective 8:	<p>To improve the business offer and to maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy (SA objective).</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • % change in number of VAT (registrations less de-registrations) in the area (monitored through other mechanisms). <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • STRAT1: Presumption in Favour of Sustainable Development • STRAT2: Economic Growth • EC1: Economic Growth • EC2: Town Centre North • EC3: Town Centre Development Sites • EC4: Town Centre Uses • EC5: Non-Central Retail Development • EC6: Manor Royal Master Plan and Spatial Strategy • EC7: Three Bridges Employment Corridor, Maidenbower Business Park, Tilgate Forest Business Park and Broadfield Park Business Area • EC8: Leisure Proposals • EC9: Neighbourhood Parades • EC10: Farm Diversification <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number of planning permissions for new commercial developments. ○ Number/Floorspace of new commercial developments by type completed. ○ Total amount of additional floorspace. ○ Employment land available by type. ○ Amount of designated employment land lost to other uses. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Level of commercial floorspace vacancy.
Objective 9:	<p>To support Gatwick Airport to maximise its potential as a 1-runway, 2-terminal airport; increasing passenger throughput up to 45 million passengers per annum subject to satisfactory legal agreements.</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • Passenger throughput (Gatwick Airport monitoring). <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • GAT1: Development of the Airport with a Single Runway • GAT2: Safeguarded Land • GAT3: Airport Related Parking • GAT4: Employment Uses at Gatwick <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Signing of legal agreement.

<p>Experiencing Crawley: <i>“By 2029, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley’s parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors.</i></p> <p><i>The revitalised town centre will be the heart of the town, providing a central point for local people and others from across the region to enjoy social activities, shopping and entertainment both during the day and at night. It will be a welcoming and attractive family friendly environment.</i></p> <p><i>Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed along with informal green spaces for all to enjoy. The spirit and pride of individual communities will continue to be harnessed to make neighbourhoods the focus of local celebration.”</i></p>	
Objective 10:	To ensure the protection & enhancement of valued open spaces.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> ● Net loss or gain of open space
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> ● STRAT4: Compact Town, Character and Green Infrastructure ● CH1: Neighbourhood Principle ● CH2: Urban Design Objectives ● CH3: Normal Requirements of All New Development ● CH4: Structural Landscaping ● CH11: Important Views ● ENV11: Green Infrastructure ● ENV12: Biodiversity ● ENV13: Open Space, Sport and Recreation
	<p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ % of planning permissions granted for development of existing open space for non-recreation or open space use. ○ Amount of new open space and landscaping floorspace as part of new development. ○ Number of Tree Preservation Orders served during the monitoring year. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Number of enhancement schemes for existing open spaces.
Objective 11:	To facilitate and support the provision of new leisure facilities.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> ● Amount and type of new leisure and recreational floorspace provided.
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> ● STRAT1: Presumption in Favour of Sustainable Development ● STRAT2: Economic Growth ● EC3: Town Centre Development Sites ● EC4: Town Centre Uses ● EC8: Leisure Proposals ● ENV13: Open Space, Sport and Recreation ● IN1: Infrastructure Provision ● IN5: The Location and Provision of New Infrastructure
	<p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Amount and type of leisure and recreational floorspace lost to other uses.
Objective 12:	To facilitate and support the provision of new cultural facilities.

	<p>Key Indicator:</p> <ul style="list-style-type: none"> • Amount and type of new cultural facilities floorspace provided. <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • STRAT1: Presumption in Favour of Sustainable Development • STRAT2: Economic Growth • EC2: Town Centre Development Sites • EC3: Town Centre Uses • IN1: Infrastructure Provision • IN5: The Location and Provision of New Infrastructure <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Provision of new museum.
<p>Growing Crawley: <i>“Growth will be sustainable and supported by an infrastructure plan that complements development enabling people to live a long and happy life”.</i></p>	
Objective 13:	To ensure the provision of sufficient infrastructure to meet the requirements of the borough (SA objective).
	<p>Key Indicator:</p> <ul style="list-style-type: none"> • Provision of identified priority infrastructure schemes (monitored through the Community Infrastructure Levy and Infrastructure Plan)
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN2: Strategic Delivery of Telecommunications Infrastructure • IN3: New Development Requirements for Sustainable Transport • IN4: Parking Standards • IN5: The Location and Provision of New Infrastructure • IN6: Improving Rail Stations
	<p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ To maintain an up-to-date Infrastructure Plan. ○ Amount of financial contribution secured through Community Infrastructure Levy and s106 Agreements directed to projects on the CIL Regulation 123: Priority Infrastructure List. ○ Provision of Community Infrastructure
<p>Growing the People: <i>“Crawley will continue to improve the quality of life for its residents throughout every stage in their life. Excellent early years’ provision will support children’s development, which will be further assisted by the provision of good primary, secondary and tertiary education. Education, for both young and old, should unlock potential, giving people a real choice about what they do in their working life. People will be encouraged to stay fit and active and as they grow older will be able to age with confidence.”</i></p>	
Objective 14:	To support the provision of quality education – including supporting and facilitating, where appropriate, the improvement of skills levels.
	<p>Key Indicator:</p>
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN5: The Location and Provision of New Infrastructure
	<p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ % or amount of CIL towards education provision and establishments.
Objective 15:	To promote healthy, active, cohesive and socially sustainable communities (SA objective).
	<p>Key Indicator:</p>
	<p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • ENV11: Green Infrastructure • ENV13: Open Space, Sport and Recreation

