MANOR ROYAL PUBLIC REALM STRATEGY

July 2013

RELATED DOCUMENTS

Manor Royal Design Guide SPD

GVA Masterplan 2010 - GVA Grimley

Crawley Borough Council Core Strategy 2007

Crawley Borough Council emerging Local Plan 2029

Development Principle Statements 2011-2012

EDAW baseline study

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Section 1: Introduction To The Public Realm Strategy

1. This document is the Public Realm Strategy for Manor Royal (PRS). It supports the Manor Royal Design Guide Supplementary Planning Document (SPD) (adopted July 2013), which seeks to clarify the planning framework for the whole of Manor Royal Business District. The PRS should also be read in conjunction with the Crawley Borough Council Core Strategy (2007) and the emerging local plan for 2029.

2. The Public Realm Strategy is not itself a formal planning framework document. Rather, it is a companion document that complements and expands upon the Manor Royal Design Guide SPD by suggesting possible approaches and projects which could be implemented by the private and/or public sector as a means of enhancing the overall environment, setting, and usability of Manor Royal to help reinforce its position as a 21st century business destination.

3. This PRS therefore introduces potential public realm projects and improvements that the Council and its partners consider will help to support the overall enhancement of the Manor Royal environmental that is sought through the SPD. All new developments, including extensions, should consider the aspirations of the projects set out in this document.

Main Aims and Objectives

4. The principle aim of both the Design Guide SPD and the Public Realm Strategy is to establish clear proposals for improvement that will deliver a quality image and environment for Manor Royal. This will be brought forward by both the private and public sectors working together in partnership.

5. The Design Guide SPD and this Public Realm Strategy work together to establish a series of design principles that will address the identified weaknesses of the Business District, and build on its many positive attributes to strengthen the overall 'sense of place' in a systematic and coordinated way.

6. The SPD focuses in particular on improvements to private frontages and gateway sites, whilst allowing for a more pragmatic approach to building use and design outside of identified areas, allowing for the market to function freely. The Public Realm Strategy takes a broader view, recognising that improvements are required to the public realm, and seeking to deliver a high quality environment throughout the estate.

7. Both documents work in tandem to build a consensus process between the private and public sectors by:

   - Providing design guidance in the SPD to guide the delivery suitable schemes for new developments & refurbishments, and to assist in discussions with the Local Planning Authority; and
   - Identifying and bringing forward, through this Public Realm Strategy, suitable and deliverable projects within the public realm.

Policy Context

8. The National Planning Policy Framework (March 2012) requires Local Planning Authorities to assist in building a strong, competitive Economy. It outlines that planning should not over-burden investors and businesses with policy expectations, but should look to address potential barriers to investment (NPPF, paragraph 21). These include a poor environment or lack of infrastructure.

9. The NPPF also identifies that proactive planning can assist in improving the environment and in the delivery of infrastructure. This Public Realm Strategy therefore introduces a number of physical improvement projects that will lift the public realm of the area and tackle issues relating to lack of parking, poor highway areas and lack of legibility.

10. The Public Realm Strategy has been informed by work

undertaken as part of the Manor Royal project from the Regeneris report in 2008, Manor Royal Masterplan (2010), and accompanying Manor Royal Design Guide SPD. For information, the Development Principles Statements (2012) will be superseded by the Design Guide SPD upon its adoption.

11. As the Local Plan emerges, potential funding may assist delivery through use of the Community Infrastructure Levy (CIL) and the existing S.106 requirements. It is not the intention of the council to request further S106 contributions after CIL has been adopted. At this time projects are expected to be delivered through partnership working between the private and public sectors.

Background and Context

12. Manor Royal Business District covers an area of 240 hectares and incorporates Gatwick City Place to the north-east and County Oak to the west. It is a key economic hub within the south-east and provides employment for both Crawley and the Gatwick Diamond economic sub-region. Approximately 30,000 people are employed within Manor Royal in a range of business types and sizes, from large 'blue chip' office occupiers to small engineering companies.

13. Traditionally, the focus at Manor Royal has been on 'B' class employment comprising offices, manufacturing and industrial uses. Whilst originally conceived as a spacious and well landscaped estate, over time the overall quality of the environment has deteriorated, especially at entrance and exit points to/from the estate, and within particular geographic areas.

14. The Business District now needs to evolve to build upon its existing successes and continue to facilitate development and investment in the area. In 2010, the council adopted the Manor Royal Masterplan in partnership with GVA Grimley. This identified several weaknesses and key issues that should be addressed, relating to the built and environmental quality of the area, including:

- A lack of support amenities for employees including
- Open space and leisure
- Low quality and uncoordinated public realm including pockets of much lower standard environments compared to competitor business locations
- The need for a stronger image and a sense of place

Overall Approach for the Public Realm Strategy

15. It is clear that Manor Royal requires a 'vision' and over-arching strategy through which all the more detailed elements can be coordinated. The approach of the Design Guide SPD and this Public Realm Strategy is therefore a pragmatic one, based on reinforcing its existing character and strengths rather than a whole-scale re-design. In this way, small and moderate changes can be delivered over time, alongside larger landmark development sites. Together, the two elements will combine to develop a much stronger future character.

16. The 2010 masterplan identified the vision for Manor Royal: *"**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 Diamond economy'.**

17. To deliver this vision, the Business District is looking to see how it can achieve modernity through maintaining a competitive approach to built and landscape form. The strategy is to continue promoting Manor Royal as a high-quality business destination, whilst placing greater emphasis on built quality and importance of the landscape in stitching the sense of place together.

Key issues and general assessment

18. To identify potential opportunities to improve the character and setting of the Business District through the Public Realm Strategy, additional public realm and road condition appraisals have been undertaken by Landscape Architects, (Allen Scott)

and Civil Engineers, (Watermans). These appraisals, undertaken during 2012, have confirmed that issues identified in the Manor Royal masterplan are still prevalent, especially with regard to the general lack of character.

19. This information has been used as the starting point to determine a future strategic direction for enhancing the public realm, to inform design principles that ensure a coherent design approach for future development, and identify suitable concept proposals for implementation.

20. Brief summaries of the relevant baseline studies, the existing strengths, opportunities and constraints, and the analysis of how these informed the design principles in the SPD, are assumed within this document. It is this process of collation of information, analysis and internal consultation that has led to the prioritisation of enhancements.

21. To inform the public realm proposals, assessments have identified key areas for concentrating interventions in order to uplift the environs of the Business District. Based on the assessments, four clear areas of intervention have been identified that underpin and inform the Public Realm Strategy. These are:

   - **Land use and form:** There is already an existing level of broad land use zoning that has been brought about through market conditions within Manor Royal, although the edges are often blurred. The key development sites currently coming forward represent significant opportunities for emphasising land use character and securing a new form of quality architecture and landscape design. A number of prominent, major sites have become vacant and have been cleared of buildings and structures. These include:

     o GlaxoSmithKline, Crawley Avenue/Manor Royal
     o Thales, Gatwick Road
     o BOC, Newton Road

     o Segro West, London Road
     o Betts Way, London Road

   - **Ownership:** One of the constraints to delivering wide-scale improvements is the lack of public ownership, which is largely limited to the road corridors and Crawters Brook.
   - **Connectivity:** Increasing the connections and permeability of the estate, both within and between different areas and with the town centre, has been identified as one way to improve access to open space, and supporting facilities and amenities for employees, as well as enabling more sustainable access to and from work places.
   - **Signage**: An area-wide approach to signage and way-finding could improve access as well as enhancing the identity of the area.

22. The assessment has also identified specific areas where evident issues occur, recognising that a concentrated effort should be made to ensure an uplift in image, environment and identity is achieved. These were considered to be the following:

   - There is a lack of a sense of entrance or arrival into Manor Royal
   - There is a hierarchy of roads between the primary routes of Manor Royal, Gatwick Road, Fleming Way and London Road and the secondary routes of Faraday Road and Newton Road Primary roads provide the main vehicular circulation of traffic in and out of Manor Royal, while the secondary roads provide interlinking of this main infrastructure.
   - The highly variable built and landscape quality of the public realm (comprising mainly the roundabouts and roads). This varies from the relatively grand boulevard of Manor Royal, to the indistinct roads off the secondary routes.
   - The significant number of areas where there are damaged carriageways, footways and verges which contribute to a

lower quality environment and poor perceptions.

- Similarly, the areas and issues associated with high levels of on-street parking which also results in a lower quality environment identified through the parking condition appraisal.

These assessments can now inform the opportunity to look at successful recent developments, such as Thales on London Road, and see how the Borough Council and key stakeholders can facilitate change across the area to reposition Manor Royal as a successful and dynamic Business District.

23. The recent relocation of the Nestle headquarters to the area and the continued commitment of the Borough Council, the Business Group and other stakeholders to partnership working in delivering branding and physical improvements to the area, illustrate the commitment to tackling identified weaknesses of the area, and taking the opportunity to harness change that will consolidate the position of Manor Royal as the leading location for investment and business in the region.

24. This companion Public Realm Strategy therefore aims to bring clarity to public realm proposals and illustrate potential improvements that can be brought forward to help define the role, function and feel of Manor Royal.

Figure 1: Assessment and key considerations have highlighted the strengths, opportunities, and constraints of Manor Royal.

Strengths	*Constraints*
Land use and form: - *Some demarcation of land use between areas (i.e. manufacturing and office areas)* - *Clear identity in built form at City Place* *Ownership:* - *Commitment from business groups and local businesses and stakeholders* - *Development Principles Statements in place for major opportunity sites* *Connectivity:* - *Good road access* - *Existing cycle network* *Signage and wayfinding:* - *New branded Manor Royal signage*	*Land use and form:* - *Market-led requirements* - *Economic situation* - *Economic recession impacting development and vacancy levels* *Ownership:* - *Numerous private ownerships* *Connectivity:* - *Private ownerships restricting potential for improved cycle and pedestrian links* *Signage and wayfinding:* - *Numerous styles and location of signs* - *Statutory requirements*

Opportunities	
Land use and form: - *Use of Design Guidance to influence location of specific uses within similar areas* - *Number of major opportunity sites that can set a new standard for built form* *Ownership:* - *Commitment from Crawley Council to invest in key public realm projects* - *Good Partnership working between WSCC and land owners and agents*	*Connectivity:* - *Improve and extend cycle network* - *Create a north-south pedestrian link along Crawters Brook* - *Consider ways to improve pedestrian permeability east-west* *Signage and wayfinding:* - *Improve cycle wayfinding* - *Increase use of branded Manor Royal signage especially at gateways* *Look beyond area boundary to improve road and cycle signage to Manor Royal*

Key Objectives

25. To ensure that the existing character of Manor Royal Business District is enhanced through development rather than incrementally removed or reduced, the following key objectives have been identified based on the previous studies and assessment findings:

Objective 1: To strengthen the identity of the whole of Manor Royal through the guiding principles of environmental improvement and landscape hierarchies of the gateways and roads.

Objective 2: Encourage quality landmark developments at the key gateways and opportunity sites through the principles of improving the environment.

Objective 3: Ensure landscaping within the public realm responds to the hierarchy of roads and private plot improvements.

Objective 4: To increase and improve the direction signage beyond the boundaries of Manor Royal and to increase the branded signage within the estate, to contribute towards strengthening the identity.

Objective 5: To increase movement and permeability through the provision of a sustainable access network.

Objective 6: To ensure an appropriate scale and mix of complementary uses and amenity facilities that supports the economic function of the Business District.

Section 2: Public Realm Approach to Achieving the 6 Key Objectives for the Business District
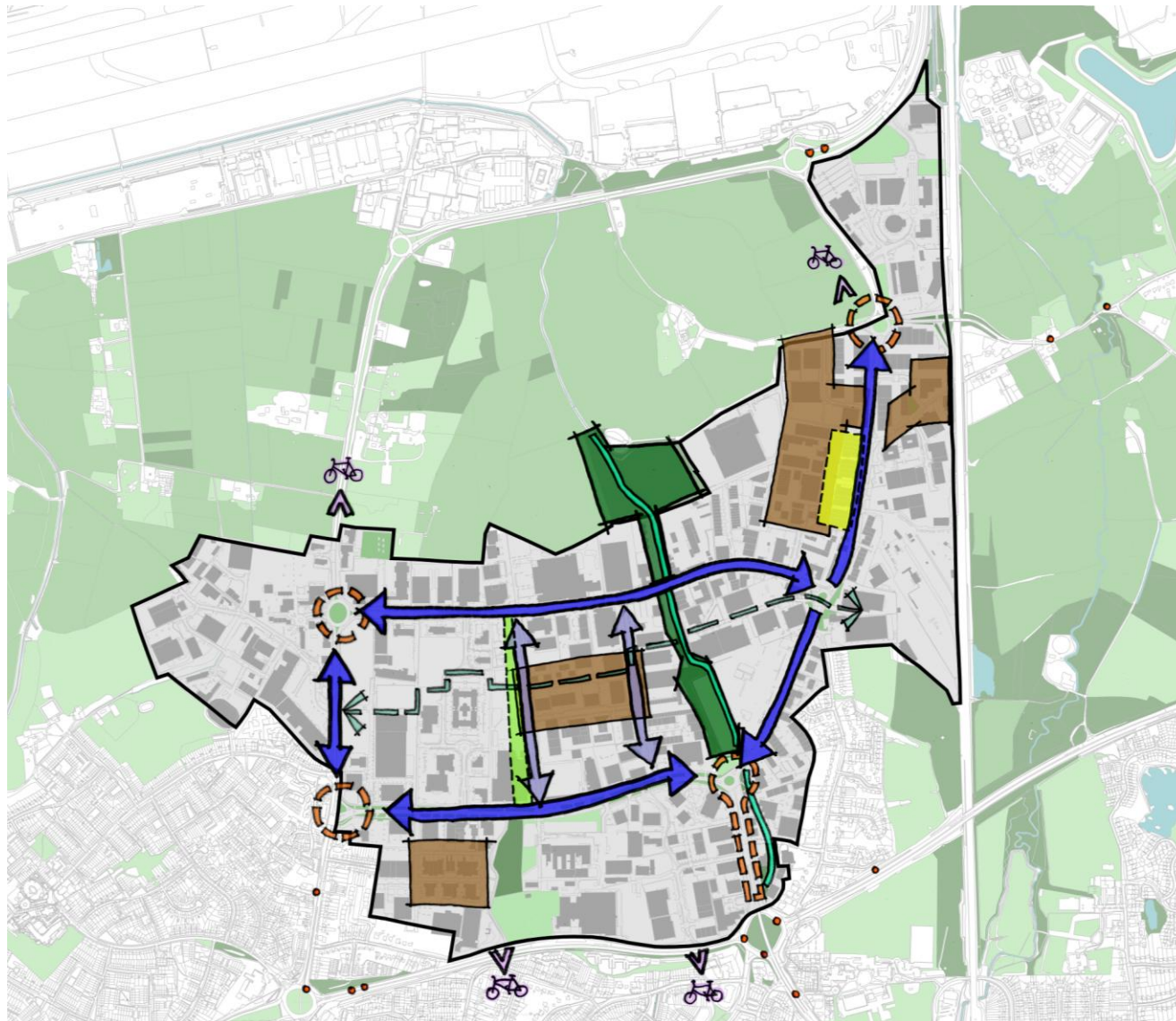
Figure 2: Strategy Plan

KEY

- Gateway Improvements
- Improve as primary vehicular route
- Improve as secondary vehicular route
- Signage improvements and co-ordination
- Improve brook corridor
- Improve central green space
- Walkable pedestrian links
- Linear peoples park
- Parade improvements
- Resolve parking issues
- Cycle network

Objective 1: To strengthen the identity of the whole of Manor Royal through the guiding principles of environmental improvement and landscape hierarchies of the gateways and roads.

26. There is a general lack of impact at key gateway sites, resulting from an often weak built form and basic public realm, and this represents a primary reason for the lack of sense of arrival and identity. The recent Thales development is a good example of an improvement in the scale, mass and quality of building in a key location. In some areas this is also achieved through the height and massing of buildings to create presence. though there remain areas where buildings do not engage with their surroundings or appear unwelcoming due to their poor form or siting within their site.

27. There is a mixed character to the roads, coupled with a lack of obvious hierarchy or legibility in some areas within the district. The original 1950s-60s wide verge and boulevard tree planting along Manor Royal still provides a strong identity and structure. However, this quality rapidly diminishes to the east of Manor Royal and elsewhere on secondary and local roads. The increase in on-street parking has also become visually intrusive in some areas.

28. An improved sense of arrival can be achieved at the 'gateways' through consistent application of public realm and built principles. The peripheral roundabouts and developments that surround them represent the entrances to Manor Royal. The aim is to create a strong sense of arrival at all entry points through built form of appropriate scale, height and massing supported by high quality soft landscaping, art and signage interventions.

29. By defining Gateways, development should ensure that these important interchanges reflect the Council's design and public realm aspirations to set the tone for the rest of Manor Royal.

Expanding on the findings of the Manor Royal Masterplan work, the gateway sites offer an important opportunity to utilise the prominence of the gateways and set an appropriate tone that enhances the image of the Business District. To help bring about an uplift in the quality and impact of the gateway sites, consideration should be afforded to incorporating the following general design principles into development proposals:

Figure 3: Assessment Analysis

Strengths	Constraints
• Manor Royal has four main gateways, three of which are island roundabouts • Two of these gateways benefit from a branded Manor Royal signage feature • All are of reasonable size for adding any potential gateway or public art feature • A good road layout means that the vast majority of people visiting or driving through Manor Royal will pass through at least one gateway • Established trees are located on all gateways	• Current gateways are visually weak, creating no lasting impression for passers-by but public ownership is limited to the roundabouts and adjoining quadrants. • Very similar in appearance to one another with no strong identity • Lack of sense of arrival or place • Retaining existing trees may limit size and scale of interventions • Highways requirements and underground services
Opportunities	**Character**
• To greatly improve the brand value that each gateway has, culturally, visually or otherwise • To make the entrances to Manor Royal memorable and to improve wayfinding • To create a positive 'first impression' to the visitors and users	• A strong spatial experience at points of arrival and departure using high quality soft landscaping, art and signage interventions to define the process of passing into and out of Manor Royal.

KEY

Please note, all development should refer to section "2.0 General Design Principles", as well as any other, if any, applicable sections.

— Manor Royal boundary

4 ▦ Primary gateways (numbered), *refer to section 4.2 Gateways*

- **1** *Gateway 1*
- **2** *Gateway 2*
- **3** *Gateway 3*
- **4** *Gateway 4*

▦ Secondary gateway, *refer to section 4.2 Gateways*

▫ Primary road, *refer to section 3.1 Primary Roads*

▫ Secondary road, *refer to section 3.2 Secondary Roads*

▨ Development sites, *refer to section 4.3 for Key Development Sites*

- **D1** GSK, *section 4.3.1*
- **D2** Thales, *section 4.3.2*
- **D3** BOC Edwards, *section 4.3.1*
- **D4** Segro West, *section 4.3.3*
- **D5** Betts Way, *section 4.3.3*

▭ Parade Improvements, *refer to the Public Realm Strategy*

▭ Crawters Brook, *refer to the Public Realm Strategy*

▨ General Guidance, *refer to section 2.0 General Design Principles*

Key Reference Plan for following Design Guidance
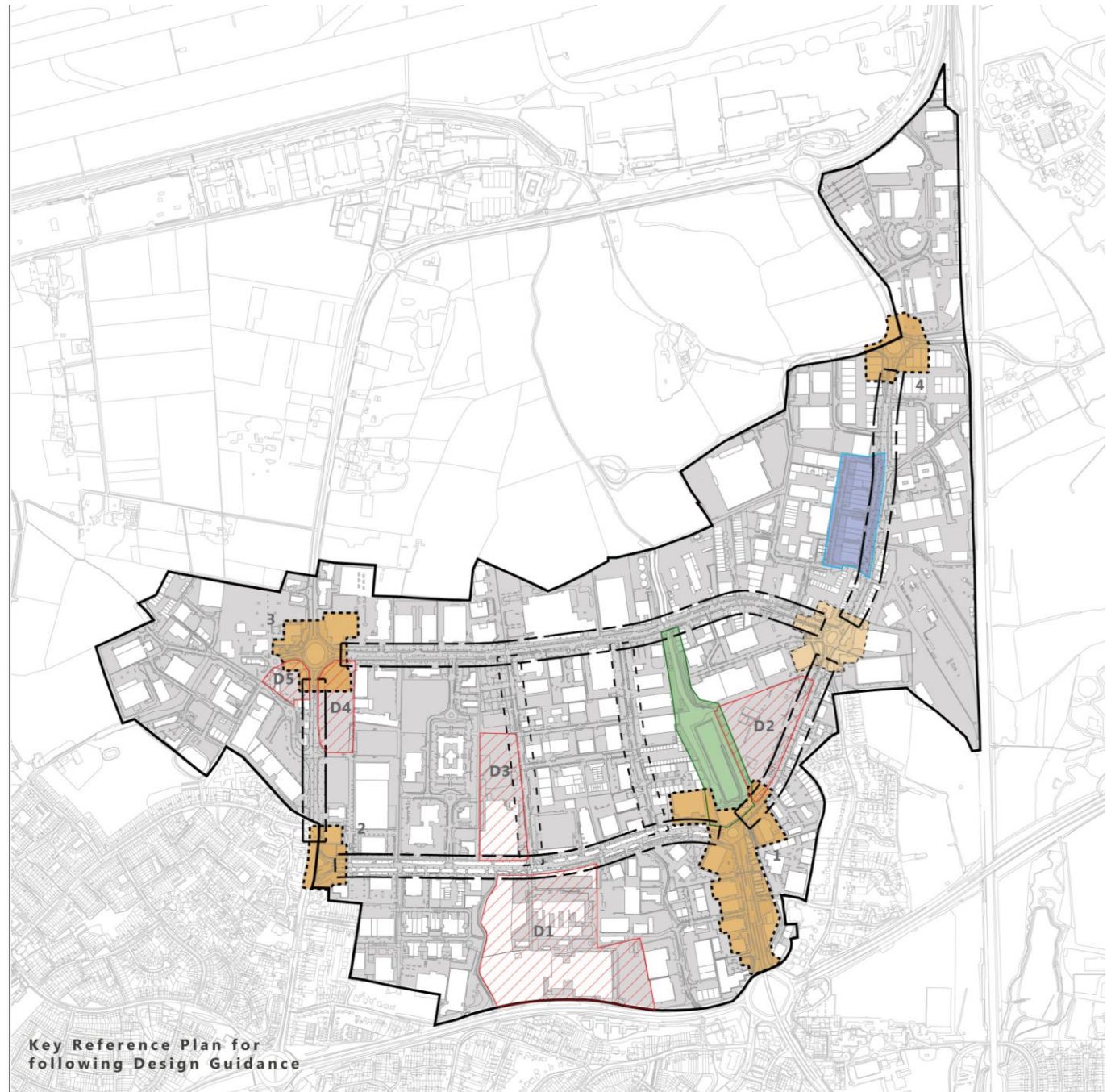
Figure 4: Key Reference Plan

30. Design Principles for the public realm:

   a) Individual feature and boulevard trees of specimen quality, supplied at semi-mature size, to soften and fragment perimeter built form and to define internal spaces. These trees are the single most important landscape structure which identifies the route as "primary"

   b) Supporting the tree structure, a soft landscape colour strategy can further aid wayfinding to enhance road and gateway legibility. A simple colour palette of blue and red helps visitors to distinguish their location north or south within Manor Royal. The planting will differ between primary and secondary roads although the colour schemes will be consistent.

   c) Bold and distinctive instant mature hedging, shrub and groundcover planting with instant impact at "day one"

   d) Art and signage interventions that enforce gateway identity along with elements of the soft landscape colour strategy (shown in the plan opposite) using a combination of yellows and whites in addition to the road planting colours

   e) Potential inclusion of feature lighting

   f) There is a general desire to reduce highway clutter, including barriers and signage, and to upgrade the remaining furniture to a simple but contemporary style

31. In addition to the general design principles identified above, this Public Realm Strategy seeks to establish potential design solutions and projects for each of the key gateway sites to bring about their enhancement and uplift. The following project suggestions aim to enhance and promote the Gateway sites and suggest improvements that will uplift the area through building upon guidance for the key opportunity sites set out within the Manor Royal Design Guide SPD.

32. The objectives and principles around each of the gateway sites, both within the public and private realms, are now summarised and expanded upon with illustrative material. Where relevant, diagrams show the relationship with the key opportunity sites identified in the Design Guide SPD and also the wider road hierarchy.

Gateway 1: Gatwick Road/Manor Royal (Proposal G1)

Principles

33. To create a memorable entrance for people travelling into Manor Royal through:

   - Improving the sense of arrival for users and visitors
   - Making this gateway unique, in relation to the other gateways, thus improving the legibility of Manor Royal
   - Promoting the cultural and physical background of Manor Royal through art

Public Realm Proposals

34. As the main thoroughfare from the M23 motorway, this is potentially the most important of the gateways into Manor Royal. Its strength also lies in the long Gatwick Road approach.

35. Public realm should reinforce the sense of arrival and distinctiveness of the gateway through public art, landscape and highway improvements.

Figure 5: Gatwick Road / Manor Road illustration

36. Proposals should enhance the approach, and entrance onto the roundabout, with tree planting on either side of the intersection of the road.

37. Signage, refurbishment and art intervention on the footbridge will improve the visual aesthetics of the pedestrian over-bridge, and enhance the sense of arrival into Manor Royal.

38. Further public art on the roundabout can provide a focal point and juxtaposition with potential future landmark development.