	<ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN5: The Location and Provision of New Infrastructure <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ % or amount of CIL or s106 Agreement contributions towards local neighbourhood social and health facilities. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ GP provision per 1000 population: 100% of major developments to include satisfactory GP access.
	<p>Growing the Town: “By 2029 significant progress will have been made in Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.”</p>
Objective 16:	To work towards ensuring Crawley is a Carbon Neutral town by 2050.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> • Per capita carbon emissions. <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • STRAT1: Presumption in Favour of Sustainable Development • ENV1: Low Carbon Performance • ENV2: Renewable and Low Carbon Energy Development • ENV3: District Energy Network Infrastructure Development • IN3: New Development Requirements for Sustainable Transport • IN6: Improving Rail Stations <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number of network ready planning permissions granted. ○ Renewable energy generation. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Significant increase in proportion of waste being recycled. ○ Significant reduction in emissions from council vehicle fleet.
Objective 17:	To ensure new developments will be of high quality and sustainable design and construction in line with national standards; with new buildings being built to a high energy efficiency standard to ensure warmth continues to be affordable to all residents and meet the challenges to work towards becoming Carbon Neutral.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> • % of new residential developments meeting Code for Sustainable Homes. • % of non-domestic buildings meeting the BREEAM rating. <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • CH3: Normal Requirements of All New Developments • ENV1: Low Carbon Performance • ENV2: Renewable and Low Carbon Energy Development • ENV3: District Energy Network Infrastructure Development • ENV6: Water Efficient Development <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Reduction in fuel poverty.
Objective 18:	To ensure all businesses have access to good quality technological connections.
	<p>Key Indicator:</p> <ul style="list-style-type: none"> • Superfast Broadband coverage (monitored through other mechanisms). <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • IN1: Infrastructure Provision

	Local Plan Policy Monitoring Indicators:
Objective 19:	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 (SA objective).
	Key Indicator: <ul style="list-style-type: none"> • Increase in proportion of journeys to work by walking, cycling and public transport (monitored through other mechanisms).
	Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • STRAT1: Presumption in Favour of Sustainable Development • IN3: New Development Requirements for Sustainable Transport • IN6: Improving Rail Stations • GAT3: Gatwick Airport Related Parking
	Local Plan Policy Monitoring Indicators:
Objective 20:	To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough (SA objective).
	Key Indicator: <ul style="list-style-type: none"> • Change in areas of biodiversity importance (losses, enhancements and gains).
	Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • STRAT4: Compact Town, Character and Green Infrastructure • CH2: Urban Design Objectives • CH3: Normal Requirements of All New Development • CH4: Structural Landscaping • CH11: Important Views • CH12: Development Outside the Built-up Area • ENV11: Green Infrastructure • ENV12: Biodiversity • ENV13: Open Space, Sport and Recreation
	Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ Number and type of planning applications permitted on designated sites.
	Monitored through other mechanisms: <ul style="list-style-type: none"> ○ Number of new Biodiversity Action Plans agreed.
Objective 21:	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 (SA objective).
	Key Indicator: <ul style="list-style-type: none"> • Number of planning permissions granted contrary to the Environment Agency advice on flooding and water quality grounds.
	Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • CH3: Normal Requirements of All New Developments • ENV1: Low Carbon Performance • ENV2: Renewable and Low Carbon Energy Development • ENV3: District Energy Network Infrastructure Development • ENV4: Development and Flood Risk • ENV5: Development and Heatwave Risk • ENV6: Water Efficient Development • ENV7: Tackling Fuel Poverty by Improving Existing Homes • ENV11: Green Infrastructure • ENV12: Biodiversity
	Local Plan Policy Monitoring Indicators:

Appendix A: Preferred Strategy Consultation Questions

Character - How the town should look and feel by 2029

Q1. Future development of the town should protect and enhance the role of neighbourhoods and their centres. Do you:

agree disagree neither

Q2. The future design of buildings should reflect the existing character of the town. New development should not look out of place in the new town setting. Do you:

agree disagree neither

Q3. Several areas have been identified in the Local Plan because of their “*special architectural interest or character*.” It is important to protect these areas by designating them as Conservation Areas. Do you:

agree disagree neither

Q4. Within the town, there are specific views and landscapes which the council believes should be protected for future generations. These are thought to add character to the town and any new development should not obstruct them. Do you:

agree disagree neither

Economic Growth - Doing business in 2029

Q6. Manor Royal is the largest business area in the town. The area should be encouraged to remain a business district. Do you:

agree disagree neither

Q7. There should be guidelines which aim to smarten up the look and feel of the Manor Royal area. These guidelines could relate to the main gateways and roads through Manor Royal or to the area as a whole. Do you agree or disagree? What should the guidelines apply to?

Main roads and gateways into Manor Royal agree disagree neither

Everywhere within Manor Royal agree disagree neither

Q8. Retail development outside the town centre should be limited. Do you:

agree disagree neither

Q9. The council should continue to protect neighbourhood parades for uses that serve the needs of the local community? Do you:

agree disagree neither

Q10. The Local Plan recognises that alongside the Manor Royal Business District there are other areas which support the economy of the town. These include Three Bridges, Maidenbower Business Park, Tilgate Forest Business Centre and Broadfield Business Park. In the future these areas should be protected for employment purposes. Do you:

agree disagree neither

Housing - Providing places to live for future generations

Q12. In earlier consultation you told us that the town's open spaces should be protected even though this will limit the number of houses that can be built in the future. Do you still:

agree disagree neither

Q13. The draft Local Plan identifies that around 240 houses should be built each year from 2015 onwards despite the fact that over 500 houses will be needed per year. Do you agree or disagree with the annual figure of 240 being set?

agree disagree neither

Q14. To help towards meeting some of the future demand, housing should be developed in the town centre. Do you:

agree disagree neither

Q15. The following areas have been identified as key housing sites in the Local Plan. This means the council would support housing development on these sites over the next 15 years. What do you think?

Neighbourhood	Area	Number of dwellings	Agree	Disagree	Neither
Pound Hill	North East Sector	1900			
Northgate	Town Centre North	100			
Ifield	Ifield Community College	125			
West Green	Southern Counties	75			
Northgate	Telford Place	75			
Tilgate	Thomas Bennett	96			
West Green	Fairfield House	93			
Bewbush	Breezehurst Drive	96			

Q16. Every development that includes housing should include some "affordable housing", which is lower cost (whether available to rent or buy). The proportion of 'affordable housing' will vary according to the scale of the development. Do you:

agree disagree neither

Environment - Protecting our environment

Q18. New development should be designed and built in a way to reduce energy use and encourage the use of cleaner energy. Do you:

agree disagree neither

Q19. Development should be managed in such a way that it does not put Crawley's wildlife or natural environment at risk. Do you:

agree disagree neither

Infrastructure - Organising resources to support a growing town

Q21. New development should ensure that there are enough existing and planned facilities and services (including transport, education and health services) to support a growing population. Do you:

agree disagree neither

Q22. Facilities and services should continue to be provided close to where people need them. Do you:

agree disagree neither

Q23. The railway links are a vital part of our town and the Local Plan should continue to support and encourage the upgrading of both Crawley and Three Bridges stations.