Features

39. The following improvements are encouraged:

- Feature artwork
- Wildflower
- Long grass: via a relaxed maintenance regime
- Oak tree: planted as a large established specimen
- Roadside trees: small highway tolerant seasonal interest
- Paved or under storey groundcovers
- Mown grass
- Small mounding
- Footbridge signage: Manor Royal feature sign
- Footbridge cladding: timber clad

Typology

40. The design of this main gateway into Manor Royal should reflect the scale and importance of the approach with a grand boulevard and a 'managed estate' scene of wildflower verges with mown edges and estate rails.

Soft Materials Palette

41. The following improvements are encouraged:

- Wildflower: The wildflower will reflect strong colours of red and white, distinctive for a primary gateway. Common Poppy, Orange Hawkbill, Hedge Bedstraw and Yarrow.
- Trees: Oak, Bird Cherry, Rowan
- Long Grass: A relaxed maintenance regime, as well will allow the existing grass sward to grow.

Hard Materials Palette

42. The following improvements are encouraged:

- Anti-skid surfacing
- Highways furniture: Simple but contemporary

Figure 6: Detailed illustration of Gatwick Road / Manor Road (Gateway 1)

Managed Estate Landscape
Existing trees retained where feasible and a new commissioned public art work with a Crawley specific theme to create a distinctive landmark

Gateway Arch
By refurbishing and creating a stronger branded sign on the approach side of this existing footbridge, the 'gateway arch' has the potential to be an impressive focal feature.

Wildflower Edge
Wildflower seeding is a vibrant and economic way to transform a regular mown grass edge into a much more biodiverse and memorable seasonal display.

Tree Avenue Approach
Rows of trees along the edge and central reservation of this important road corridor will help break up and soften the large expanse of hard landscaping that currently dominates this approach. A small selection of small and medium sized trees will provide seasonal interest and soften the existing hard landscape experience.

14

Gateway 2: London Road/Manor Royal (Proposal G2)

Principles

43. To create a confident and assured entrance to the Business District through:

- Improved sense of arrival for users and visitors

  Making this gateway unique, in relation to the other gateways, thus improving the legibility of Manor Royal

- Promoting the cultural and physical background of Manor Royal

Public Realm

44. For the public realm to reinforce the sense of arrival and distinctiveness of each gateway with public art, landscape and highways improvements including:

- Highway clutter rationalised and reduced
- Pedestrian/cycle orientated edges and crossings
- Contemporary signals and lighting. All signs contained on lighting columns
- Structured boulevard tree planting

Public Realm Proposals

45. This is a strong primary gateway, taking vehicular traffic along London Road towards Crawley Town Centre and Gatwick Airport. Unlike the other gateways this is not a roundabout, and benefits from distinctive recently installed signage

46. Public Realm proposals will primarily enhance the central junction space, with a background of blue and red wildflowers. Long mown grass will be used for the central verge with an art feature. All views from vehicles will remain unobstructed.

Figure 7: London Road / Manor Road illustration

7. Anti-skid surfacing
6. Stilt hedge
4. Mown grass
3. Long grass
1. Feature artwork
5. Existing signage
2. Wildflower
3. Long grass
Existing trees rationalised and opened up

Key Features

47. The following improvements are encouraged:

- Feature artwork
- Wildflower: Blues and reds displayed at this primary gateway
- Long grass: via a relaxed maintenance regime
- Mown grass
- Existing Manor Royal Signage: Conserved and worked into the proposed development
- Stilt Hedge: to blank wall
- Anti-skid surfacing

Typology

48. The design of this main gateway into Manor Royal should reflect the objective of securing a confident and assured entrance to the Business District.

Soft Materials Palette

49. The following improvements are encouraged:

- Boulevard trees: Hornbeams and Planes
- Stilt hedge: Hornbeam
- Wildflower: The wildflower will reflect strong colours of blues and reds. Corn Flowers, Vipers Bugloss, Maltese Cross and Common Poppy.
- Long Grass: A relaxed maintenance regime will allow the existing grass sward to grow.

Figure 8: London Road / Manor Road principles

Design Principles Plan

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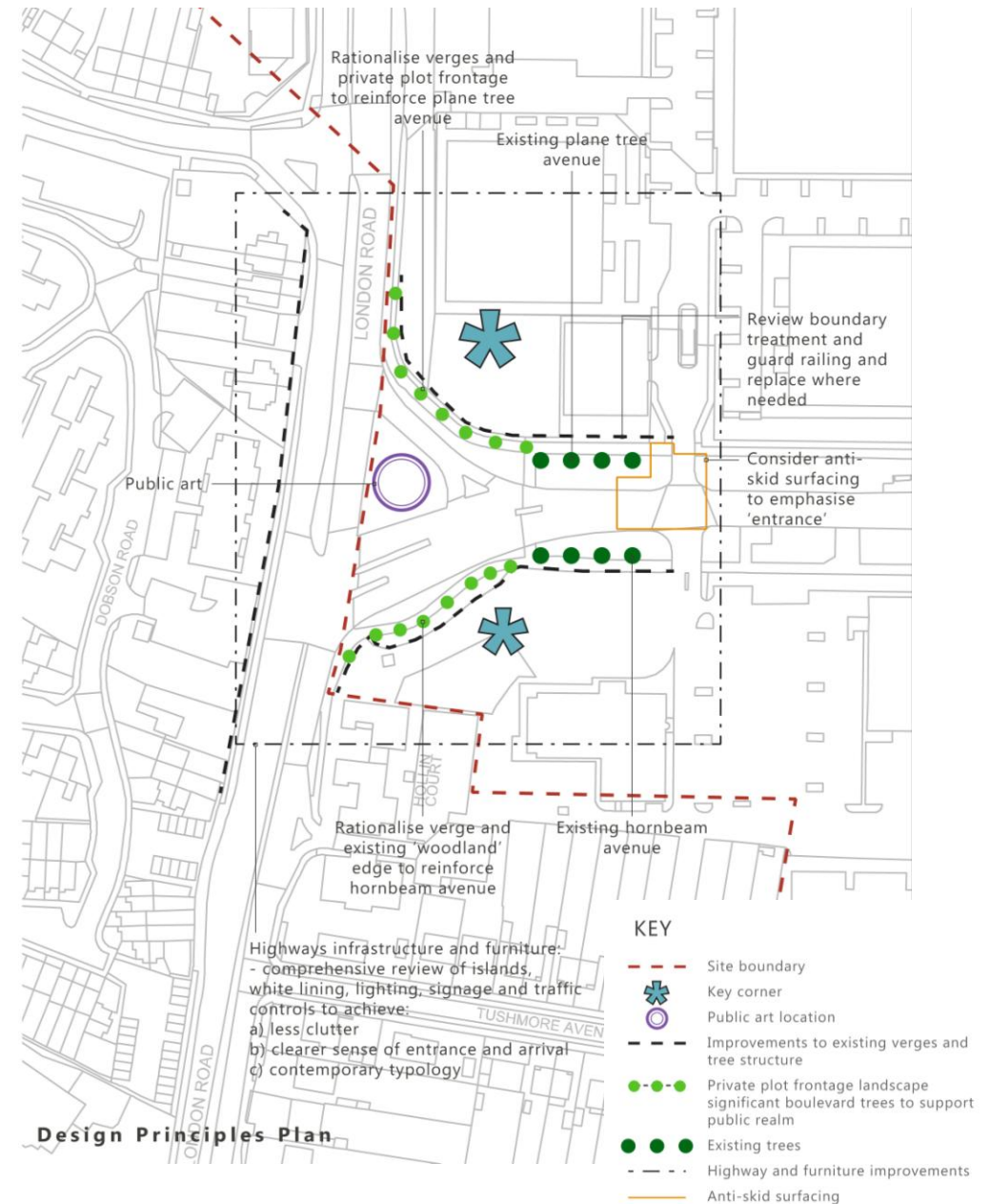
Hard Materials Palette

50. The following improvements are encouraged:

- Art work & Anti-skid surfacing
- Highways furniture: Simple but contemporary
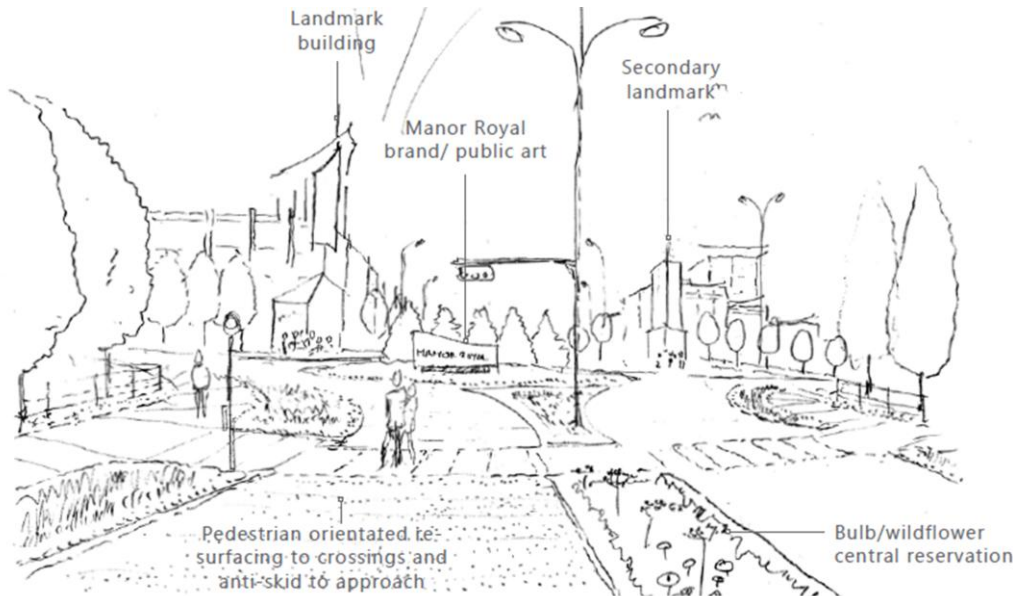
Figure 9: Sketch illustration of London Road / Fleming Way

Gateway 3: London Road/Fleming Way (Proposal G3)

Principles

51. To create a memorable entrance for people travelling into Manor Royal, including:

- Improved sense of arrival for users and visitors
- Making the gateway unique in relation to the other gateways, thus improving the legibility of Manor Royal

- Promote the cultural and physical background of Manor Royal

Public Realm

52. The public realm should reinforce the sense of arrival and distinctiveness of each gateway with public art, landscape and highways improvements including:

- Highway clutter rationalised and new contemporary street furniture

Public Realm Proposals

53. This large roundabout is already visually interesting, but needs a stronger identity to enhance it as a gateway feature, or feature landscaping provided to highlight its influential status as a key gateway.

54. Design should be centred around existing vegetation, enhanced with additional tree and shrub planting. Feature art work should be located within the tall grass, but visible. The blues and yellows of surrounding wildflower seeding will provide a floral backdrop to the gateway over summer months, and will provide identity and individuality to provide contrast with the other gateway experiences.

Key Features

55. The following improvements are encouraged:

1. Feature artwork / Public Art
2. Wildflower: Blues and yellows displayed at this secondary gateway
3. Long grass: via a relaxed maintenance regime
4. Mown grass
5. Existing trees: retained and incorporated into the gateway development
6. Proposed trees
7. Existing shrub partially cleared
8. Proposed shrub

Typology

56. In a similar fashion to the others, this secondary gateway should reflect the managed estate theme, but with the significance of a landmark entrance. It will have a strong boulevard edge, and with the other gateways creates a strong identity for Manor Royal.