Do you:

agree disagree neither

Gatwick Airport – Our international hub

Q25. Airport parking should be located within the boundary of the airport to reduce congestion and promote “greener” travel arrangements. Do you:

agree disagree neither

Q26. Gatwick should remain a one runway, two terminal airport. Do you:

agree disagree neither

Appendix B: Statutory and General Consultees

Specific Consultation Body listed in the 2012 Regulations

Coal Authority
Environment Agency
English Heritage
Marine Management Organisation (not applicable to Crawley Borough)
Natural England
Network Rail Infrastructure Limited
Highways Agency
Adjoining Local Planning Authorities
County Council and Adjoining County Council
Parish Councils
Local Police Authority
Relevant Electronic Communication Companies
Strategic Health Authority
Relevant Gas and Electricity Companies
Sewerage and Water Undertakers
Homes and Communities Agency

General Consultation Bodies listed in the 2012 Regulations

Voluntary Bodies active in the Local Planning Authority area
Interest Groups – racial, ethnic or national groups
Interest Groups – religious groups
Interest Groups – disabled persons
Interest Groups – business groups

Appendix C: Sustainability Objectives

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.
2. To adapt to the effects of climate change through the reduction of risk of flooding and the amount of waste water; sustainable design of developments, and effective 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.
4. To ensure that everyone has the opportunity to live in a decent and affordable home.
5. To maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.
6. To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough.
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.
8. To ensure the provision of sufficient infrastructure to meet the requirements of the borough.
9. To promote healthy, active, mixed, cohesive and socially sustainable communities.
10. To ensure everyone has the opportunity to participate in sport and to encourage active lifestyles.

Sustainability Appraisal summary tables are provided in a separate document for each of the draft preferred strategy policies to highlight the options considered as part of the preparation of the document so far – the results of this broad assessment are laid out in the table below.

Local Plan Policy	SA Objective									
	1	2	3	4	5	6	7	8	9	10
CH1	++	+	++	++	+	+	++	++	++	++
CH2	+	+	++	?	?	++	?	+	+	+
CH3	++	+	++	+	+	+	++	+	+	+
CH4	+	+	+	+	+	++	+	+	+	+
CH5	+	+	+	++	++	+	+	+	+	/
CH6	+	+	++	++	0	+	0	0	+	+
CH7	0	0	++	+	+	0	?	?	+	0
CH8	+	0	++	-	++	+	0	0	+	0
CH9	0	+	+	-	+	+	0	0	+	0
CH10	+	+	++	-	0	+	0	0	0	0
CH11	+	+	++	/	/	+	-	-	/	/
CH12	+	?	+	?	/	+	+	?	+	+
EC1	+	+	0	0	+	0	+	0	+	0
EC2	+	+	++	+	+	?	++	++	++	+
EC3	?	?	+	++	++	++	++	+	++	++
EC4	0	0	+	+	++	0	++	++	++	+
EC5	++	+	++	++	++	0	++	+	++	0
EC6	?	+	+	0	+	+	?	?	0	+
EC7	?	?	?	0	+	+	?	?	0	?
EC8	+	?	+	0	++	?	++	+	++	++
EC9	+	+	+	?	+	0	-	-	-	0
EC10	+	0	+	0	++	0	-	0	+	0
H1	0	+	+	-	+	+	0	+	+	0
H2	0	+	+	0	0	+	+	+	+	0
H3	0	0	0	-	0	0	0	0	+	0
H4*										
H5*										
H6	0	0	0	+	0	0	0	0	+	0
ENV1	++	++	+	0	0	++	+	+	++	+
ENV2	++	+	?	0	+	?	0	++	+	0
ENV3	++	+	?	0	+	0	0	++	+	0
ENV4	0	++	++	?	?	++	0	+	+	0
ENV5	++	++	++	?	?	++	0	0	+	0
ENV6	++	++	/	?	0	++	0	++	+	0
ENV7	++	++	++	++	0	+	0	+	+	0
ENV8	++	++	++	+	0	+	0	0	++	0
ENV9	0	0	0	0	0	0	0	+	0	0
ENV10	++	++	0	0	0	++	0	0	++	0
ENV11	+	+	+	0	0	++	0	++	+	++
ENV12	+	+	+	/	/	++	0	+	+	+
ENV13	+	+	+	0	0	+	0	++	+	+
IN1	+	/	/	/	/	0	+	++	++	+
IN2	+	+	0	0	+	0	+	++	0	0
IN3	+	/	+	?	?	0	++	+	+	+
IN4	+	+	-?	0	-?	-	+	+	0	0
IN5	++	0	0	+	0	0	++	+	+	+
IN6	+	+	+	0	+	0	++	+	+	0
IN7	?	-	?	0	0	+	-	0	0	0
GAT1	-	-	0	0	++	/	-	+	0	0
GAT2	?	?	?	0	?	/	?	?	-	0
GAT3	-	-	0	0	/	0	--	/	0	0
GAT4	0	0	0	0	+	0	+	0	0	0

Key:
++ Significant positive impact on the sustainability objective
+ Positive impact
+? Possible positive or slight positive impact on the sustainability objective
0 No impact on the sustainability objective
/ Neutral impact on the sustainability
? Uncertain impact on the sustainability objective
- Negative Impact on the sustainability objective
-- Significant negative impact on the sustainability objective

*preferred option not yet identified.