Soft Materials Palette

57. The following improvements are encouraged:

- Trees: Oak and Pine
- Wildflower: The wildflower will reflect strong colours of blue and yellows. Typical species include Common Toadflax, Corn Marigold, Corn Flower and Harbell
- Long Grass: through a relaxed maintenance regime of existing grass sward.
- Shrubs: Native species like Hawthorn, Guelder Rose and Hazel

Hard Materials Palette

58. The following improvements are encouraged:

- Anti-skid surfacing
- Highways furniture: Simple but contemporary

Figure 10: London Road / Fleming Way illustration

9. Anti-skid surfacing
2. Wildflower
1. Feature art
4. Mown grass
3. Long grass
7. Existing shrub
5. Existing trees
6. Proposed trees
8. Proposed shrub
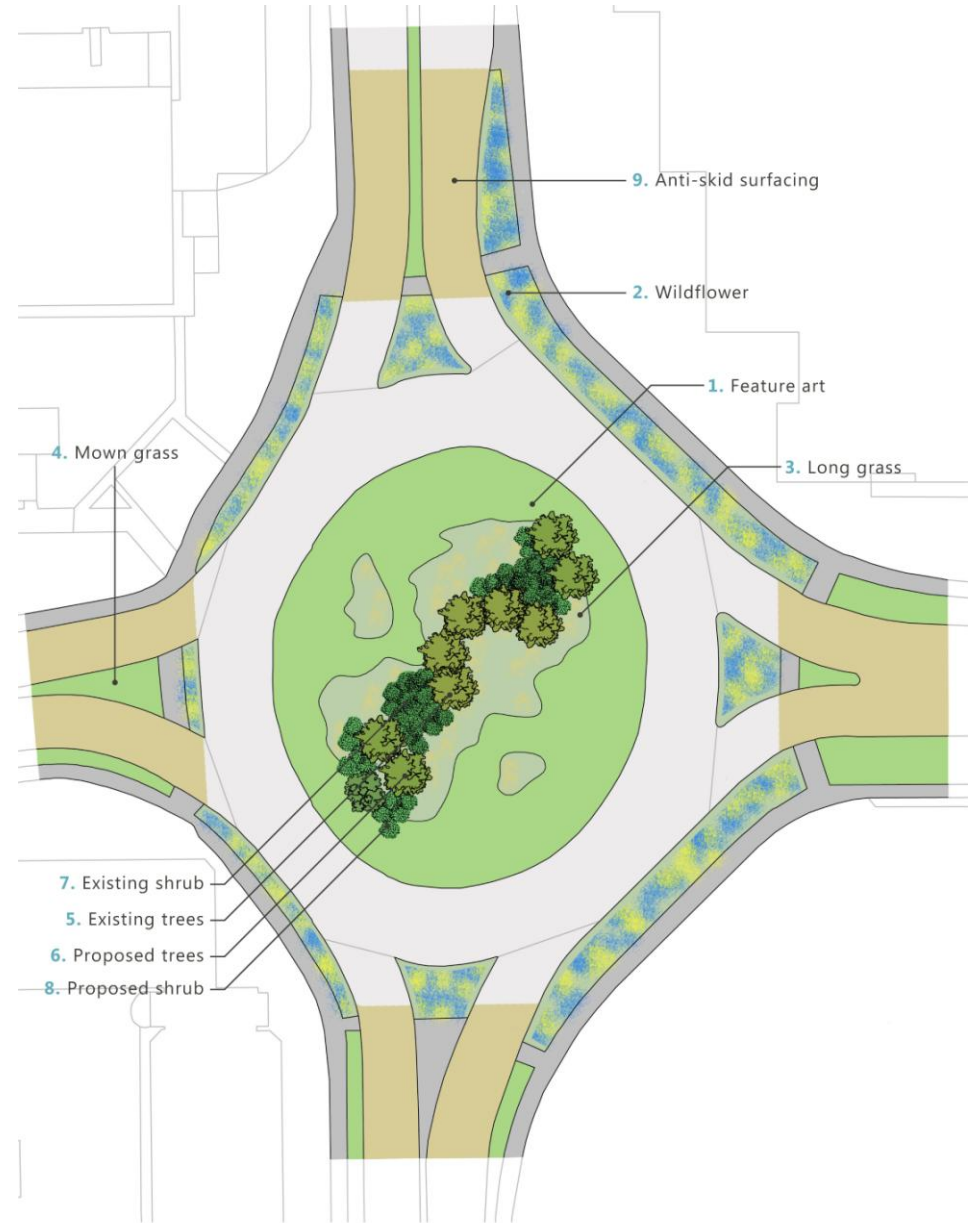
Gateway 4: Gatwick Road/James Watt Way (Proposal G4)

KEY

- Site boundary
- ○ Public art location
- Key frontage and set back
- • • • Private plot frontage landscape significant boulevard trees to support public realm
- • • • Existing trees
- Anti-slip surfacing
- Indigenous hedgerow
- Boundary treatment

Consider anti-slip surfacing at 'entrance'

Public art with branded Manor Royal signage

Reinforce existing private boundary planting with boulevard trees

Future boulevard trees

Future building line - with some presence on corner of gateway

Existing development: Coordinate landscape with indigenous hedgerow, retaining existing trees but reducing overgrown and ornamental shrubbery.

Future Developments: Ensure private plot frontage incorporating boulevard trees to match existing trees just to south

Indigenous hedgerow

Existing strong tree structure in public realm

Design Principles Plan

Figure 11: London Road / Fleming Way principles

Principles

59. To create a transition gateway between the more open feel of the approach from the north into the 'managed estate' of the Business District

- Improve the sense of arrival for users and visitors
- Make this gateway unique, in relation to the other gateways, thus improving the legibility of Manor Royal
- Promote the cultural and physical background of Manor Royal

Public Realm

60. For the public realm to reinforce the sense of arrival and distinctiveness of each gateway with public art, landscape and highways improvements including:

- Highway clutter rationalised and new contemporary street furniture

Public Realm Proposals

61. This secondary gateway benefits from established deciduous and coniferous trees that give the roundabout an existing strength and maturity. Large areas of blue and white wildflower will line the roundabout and its northern approach, to be of limited height to prevent obscuring driver views. The central space will contain a feature artwork relevant to Crawley and distinct to this gateway. Existing signage will be preserved and framed within the landscape, making it more noticeable to users of the gateway.

Features

62.   The following improvements are encouraged:

1. Feature artwork: relevant to Crawley
2. Wildflower: Blue and whites as primary colours
3. Long grass: via a relaxed maintenance regime
4. Mown grass
5. Existing trees: retained and incorporated into the gateway development
6. Existing Manor Royal Signage: Conserved and worked into the proposed development

Typology

63.   This secondary gateway into Manor Royal from the north, should reflect a typical 'managed estate' scene. The design will accommodate the existing trees and signage already within the gateway.

Soft Materials Palette

64.   The following improvements are encouraged:

- Wildflower: Wildflower seeding will have a colour theme of blues and whites. Typical species include Hedge Bedstraw, Oxeye Daisy, Vipers Bugloss and Corn flowers.

- Long Grass: A relaxed maintenance regime will allow the existing grass sward to grow.

Hard Materials Palette

65.   The following improvements are encouraged: Anti-skid surfacing; Highways furniture: Simple but contemporary
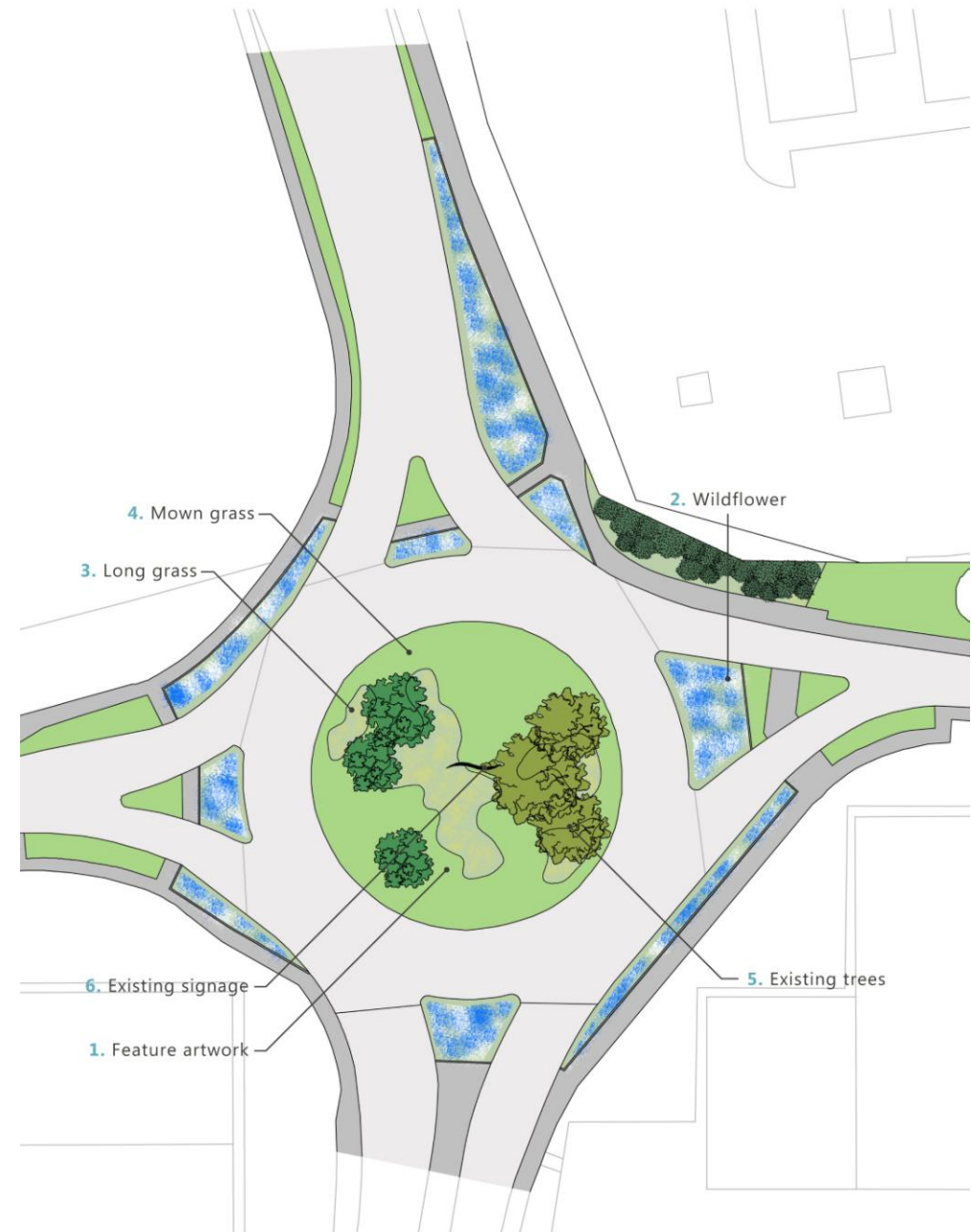
**Figure 12: Gatwick Road / James Watt Way illustration**

Objective 2: Encourage quality landmark developments at the key gateways and opportunity sites.

66. The GVA Manor Royal Masterplan (2010) identified a key opportunity to shape the manner in which the old industrial estate could evolve into a more modern and resilient Business District. The loss or closure of some key businesses has left a number of prominent sites in the area vacant, representing a prime opportunity to address the issues identified in the Masterplan.

67. To help deliver an overall improvement to the Manor Royal environment, the Manor Royal Design Guide SPD sets out guidance relating to some of the key sites in the business district, and outlines key considerations for both the wider area and specific sites that should be considered within development proposals. As such, detailed design principles can be viewed in the SPD. This companion Public Realm Strategy seeks to expand on the requirements set out in the SPD to put forward design and landscaping approaches which could be brought forward as a means of delivering the requirements set out in the Design Guide SPD. These locations are now considered on a site-by-site basis below.

Proposal 1: Public Realm Improvements to Principal Park/GSK (Site D1) and BOC Edwards (Site D3)

Site Frontages

68. Each frontage onto Manor Royal, Faraday Road and Crawley Avenue acts as a gateway to the Business District. The strength of the public realm should be reinforced to promote a sense of arrival and emphasise the distinctiveness of each gateway through public art, landscape and highways improvements.

69. For sites D1 and D3, Manor Royal is a major thoroughfare. For both sites, a robust and consistent frontage is sought along Manor Royal in the public and private realms to improve the quality of the environment through increasing the level of natural surveillance, activity and enclosure.