Appendix D: Local Plan Objectives & Planning Policy Context

Local Plan Objective	Crawley Carbon Reduction Strategy	Crawley Economic Strategy Priorities	Crawley Borough Council Corporate Plan Priorities	Gatwick Diamond Local Strategic Statement	Duty to Co-operate: identified Strategic Issues	NPPF: Twelve Core Planning Principles	Crawley Local Plan Sustainability Appraisal Objectives
<i>Crawley's Vision: Crawley the Place</i>	✓	✓	✓	✓	✓	✓	✓
1. To make Crawley an attractive town where people will want to live, work and spend their leisure time supported by well designed neighbourhoods, strengthened employment areas and a vibrant and attractive town centre and neighbourhood centres.		1-5	3	✓		✓	
2. To reinforce Crawley's role as a competitive regional shopping destination by delivering a significant expansion in the range and quality of retail and other town centre priorities through encouraging step-change retail offer in the town centre core.		1	1	✓		5	
3. To reduce crime and fear of crime in Crawley through protecting and improving community safety in the borough.			2		✓	3	
4. 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.			7			3	✓
<i>Crawley's Vision: Living in Crawley</i>	✓	✓	✓	✓	✓	✓	✓
5. To meet as much of the agreed housing need as possible within the borough boundary, in light of constraints; by supporting the delivery of 240no. homes each year from 2014 to 2029.		4	7			4	
6. To provide a good choice of well designed housing in terms of tenure, type, size and location.		4	7		✓	4	✓
7. To ensure that x% of new housing development is affordable.		4	7		✓	4	
<i>Crawley's Vision: Working in Crawley</i>	✓	✓	✓	✓	✓	✓	✓
8. To improve the business offer and to maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.		1-5	1	✓		5	
9. To support Gatwick Airport to maximise its potential as a 1-runway, 2-terminal airport; increasing passenger throughput up to 45 million passengers per annum subject to satisfactory legal agreements.		1	1	✓	✓	5	
<i>Crawley's Vision: Experiencing Crawley</i>	✓	✓	✓	✓	✓	✓	✓
10. To ensure the protection and enhancement of valued open spaces.			6			8	
11. To facilitate and support the provision of new leisure facilities.			6			8	

Local Plan Objective	Crawley Carbon Reduction Strategy	Crawley Economic Strategy Priorities	Crawley Borough Council Corporate Plan Priorities	Gatwick Diamond Local Strategic Statement	Duty to Co-operate: Identified Strategic Issues	NPPF: Twelve Core Planning Principles	Crawley Local Plan Sustainability Appraisal Objectives
12. To facilitate and support the provision of new cultural facilities.			2			✓	8
<i>Crawley's Vision: Growing Crawley</i>	✓	✓	✓	✓	✓	✓	✓
13. To ensure the provision of sufficient infrastructure to meet the requirements of the borough.			9	4		✓	
<i>Crawley's Vision: Enabling People</i>	✓	✓	✓	✓	✓	✓	✓
14. To support the provision of quality education – including supporting and facilitating, where appropriate, improving skills levels.			1	3		✓	8
15. To promote healthy, active, cohesive and socially sustainable communities.			5	3		✓	9
<i>Crawley's Vision: Growing the town</i>	✓	✓	✓	✓	✓	✓	✓
16. To work towards ensuring Crawley is a Carbon Neutral town by 2050.			8	5		✓	1
17. To ensure new development will be of high quality and sustainable design and construction in line with national standards; with new buildings being built to a high energy efficiency standard to ensure warmth continues to be affordable to all residents and meet the challenges to work towards becoming Carbon Neutral.			8	5		✓	1
18. To ensure all businesses have good access to good quality technological connections.			1	1		✓	5
19. 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			8	4		✓	7
20. To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough.			7			✓	6
21. 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.			2	5		✓	2

Background Studies & Supporting Evidence

Development Strategy & Strategic Principles

European Directive 2001/42/EC
Localism Act 2011
Planning and Compulsory Purchase Act 2004
Town and Country Planning Act 1990
The Town and Country Planning (Local Planning) (England) Regulations 2012
Environmental Assessment of Plans and Programmes Regulations 2004
National Planning Policy Framework (2012) Department for Communities and Local Government
Local Plan (Crawley “2029”) Consultation Summary & List of Appendices (2012) Crawley Borough Council
Gatwick Diamond Local Strategic Statement (2011) Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead District Council.
Gatwick Diamond Local Strategic Statement Memorandum of Understanding (2011) Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead District Council, Tandridge District Council.
Gatwick Diamond Local Strategic Statement Sustainability Appraisal/Strategic Environmental Assessment Statement (2011) Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead District Council, Tandridge District Council.
Creating a Successful Future for Crawley: Corporate Plan 2010-2015 (2010) Crawley Borough Council
Getting Involved... Crawley’s Statement of Community Involvement (2011) Crawley Borough Council
Getting Involved... in planning: An appendix to Crawley’s Statement of Community Involvement (2011) Crawley Borough Council
Sustainability Assessment Scoping Report (2011) Crawley Borough Council

Character

Design Guides
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Crawley Borough Local Air Quality Management Progress Report (2008)

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2008 Gatwick Airport SPD

2011 Draft Gatwick Master Plan

Emerging national 'Call for Evidence on international connectivity'

Glossary

Definitions

Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
Air Quality Management Area	An area designated by the council because it is likely not to achieve national air quality objectives by the relevant deadlines.
Albedo	The proportion of the incident light or radiation reflected by a surface, typically that of a planet or moon.
Areas of Special Local Character	Designated areas that are considered to be of distinctive character or quality and, therefore worthy of protection through rigorous control of new development, yet do not quite comply with the criteria for designation as Conservation Areas.
Article 4 Direction	A direction which withdraws automatic planning permission granted by the General Permitted Development Order.
BRE Environmental Assessment Method (BREEAM)	A BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use. The measures used represent a broad range of categories and criteria from energy to ecology. They include aspects related to energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes
Building Regulations	National Standards, separate to the planning system designed to uphold standards of public safety, health, and construction
Built Up Area Boundary	This is the boundary around the area defined in the Local Plan as being built up.
Carbon Neutral	A term used to describe the offsetting of carbon emissions through investments in renewable energy projects.
climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunity.

Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Code for Sustainable Homes (CfSH)	A framework that rates the environmental sustainability of new housing.
Commission for Architecture and the Built Environment (CABE)	The organisation was the government's advisor on architecture, urban design and public space in England. Its function was to influence and inspire those making decisions about the built environment. It championed well-designed buildings, spaces and places; ran public campaigns; and provided expert, practical advice. In April 2011 the Design Council and CABE came together as one organisation.
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area	Areas of special architectural or historical interest, the character or appearance of which it is important to preserve or enhance.
Core Strategy	The central planning document to the Local Development Framework. This system of planning policy was replaced when the NPPF was published.
Countryside	The area outside of the built up area boundary.
Crawley	Where "Crawley" is used, it generally relates to the area that is within Crawley Borough Council's administrative boundary.
Crawley Carbon Offset Fund	A fund that will be established to provide working capital for projects aimed towards Crawley's commitment to being Carbon Neutral by 2029 that are not covered by CIL.
Crawley Offset Price	The financial contribution per tonne of remaining CO2 that developments will be asked to make if they fail to meet their carbon emission target as set in ENV1. How this price is set is yet to be determined.
crossovers	A vehicular access from the highway over a pavement or verge to the curtilage of a property.
Decentralised Energy Networks	Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.
District Heating Priority Areas	Designated areas within Crawley that have particular potential for the establishment of decentralised energy