70. Where proposals include facilities of significant importance and benefit to the Manor Royal area as a whole, such as a mixed-use hub and associated open space, there is potential for an attractive green link between the Fleming Way area, hub facilities and Manor Royal.
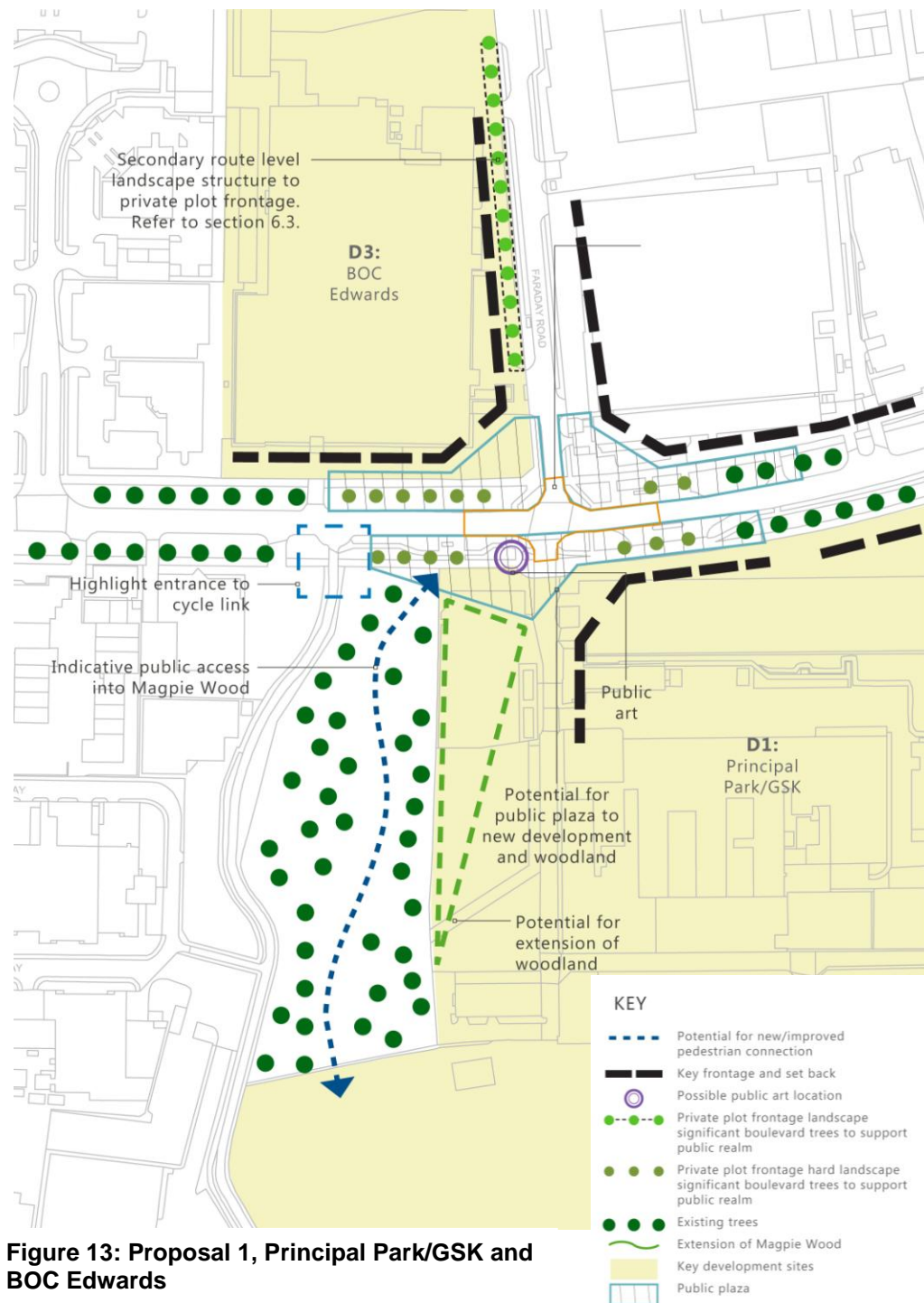
Figure 13: Proposal 1, Principal Park/GSK and BOC Edwards

Map labels:

Secondary route level landscape structure to private plot frontage. Refer to section 6.3.

D3: BOC Edwards

FARADAY ROAD

Highlight entrance to cycle link

Indicative public access into Magpie Wood

Public art

D1: Principal Park/GSK

Potential for public plaza to new development and woodland

Potential for extension of woodland

KEY

- – – – Potential for new/improved pedestrian connection
- ▬▬▬ Key frontage and set back
- ◎ Possible public art location
- •–•–• Private plot frontage landscape significant boulevard trees to support public realm
- • • • Private plot frontage hard landscape significant boulevard trees to support public realm
- • • • Existing trees
- ∼∼∼ Extension of Magpie Wood
- (yellow) Key development sites
- (hatched) Public plaza

Landscape, Open Space, and Art

71. Development should enhance and improve the appearance of the wider area through a robust soft landscape response to key frontages.

72. Public art should be provided as a key feature or landmark within the public realm.

Public transport, pedestrian and cycle routes

73. The legibility of public transport, cycling and pedestrian routes should encourage greater use of sustainable transport. This approach is championed by the Manor Royal Masterplan as a key consideration for the site given its location and potential in delivering the hub. Connection and integration with the existing network of pedestrian and cycle routes should also be achieved, including highlighting the entrance to the cycle link with improved sight lines, paving and signage.

Advertising, signage, lighting and other street furniture

74. Advertisements and signage are required to provide identity and direction, and proposals should support the ambition for a high quality public realm. Improvements should demonstrate how street furniture and lighting would contribute to achieving quality public realm and encourage employees within the wider Manor Royal community to use the site.

Proposal 2: Public Realm Improvements to Thales Gatwick Road (Site D2)

75. For site specific design principles please refer to the SPD.

Image and Identity

76. Development proposals should play their part in creating a step change in the appearance of the area and forming a positive sense of place through high quality design. The Gatwick Road site has a highway dominated frontage, with the road sloping

upwards from the Crawters Brook roundabout towards the private pedestrian bridge, which adds to the sense of enclosure.

77. The site is visible from the roundabout to the southwest and is located at the entrance of a large section of the Business District. There is an opportunity to form a gateway towards the southern corner of the site, as the site includes land at a higher level than that to the south-west.

Frontages

78. Given the prominence of the site, all frontages must be of high quality in landscaping terms, in order to provide active frontages to both boundaries of the site. They should provide robust frontages that respect and relate to both Gatwick Road and Crawters Brook.

Landscape and Open Space Improvements

79. Improvements to the appearance of the wider area can be achieved through a robust soft landscape response.

   - High quality open spaces can be provided at Crawters Brook adjacent to the site.

   - Proposals at the entrance of Crawters Brook should be provided to act as focal points within a robust landscape strategy. These quality open spaces should meet the needs of employees within the Business District and the wider needs of Manor Royal, and should be fit for purpose in terms of their design, aspect and exposure to noise

Figure 14: Proposal 2, Thales Gatwick Road

D2: Thales

Potential to facilitate improvements and linkages to Crawters Brook

KEY

- – – Site boundary
- ▬▬▬ Key landscape
- ✳ Key corner/landmark
- ●--●--● Private plot frontage landscape significant boulevard trees to support public realm
- ●●● Existing trees
- Improvements to public open space
- Key development sites

Figure 15: Proposal 2, Gatwick Road

Labels on map:
- 'Gateway' roundabout public art
- Key opportunity site with potential for facilitating improvements to Crawters Brook. Refer to Masterplan.
- 'Gateway' improvements to pedestrian bridge.
- Highway improvements and greening of road corridor.
- Reinforcing landscape structure of primary routes and improving character and diversity of verges
- Primary route level landscape structure to private plot frontage.
- Local road and cycleway network improvements.

KEY
- – – – Site boundary
- .... New/improved pedestrian connection
- ▬▬▬ Key frontage and set back
- ✳ Key corner
- ◎ Public art location
- ═══ Major 'Gateway' improvement to pedestrian bridge
- – – – Improvements to existing verges and tree structure
- ●–●–● Private plot frontage landscape significant boulevard trees to support public realm
- ● ● ● Private plot frontage hard landscape significant boulevard trees in paving to support public realm
- ● ● ● Existing trees
- ∿∿∿ Improvements to public open space
- Major development sites identified in the Masterplan 2010

Proposal 3: Public Realm Improvements to Segro West London Road (Site D4) and Betts Way (Site D5)

80. For site specific design principles please refer to the SPD.

Betts Way

Image and Identity

81. This development principle can be delivered through creation of a high quality public realm and working environment. It is important that high quality improvements are consistently delivered, regardless of the land use concerned, as each development opportunity comes forward.

Legibility, Access, Parking and Servicing Arrangements

82. Proposals should create and link to legible routes for pedestrians, cyclists and vehicle drivers to encourage greater use of sustainable transport.

83. Particular regard should be given to how proposed cycling and pedestrian routes relate to existing routes, including bus routes, and how they permeate through the site. There is potential for a pedestrian/cycle route through the site, linking the Langley Green residential neighbourhood to Manor Royal and Fleming Way via County Oak Way and Betts Way.

Segro West

Image and Identity

84. This development principle can be delivered through creation of a high quality public realm and working environment. It is important that high quality improvements are consistently delivered, regardless of the land use concerned, as each development opportunity comes forward.

Frontages

85. There is potential for areas of highway verge to be enhanced to contribute to the quality of the street scene, subject to highway and utility constraints.

Legibility, Access, Parking and Servicing Arrangements

86. Proposals should create and link to legible routes for pedestrians, cyclists and vehicle drivers to encourage more use of sustainable transport.

Figure 16: Proposal 3, Segro West London Road and Betts Way

KEY

━ ━ ━ Key frontage

✳ Key corner/landmark

◯ Public art location

- - - - Improvements to existing verges and tree structure

●--●--● Private plot frontage landscape significant boulevard trees to support public realm

● ● ● Private plot frontage hard landscape significant boulevard trees to support public realm

▨ Key development sites
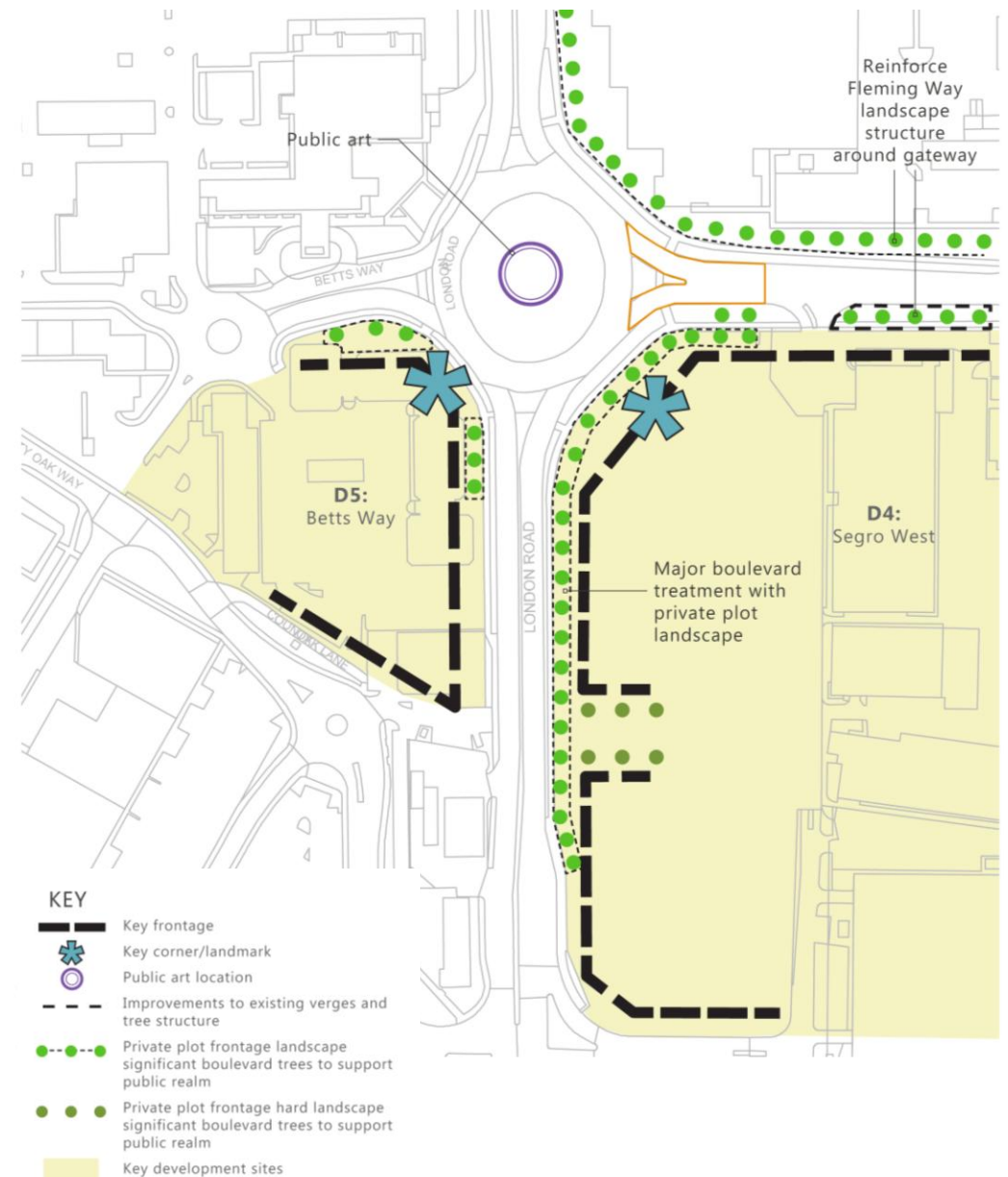
Objective 3: Ensure landscaping of new developments respond to the hierarchy of roads.

87. There is already a strong landscape structure in some areas of the Business District, and this is particularly obvious in places such as the west end of Manor Royal Way. Landscape represents a key element of the guidance set out in this Public Realm Strategy, and represents a key means of achieving the overall aims and objectives for the future of the estate.

Objectives

88. To strengthen the existing landscape structure and enhance those areas that are currently under-provided. The aim is to ensure that robust boulevard tree planting is provided within the public realm wherever possible, and within the frontage of all private plots (see SPD for site specific requirements).

89. It is intended that for areas within the public realm, and where possible within individual sites, additional landscaping is provided to increase biodiversity values.