	networks.
Edge of centre	Edge-of-centre sites are locally defined as those sites falling outside of the Primary Shopping Area and High Street Policy Area, though within the Town Centre Boundary, as identified on the Local Plan Proposals Map.
energy shock	Any changes that may occur in the energy market due to its potential instability/uncertainty. This can be in relation to cost, shortages, or other unforeseen circumstances.
Embedded carbon/ greenhouse gasses	The carbon emissions generated in the supply chain for that item/product, in order to both create it and move it to where it will be used or sold. It includes the emissions created in extracting and transporting the raw materials required to make the product, the emissions from the manufacturing process, and sometimes also the emissions generated in transporting the final product to the point of sale or use.
Farm diversification	The broadening of a farms economic activity to include non-agricultural activities not traditionally associated with farming to help sustain the farm holding.
Frontages	These have been identified locally to help maintain the balance between retail and non-retail uses in the town centre.
Functional Floodplain	Undeveloped land and open space that falls within Zone 3 of the Environment Agency Flood Map. Any areas of the borough that are identified as Functional Floodplain are at the greatest risk of flooding, and fairly regular inundation should be expected.
Gatwick Airport Boundary	The boundary of operational land within the airport.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Greenhouse Gas	Gases that act to trap heat within the earth's atmosphere, they are produced by burning fossil fuels but do also occur naturally.
Gypsy, Traveller and Travelling Showpeople	Gypsies and Travellers are persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. Travelling Showpeople area members of a group

	<p>organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.</p>
Heritage Assets	<p>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)</p>
Historic Parks and Gardens	<p>An area that encompasses aesthetic, philosophical, botanic and scientific heritage and embody shared values of landscape and place.</p>
House in Multiple Occupation	<p>A house in multiple occupation (HMO) is a property that is occupied by a number of individuals who share facilities, or do not have exclusive occupation of the whole property. HMO's generally comprise accommodation where two or more individuals share basic amenities (bath/shower, WC or kitchen).</p>
Housing Market Area	<p>This is a geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home i.e. a large percentage of people settling in the area will have sought a house only in that area.</p>
Important Views	<p>Specific long or panoramic views of the town as identified through a character assessment of the Borough.</p>
Infrastructure	<p>Includes transport facilities; such as roads, rail stations and Bus Stations; Water Supply; Wastewater and its Treatment; Telecommunications; Community Infrastructure such as Educational facilities and Medical facilities; Sports and Recreational facilities and Open Space.</p>
Infrastructure Plan	<p>Local Planning Authorities are expected to work with other Local Authorities and infrastructure providers to assess the quality and capacity of infrastructure within the area, and its ability to meet forecast demands. The Infrastructure Plan will confirm the capacity of infrastructure required to meet the demands of growth within the town anticipated through the Local Plan, and moreover, any mitigation that may be required.</p>
Infrastructure providers	<p>Organisations who are responsible for the provision of certain types of infrastructure.</p>

Listed Buildings	Buildings which appear on a national list due to their special architectural or historic importance. The buildings are protected by law.
Local Biodiversity Action Plans	Each individual Species or Habitat Action Plan has a number of objectives, and details actions to be carried out in order to conserve and enhance populations of particular animal and plant species, or to protect and enhance valuable habitats.
Local Plan	Is the term given to this document. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. It guides development of the local area for the future and was drawn up by the local planning authority in consultation with the community.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area. In this document it tends to refer to Crawley Borough Council.
Locally Listed Buildings	Buildings, or structures worthy of protection in the local context due to their historic interest, architectural interest, group and townscape value, intactness, and/or communal value.
Low Cost Housing	Market housing that is made available to first time home buyers intended as their primary place of residence and offered as a fixed equity at an agreed percentage below open market value.
Low/Zero Carbon Development	Zero carbon developments achieve no net emissions by reducing carbon emissions through use of on-site renewable energy generation, and balancing any imports with exports to the National Grid to achieve a zero balance. Low carbon developments are similar to zero carbon developments, the only difference being that they need to achieve at least a 50% reduction in emissions (where this applies specifically to energy use in buildings ²).
Manor Royal Business District	Manor Royal Business District is the biggest business park of Crawley, West Sussex and the Gatwick Diamond. It is situated two miles from London Gatwick Airport, mainline rail stations and major motorway networks, and has become the centre for a diverse range of business activities, accommodating 500 firms, and 30,000 people.
Modal change	The shift towards the utilisation of sustainable transport methods that minimise the negative impacts on the environment, such as public transport, walking or cycling, instead of the motor vehicle.