90. Tree planting schemes should be developed along road frontages and plot boundaries, using existing species within that road as an indicator of species choice. For example, Manor Royal Way currently has avenues of Hornbeams and Planes, and any new development along this frontage should provide boulevard planting to match.

91. This will link with Manor Royal Design Guide SPD requirements to develop planting and ground-modelling schemes for frontages, car parking and screening which comprise largely indigenous tree, shrub, hedge, climbing and ground cover plants as well as wildflower verges. Planting schemes should be utilised to highlight entrances to sites and buildings. Green roofs and green screens should be considered as part of a palette of landscape options. Figure 14 indicates possible public realm planting to enhance the existing landscape structure.

Figure 17: Road hierarchy landscape strategy
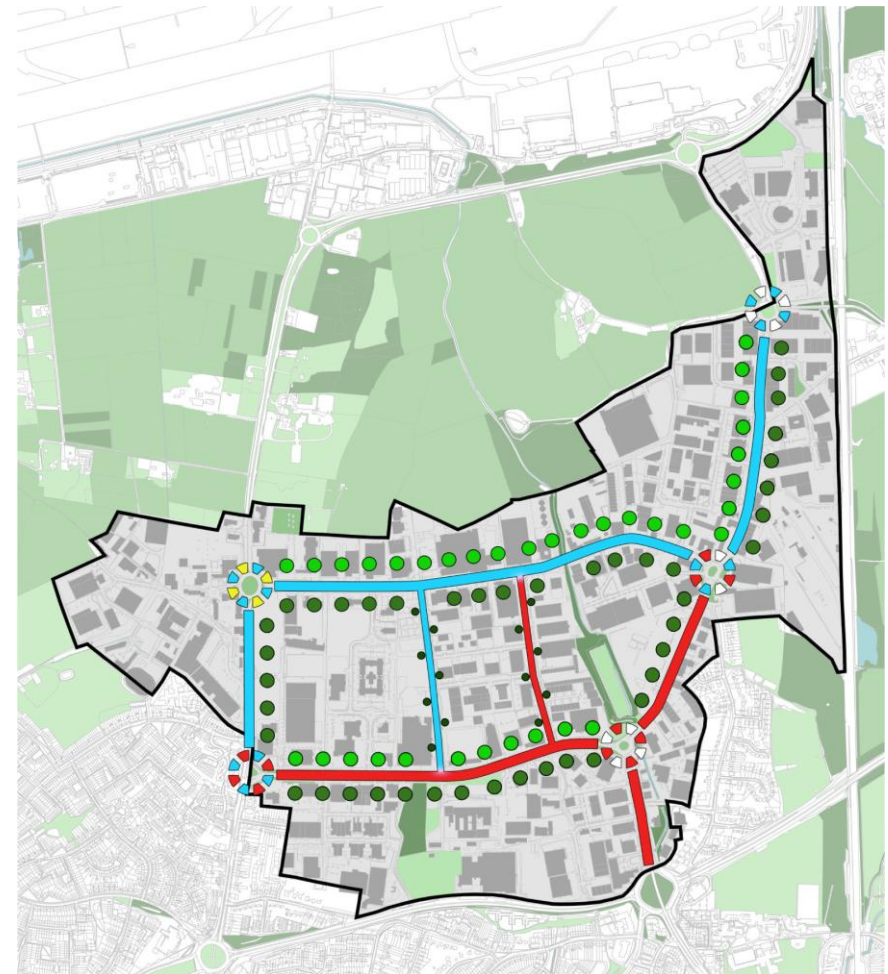
KEY

● ● ● Avenue Plane trees
● ● ● Avenue Hornbeam trees
·ˑ· Multi-stemmed trees
◉ Soft landscape colours at gateway
⊤ Soft landscape colours on road network

Primary Roads

92. The impact and function of Primary Roads across the Business District is a critical component of how the area looks and is used. The Primary Roads of London Road, Manor Royal, Gatwick Road and Fleming Way create a framework that underpins how traffic moves through the area, and are central to how a visitor experiences Manor Royal. Through the SPD, design guidance will ensure that developments along Primary Road frontages are consistent in their approach, and improve the aesthetics of private land and how it inter-relates to the wider public realm.

93. The following analysis of Primary Roads has been carried out:

    - **Strengths**
      - o Strong original 'New Town' tree boulevards and wide verges along Manor Royal
      - o Good links and infrastructure
      - o Close to the M23 motorway and Gatwick airport
      - o Good vehicular links to nearby residential areas
    - **Constraints**
      - o Public ownership limited on some roads, notably London Road and other local / tertiary roads restricting potential for landscape improvements
      - o Due to lack of on-plot parking and alternative means of transport many local roads are dominated by unsightly on-street parking
      - o Traffic levels on some primary routes discourage pedestrian and cycle use
      - o Costs and disruption of major changes and improvements
    - **Opportunities**
      - o To create a stronger road hierarchy to increase the legibility of the road network
      - o Create a more visually interesting roadside
      - o Increase biodiversity and ecological values

      - o Reduce maintenance costs by reducing amount of mown grass
      - o Contribute to sustainable urban drainage (SUDS) by reducing the volume of rainwater run-off reaching the drainage system

Design Principles

94. The following design principles are encouraged:

    - Double rows of boulevard trees (where space allows within public realm or where limited on private plot frontages) of ultimately uniform crown width, height and habit, planted at semi-mature size for instant "day one" impact.
    - Supporting the tree structure, a soft landscape colour strategy further aids wayfinding and enhances road and gateway legibility. A simple colour palette of blue and red helps visitors to distinguish their location north or south within Manor Royal. The planting will differ between primary and secondary roads although the colour schemes will be consistent.
    - Wide, low maintenance grass and wildflower verges managed to maximise biodiversity
    - Mown landscape margin strip at highway, footpath and cycle way margins to give a 'managed estate' feel and contrast with central ribbon of long grass and wildflower seeding
    - Avoidance of large areas of high maintenance shrub and groundcover planting
    - General desire to reduce highway clutter, including barriers and signage, and to upgrade the remaining furniture to a simple but contemporary style

95. The primary level landscape aims to achieve the strong double boulevard still evident along the original parts of western extent of Manor Royal. The key elements of these are:

96. Public realm:

- Improved highways furniture – de-cluttered and simple but contemporary lighting columns and signage
- Wide verges – wildflower with mown edges

- Public pavement and cycleway set behind the verge
- Two species of large specimen trees - in single species rows along each side of the road.

97. If secondary level landscape is not appropriate or achievable because the building frontage is active and close to the public

Figure 18: Illustration of Primary Road landscaping

Secondary Road
Smaller multi-stemmed trees and shrub under storey groundcover, with a blue colour scheme, shown in seasonal flowers make this secondary road unique.

Primary Road
Larger boulevard, with flushes or red under storey wildflower and shrub groundcover gives this primary road a distinct feel.

Visual Legibility
With visual difference between roads, as exampled here, with different hard and soft landscaping, road widths, building frontages etc, Manor Royal becomes very legible to the everyday and one-off visitor. Recognising whether your on a primary or secondary road will help you travel through Manor Royal more easily, with the changing and varying landscape providing an aesthetic environment.

realm, the emphasis is on providing a single boulevard of trees with high quality hard landscape along the edge of the private plot frontages. The key elements of these are:

- Public realm:
  - o Improved highways furniture – de-cluttered and simple but contemporary lighting columns and signage
  - o Verges – wildflower with mown edges on primary roads and bulb planting in verges on secondary roads
  - o Public pavement and cycleway set behind the verge
- Private realm:
  - o High quality paving and interface with the public pavement
  - o Large specimen trees, fastigiate form if space demands and set within the paving, to match species nearby in adjoining public realm to create the 'single boulevard'

Scope of Proposals

98. Examples of Primary Road and Secondary Road are included on the following pages. However London Road and the southern end of Gatwick Road are not shown as there is limited space within the public road corridor to implement further improvements.

99. The principle for these roads is to deliver a boulevard landscape through planting on the private plot frontages. These are shown in the cross sections in this chapter.

Manor Royal Road (Proposal PR1)

Principles

100. Enhance the Primary Road network structurally, visually and ecologically through:

- Where possible, reducing maintenance and on-going cost of the landscape
- Providing a better pedestrian environment encouraging people to walk rather than drive
- Creating seasonal interest
- Improving clarity in the hierarchy of the road network.

Public Realm Proposals

101. This section of Primary Road, located on Manor Royal road, already benefits from a strong character with an established tree avenue and wide mown grass verges. A colourful display of red wildflowers is proposed to create a vibrant edge on the wide verge along the northern side. Additional large specimen tree planting to match existing species, will fill in gaps in the boulevard. Cycle lanes should also be introduced.

Breakdown of Design:

102. The key design elements are:

- General
  - o Additional planting of large semi-mature trees to fill in 'gaps' in the boulevard.
  - o 1.0-1.5m mown grass roadside edge
  - o Relaxed maintenance on grass areas
  - o Where applicable, cycle lane to be introduced away from main footpath, as shown. Low maintenance groundcover to infill between path and cycle lane.

Figure 19: Illustration of proposed improvements to Manor Royal

Footpath   Mown grass   Existing trees

Road

Above: Existing section of Manor Royal road (section detail road A)
Below: Proposed alternative

SIDE A

1. Footpath   2. Mown grass   3. Wildflower
6. Proposed trees   9. Repairs

8. Cycle lane   7. Groundcover   5. Existing trees   4. Long grass

SIDE B

- Side A specific:
  - Large areas of unbroken verge will be transformed by wildflowers
  - Note: Planting to prefer full to partial sun

- Side B specific:
  - Note: Planting to be shade tolerant

Features

- Footpath
- Mown grass: 1.5m mown along roadside edge for formality and for visual purposes
- Wildflower: primary wildflower displaying reds
- Long grass
- Existing trees
- Proposed trees: semi-mature specimen trees to match original
- Groundcover: low maintenance flowering groundcover
- Cycle lane: as proposal
- Repairs to pavement and carriageway

Typology

103. The Primary Road network will be enhanced through ecological improvements, and will take on a more natural appearance with predominantly long grass and wildflower filling the verges. The design will be less intensive to reduce maintenance costs, and will give an 'organic' feel to the Primary Road network. Other Primary Roads will be seeded with wildflower mixes to reinforce network legibility.

Soft Materials Palette

- Wildflower: The wildflower will reflect strong colours of reds as this is a southern primary road, predominantly common poppies.
- Trees: Hornbeam and plane
- Long Grass: A relaxed maintenance regime, as well will allow the existing grass sward to grow.
- Hard Materials Palette
- Cycle lanes: tarmac, or other suitable grip path.
- Footpath: concrete, tarmac and flag paving
- Carriageway: concrete and tarmac
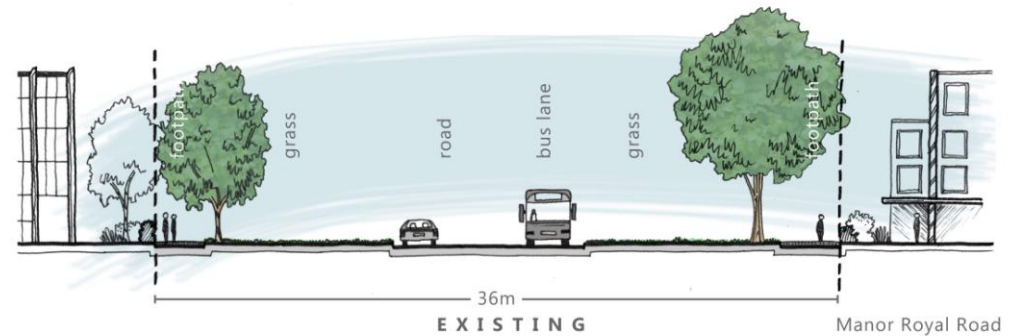
Manor Royal Road - Existing
Located on Manor Royal road, this strong boulevard has great potential with its wide verges and established trees. Currently predominantly mown grass it would benefit from additional ecological diversity.
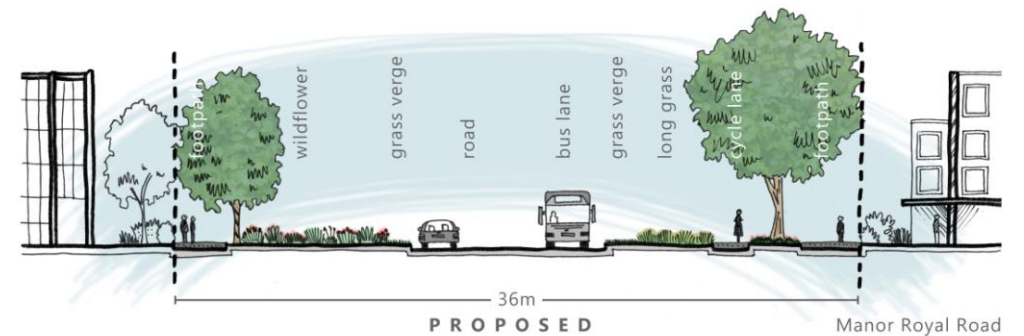
Manor Royal Road - Proposed
With a relaxed regime of mowing and additional ground cover and shrub planting, both the visual aesthetics of this main road and its ecological value will be enhanced. A mown grass verge strip offers a 'well maintained' feel to the road side, with additional tree planting filling in the gaps in the boulevard.

Figure 20: Cross section of Manor Royal Road

Fleming Way (Proposals PR2)

Principles

104. Enhance the Primary Road network structurally, visually and ecologically including:

    - Where possible, reduce maintenance and on-going cost of the landscape
    - Provide a better pedestrian environment encouraging people to walk rather than drive
    - Create seasonal interest
    - Improve the clarity in the hierarchy of the road network.

Public Realm Proposals

105. This second section of Primary Road illustrates how irregular the primary network is from one road to the next. There is a significant reduction in width compared to Manor Royal road, and it has far fewer mature trees. The proposal is to unite the primary roads and provide a legible experience.

106. Side B, which generally has the wider verge, will be planted with the same species of trees to Manor Royal road. The understory will comprise long grass with a mown grass verge. Side A will be seeded with wildflowers in blues, enhancing the visual link to the primary network. A cycle lane will be introduced where possible.
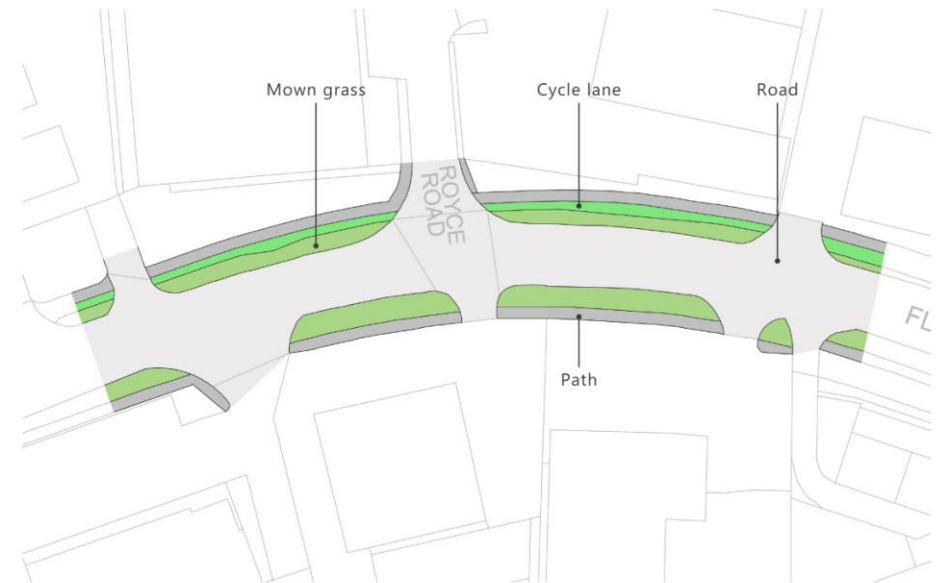
Above: Existing section of Fleming Way road
Below: Proposed alternative
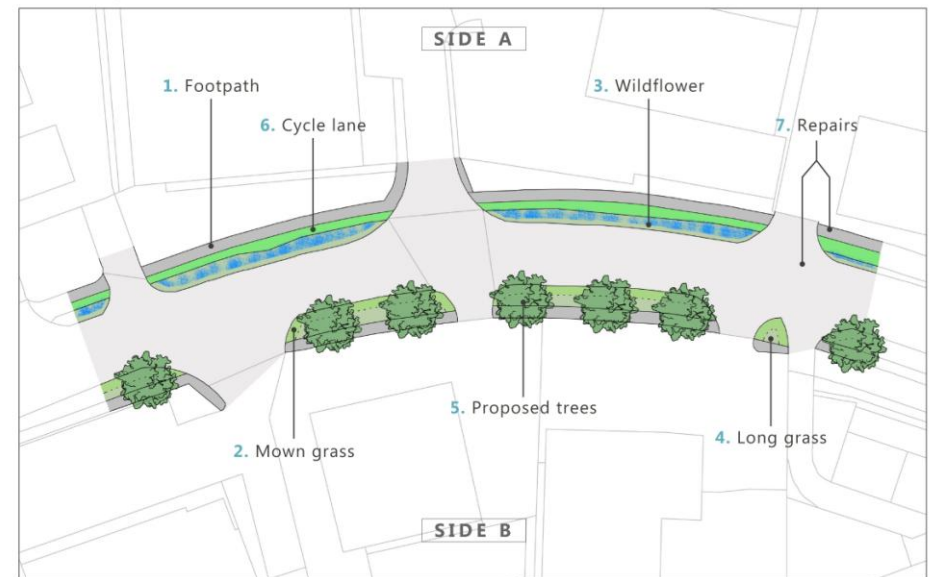
Figure 21: Illustration of proposed improvements to Fleming Way

Breakdown of design:

107. Key elements are:

- General
  - o - Relaxed maintenance to grass areas
  - o - Additional cycle lane.
- Side A specific:
  - o Wildflower to roadside verge
- Side B specific:
  - o Mown grass roadside edge of 1.0-1.5m
  - o Relaxed maintenance to grass areas,
  - o Tree planting on one side with large semi-mature trees, similar to the species of Manor Royal road
- Features
  - o Footpath
  - o Mown grass: 1.0-1.5m mown along roadside edge for formality and for visual purposes
  - o Wildflower: primary wildflower type displaying blues, to be of smaller height due to visual implications on junctions
  - o Long grass
  - o Proposed trees: semi-mature specimen trees
  - o Cycle lane: to fit in with proposal
  - o Repairs to pavement and carriageway.

Typology

108. The Primary Road network will be enhanced through ecological improvements, and will take on a more natural appearance with predominantly long grass and wildflower filling the verges. The design will be less intensive to reduce maintenance costs, and will give an 'organic' feel to the Primary Road network. Other Primary Roads will be seeded with wildflower mixes to reinforce network legibility.


Fleming Way - Existing

Located on Fleming Way, this primary road has less verge with trees and shrubs located firmly within private plots. Improvements should be centred on developing visual connections with the primary road of Manor Royal.
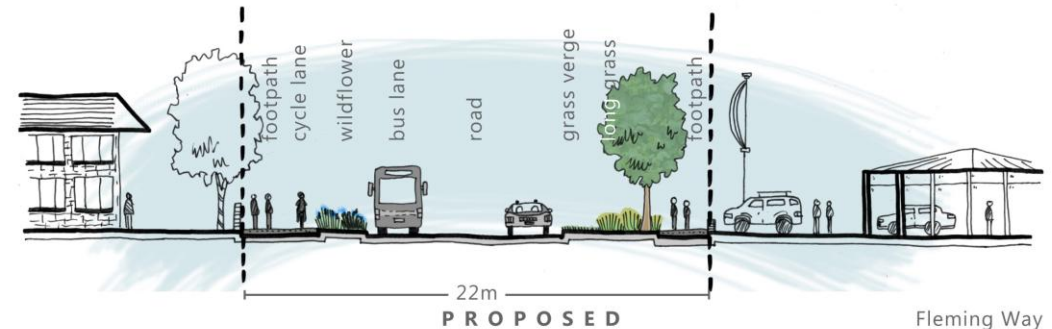
Fleming Way - Proposed

Similarly to Road A, a mix of long and mown grass will enhance the roadside, with additional low maintenance shrub and ground cover planting. Structure will be added with a row of trees planted on at least one side of the network, creating unity with other primary roads.

Figure 22: Cross section of Fleming Way

Soft Materials Palette

- Wildflower: The wildflower will reflect strong colours of blues. Corn flowers, Harbell and Vipers Bugloss.
- Trees: Hornbeam and Plane
- Long Grass: A relaxed maintenance regime, as well will allow the existing grass sward to grow.

Hard Materials Palette

- Cycle lanes: tarmac, or other suitable grip path.
- Footpath: concrete, tarmac and flag paving
- Carriageway: concrete and tarmac

London Road (Proposal PR3)

Principles

109. To continue the landscape principles of the Primary Road network including:

- To provide a better pedestrian and cycling environment
- To create a high quality structural landscape reflecting the scale of buildings

Public Realm Proposals

110. London Road has very limited public realm due to a lack of public ownership. The aspiration is to achieve an improved standard and width of landscape on other stretches of the primary network through private development using the private plot frontages.

111. Whilst highways furniture and pavement surfacing can be upgraded within the public width, the private frontage will provide a landscape zone for the establishment of a single avenue of same species of trees with an understory of long grass and a mown grass verge. A cycle lane will be introduced where possible.

Figure 23: Illustration of proposed improvements to London Road

Above: Existing section of London Road

Above: Proposed improvements along same section of London Road

Features

1. Footpath
2. Mown grass: 1.0-1.5m mown along roadside edge for formality and for visual purposes
3. Wildflower: primary wildflower type displaying blues, to be of smaller height due to visual implications on junctions
4. Long grass
5. Proposed trees: semi-mature specimen trees
6. Cycle lane: to fit in with proposal
7. Repairs to pavement and carriageway.

Typology

112. The Primary Road network will be enhanced through ecological improvements, and will take on a more natural appearance with predominantly long grass and wildflowers filling the verges. The design will be less intensive to reduce maintenance costs, and will give an 'organic' feel to the Primary Road network. Other Primary Roads will be seeded with wildflower mixes to reinforce network legibility.

Soft Materials Palette

- Wildflower: The wildflower will reflect strong colours of blues. Corn Flowers, Harbell and Vipers Bugloss.
- Trees: Hornbeam and Plane
- Long Grass: A relaxed maintenance regime, as well will allow the existing grass sward to grow.

Hard Materials Palette

- Cycle lanes: tarmac, or other suitable grip path.
- Footpath: concrete, tarmac and flag paving
- Carriageway: concrete and tarmac

Gatwick Road (PR4)

Principles

113. To coordinate the layout of existing landscaped areas to provide visual continuity with the landscape principles of the Primary Road network:

- To reduce the dominance of blank facades
- To provide an enhanced entrance into the northern area of Manor Royal
- To provide a better pedestrian and cycling environment
- To create a high quality structural landscape reflecting the scale of buildings

Public Realm Proposals

114. Gatwick Road has very limited public realm due to a lack of public ownership. The northern section has a pre-dominance of distribution/warehousing buildings. Many of these have some soft landscape frontage but the overall quality is variable and the character uncoordinated. The aspiration is to achieve a common standard and type of landscape as on other stretches of the Primary network through the use of the private plot frontages.

115. Whilst highways furniture and pavement surfacing can be upgraded within the public width, the private frontage will provide a landscape zone for the establishment of a single avenue of same species trees with an understory of long grass. Where there are blank road-side building elevations additional hedges will be planted, behind the avenue, to provide a soft and coordinated edge treatment.

Above: Existing section of Gatwick Road, towards gateway 4

Above: Proposed improvements along same section of Gatwick Road

Figure 24: Illustration of proposed improvements to Gatwick Road

Features

1. Footpath
2. Mown grass: 1.0-1.5m mown along roadside edge for formality and for visual purposes
3. Wildflower: primary wildflower type displaying blues or reds, depending on location. To be of smaller height due to visual implications on junctions
4. Long grass
5. Proposed trees: semi-mature specimen trees
6. Cycle lane: to fit in with proposal
7. Repairs to pavement and carriageway.

Typology

116. The Primary Road network will be enhanced through ecological improvements, and will take on a more natural appearance with predominantly long grass and wildflowers filling the verges. The design will be less intensive to reduce maintenance costs, and will give an 'organic' feel to the Primary Road network. Other primary roads will be seeded with wildflower mixes to reinforce network legibility.

Soft Materials Palette

- Wildflower: The wildflower will reflect strong colours of blues or reds depending on location. Corn flowers, Harbell and Vipers Bugloss, or Common Poppy, Maltese Cross.
- Trees: Hornbeam and Plane
- Long Grass: A relaxed maintenance regime, as well will allow the existing grass sward to grow.

Hard Materials Palette

- Cycle lanes: tarmac, or other suitable grip path.
- Footpath: concrete, tarmac and flag paving
- Carriageway: concrete and tarmac

Secondary Roads

117. The role of the Secondary Roads is central to the way in which businesses function and traffic permeates the area, particularly in terms of how users navigate the area and employers work on a day to day basis. These roads act as a link and connection between the private realm of the majority of businesses and the wider public realm of the primary roads.