National Planning Policy Framework	Sets out the Government's planning policies for England and how these are expected to be applied to produce distinctive local and neighbourhood plans that reflect the needs and priorities of their communities.
Neighbourhood	Crawley has grown up on a neighbourhood-by-neighbourhood basis known as the neighbourhood principle. Each neighbourhood is a large planned development, predominantly consisting of housing with a central shopping parade, supported by other facilities, services, and open space to meet the day-to-day needs of the people who live and work there.
Neighbourhood Centres	The area at the centre of a neighbourhood that forms a small economic and cultural core providing facilities for the residents of that neighbourhood.
Neighbourhood Plans	A plan prepared by a Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). At present, there are not any neighbourhood plans being progressed in Crawley.
New Town	Crawley is known as a New Town, a product of the New Towns Act 1946. The New Towns consisted of a new community that was carefully planned from its inception and is typically constructed in previously undeveloped areas, or by merging several smaller built up areas. This contrasts with settlements that evolve over a long time period.
Open Space Study	An assessment of the needs for open space, sports and recreation facilities and opportunities for new provision.
Open Spaces	Open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Out of centre	Locations that are situated beyond the Town Centre Boundary, as identified on the Local Plan Proposals Map, are defined as out-of-centre.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligations	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Pollution	Anything that affects the quality of land, air, water or

soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed sites	A site which is or was occupied by a permanent structure, including the curtilage of developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary Shopping Area	A defined area where retail development is concentrated. In Crawley, this comprises the Primary Shopping Frontages, and Secondary Shopping Frontages which are adjoining and closely related to the Primary Shopping Frontage.
Public transport	The term used to refer to trains and buses and other communal forms of transport.
Renewable & low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
s106 Agreement	An agreement under Section 106 of the Town and County Planning Act which contain legally enforceable obligations to mitigate the impact of development proposals.
Safeguarded Land	Land that is required to be safeguarded by the Airports White Paper 2003 for the building of a second runway should it be required.
Safeguarded Zone	An area defined in Circular 01/03: Safeguarding of aerodromes. This enables the potential impact of development proposals on navigation systems and the safe operation of aircraft to be assessed.
Sequential Test	This is a national planning policy requirement, and is not defined locally.

Sites of Nature Conservation Importance	Locally important sites of nature conservation adopted by local authorities for planning purposes and identified in the local development plan.
Strategic Housing Land Availability Assessment	The Strategic Housing Land Availability Assessment (SHLAA) is a technical study that forms part of the Evidence Base for the Local Plan. It identifies potential housing sites and assesses whether these sites are developable, how many housing units could be accommodated on them and when they could be delivered.
Strategic Housing Market Assessment	The Strategic Housing Market Assessment is an evidence base document which assesses the housing needs of the area. The Strategic Housing Market Assessment identifies the scale and mix of housing and range of tenures that residents require.
Supplementary Planning Documents/Supplementary Planning Guidance Notes	Documents which expand upon identified Local Plan policies to provide more detailed guidance on how the policy should be interpretation and applied.
Sustainability Appraisal	Under the regulations of the Planning and Compulsory Purchase Act 2004, Crawley must undertake a Sustainability Appraisal (SA) of the Local Plan to satisfy independent examination to allow the Plan to be formally adopted. The SA is a ongoing process, which endeavours to identify the social, environmental and economic impacts of planning policies or allocations.
Sustainable Development	Development that meets the social, economic and environmental needs of the present without compromising the needs of the future.
Sustainable Transport	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.
Sustainable Drainage Systems	Designed to control surface runoff close to where it falls and mimic natural drainage as closely as possible.
Three Bridges Corridor	An area between Three Bridges Station and Crawley Town Centre that offers a selection of older and smaller employment units.
Town Centre	Town centre locations are locally defined as those sites falling within the Primary Shopping Area and High Street Policy Area as identified on the Local Plan Proposals Map.
Town Centre North	Town Centre North is a major mixed use, retail-led development (in the region of 50,000sq m net gain comparison floorspace) that will help Crawley fulfil its

	role as a primary regional centre, enhance the retail offer within the sub-region and support a step change in the facilities and quality of environment in Crawley town centre.
Tranquil Areas	Areas sufficiently remote from the visual or audible intrusion of development or traffic to be considered unspoilt by urban influences
Transport Modelling	Assessing the future traffic impact resulting from traffic growth and development on the operation of roads, junctions and transport systems.
Urban Capacity Study	A technical study that forms part of the evidence base for Crawley's Local Plan. The document is used to assess potential employment and housing sites within the town.
Water Stress	Water stress occurs when the demand for water exceeds the available amount or when poor quality restricts its use.
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise of sites that have unexpectedly become available.

Abbreviations

BREEAM	BRE Environmental Assessment Method
CABE	Commission for Architecture and the Built Environment
CCHP	Combined Cooling, Heat and Power
CHP	Combined Heat and Power
DECC	Department of Energy and Climate Change
mppa	Million Passengers Per Annum