118. The following analysis has been completed on Secondary Roads:

- Strengths
  - Good highway width and clear connections with routes
  - Pavements with verges provide scope for improvement primary
  - Some mature tree structure
- Opportunities
  - To support the legibility of the road network through an appropriate scale of landscape
  - Create more visually interesting and distinct roads
  - Increase tree planting, biodiversity and ecological values
  - Reduce maintenance costs by reducing amount of mown grass
  - Potential to soften and enhance appearance of blank facades
- Constraints
  - Public ownership limited on some roads
  - Underground services may restrict tree planting
  - Costs and disruption of major changes and improvements

Design Principles

119. Key design principles include:

- Single boulevard trees of ultimately uniform crown width, height and habit, planted at Advanced Nursery Stock and semi-mature size for instant 'day one' impact. Where public realm is restricted in width the private plot frontage will provide the boulevard.
- Supporting the tree structure, a soft landscape colour strategy further aids wayfinding and enhances road and gateway legibility. A simple colour palette of blue and red helps visitors to distinguish their location north or south within Manor Royal. The planting will differ between primary and secondary roads although the colour schemes will be consistent.
- On other minor roads, individual and groups of trees of greater variety to Primary and Secondary Roads should be used, including multi-stemmed trees.
- Pavement build-outs and widening to reduce visual dominance of on-street car parking
- Wide, low maintenance grass planted with bulbs and wildflower verges managed to maximise biodiversity
- Mown landscape margin strip at highway, footpath and cycle way margins to give "maintained feel" and contrast with central ribbon of long grass and wildflower seeding
- Localised areas of shrub and groundcover planting to narrow verges
- General desire to reduce highway clutter, including barriers and signage, and to upgrade the remaining furniture to a simple but contemporary style

Faraday and Newton Roads (Proposal SR1)

Principles

120. Enhance the Secondary Road network structurally, visually and ecologically

121. Where possible, reduce maintenance and on-going cost of the landscape

122. Provide a better pedestrian environment encouraging people to walk rather than drive

123. Create seasonal interest

124. Improve the clarity in the hierarchy of the road network

Public Realm Proposals

125. As a secondary route, this road needs a strong identity, character and legibility distinct from the primary network.

126. Seasonal interest will be important to ensure a dynamic and changing environment. Small to medium sized trees will give it instant structure along one side, with evergreen groundcover to replace the high maintenance grass verge. Both the trees and groundcover should incorporate colourful seasonal displays throughout the year.

127. Parking will be improved to create a more organised roadside, with soft works added to break up the expanse of tarmac. Cycle lanes should be added as part of wider road enhancements.
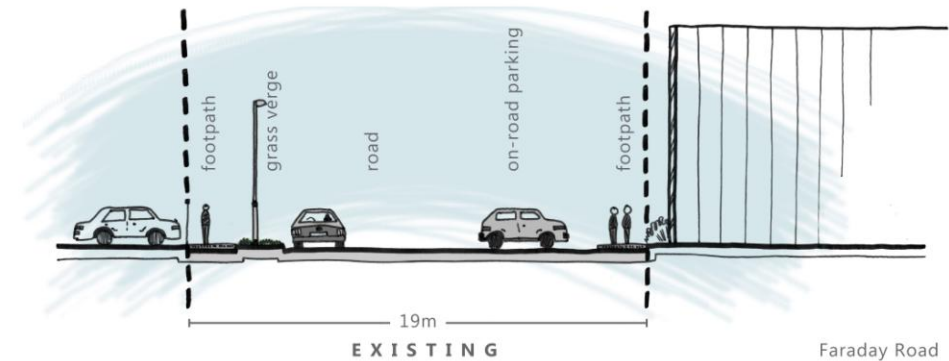
Faraday Road - Existing
Hard urban landscape with little tree and shrub planting to soften the existing hard landscape and functional built form.
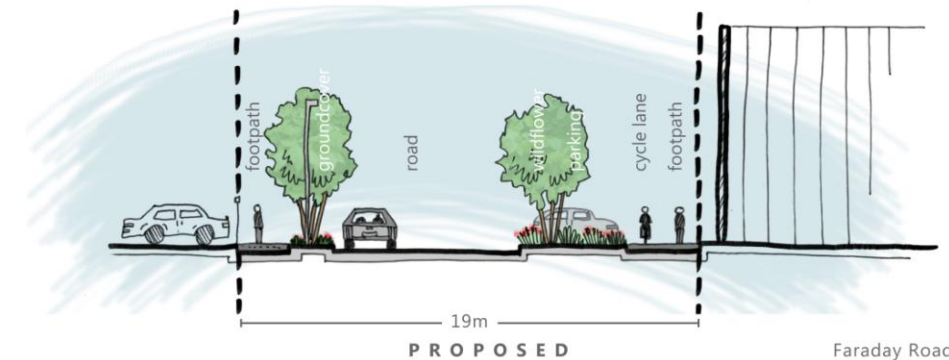
Faraday Road - Proposed
Rationalising on-street parking issues through pavement 'build-outs' with trees and understorey planting.

Figure 25: Cross section of Faraday Road

Features

- Grass: as existing on Kelvin Lane
- Groundcover: low maintenance, hardy, flowering groundcover planting
- Proposed trees: small to medium sized tree avenue
- Kerb defence: bollards or similar to reduce inappropriate parking and plant damage
- Improved parking
- Repairs to pavement and carriageway.
- Cycle lane: to fit in with proposal

Typology

128. Secondary roads will have a low maintenance, vibrant green avenue character.

Soft Materials Palette

- Wildflower: Short wildflower displaying blues, such as
- Cornflower, Vipers Bugloss
- Groundcover: Lamium, Ivy, Bugle Weed
- Trees: multi-stemmed Birch and Amalanchier

Hard Materials Palette

- Cycle lanes: green tarmac.
- Footpath: concrete, tarmac and flag paving
- Carriageway: concrete and tarmac

Other Minor Roads

129. Areas beyond the Secondary and Primary Roads, are also important to the look feel and experience of the Business District. Landscaping design can improve the public areas across the whole of the highway network and how each private plot relates to the public realm.

Principles

130. Enhance the visual experience of the local road network including:

- Where possible, reduce maintenance and on-going cost of the landscape
- Create a more logical layout to the roads and pavements, benefiting vehicle users and pedestrians
- Create seasonal interest
- Improve the clarity in the hierarchy of the road network.

Public Realm Proposals

131. A series of in-line and head-on parking helps resolve the over parking and 'scruffy' appearance of the 'park where you like' character. Much of the existing open space is within private ownership, but by widening verges and making better use of space, there is scope for wide areas of wildflower, groundcover and tree planting. Trees will vastly improve the perception of this local road.

Features

1. In-line parking
2. Head-on parking
3. Pavement: widening of verge
4. Paving: additional detail quality to make the space feel more designed
5. Proposed trees: small specimens with seasonal variety
6. Shrubs: medium sized shrub planting Wildflower
7. Groundcover: colourful, hardy and low maintenance
8. Long grass: relaxed maintenance to allow existing and planted grass sward to grow
9. Mown grass

Typology

132. Functional and organised, more pedestrian friendly street designed to stop inconsiderate parking.

Soft Materials Palette

- Groundcover: Lamium, Ivy, Bugle Weed
- Trees: multi-stemmed Birch

Hard Materials Palette

- Cycle lanes: green tarmac.
- Footpath: concrete, tarmac and flag
- Carriageway: concrete and tarmac
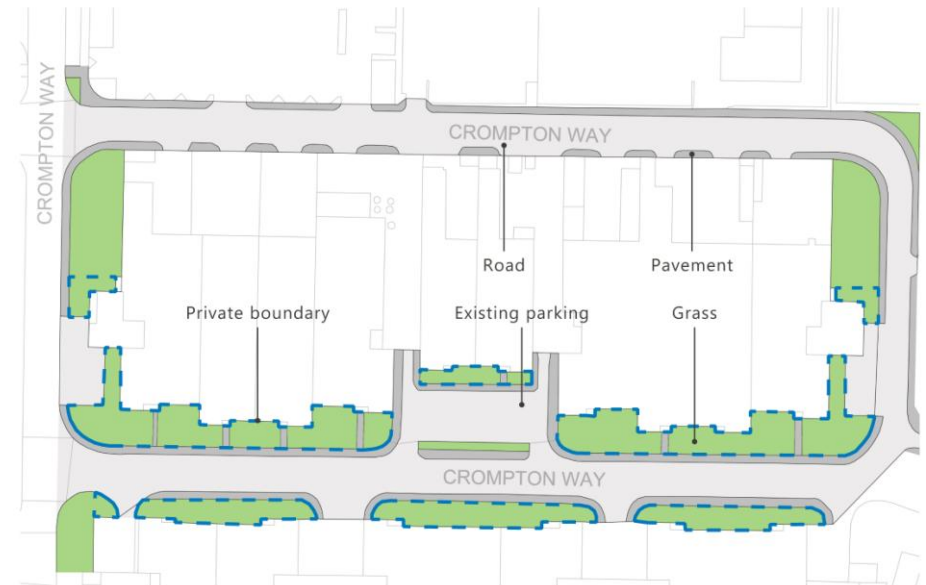
Above: Existing section of Crompton Way road
Below: Proposed alternative
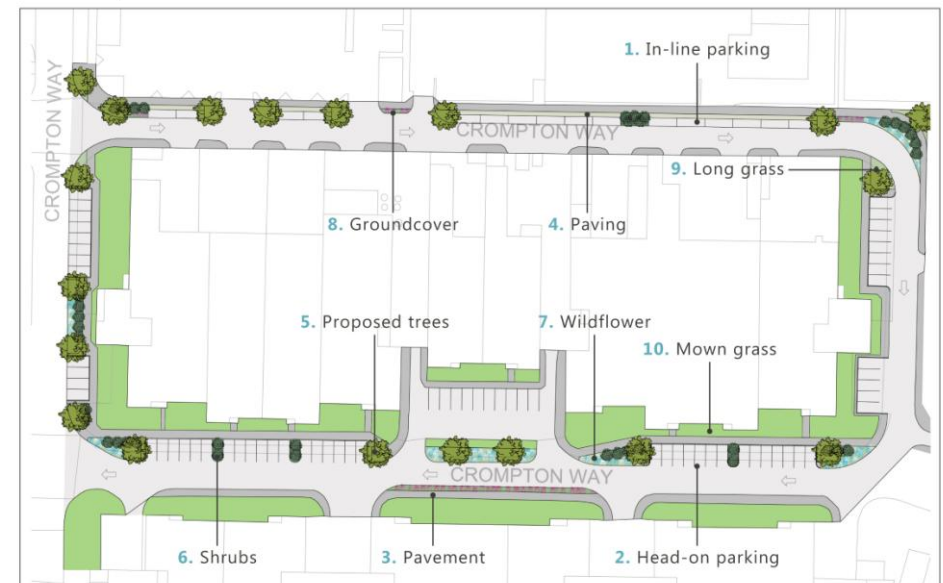
Figure 26: Illustration of proposed improvements to Crompton Way

Crompton Way - Existing
Featureless back-roads often with blank walls to back of pavement edges, on-street parking issues and a lack of any active frontages.
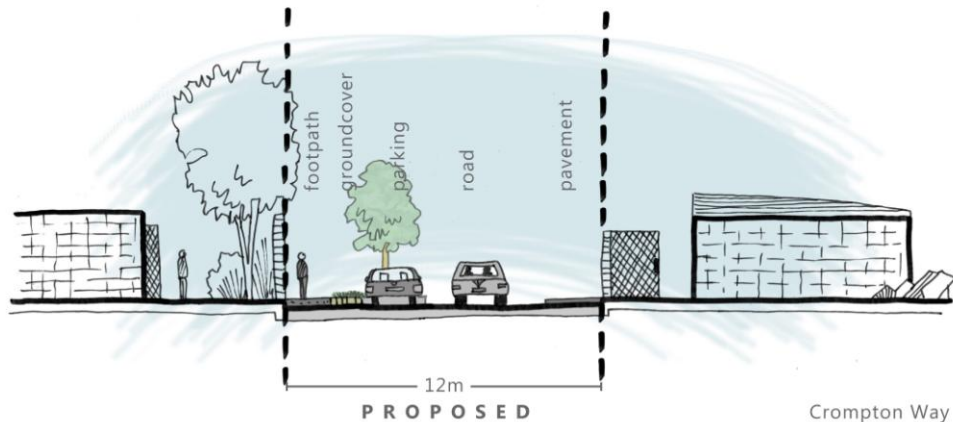
Crompton Way - Proposed
Widening the pavement on one side to reduce road width and providing build-outs with tree planting to demarcate and formalise parking spaces.

Figure 27: Cross section of Crompton Way

Objective 4: To increase and improve the direction signage beyond the boundaries of Manor Royal and to increase the branded signage within the estate, to contribute towards strengthening the identity.

133. The existing layout of signage in and around Manor Royal is inconsistent and in some places, non-existent. The adjacent plan illustrates proposals for a public led strategy to provide legible directional information.

134. These proposals aim to provide clear and consistent advanced signing to direct drivers to "Manor Royal Business District" from the A23, Three Bridges, Town Centre, Horsham and the west, Horley and Gatwick. This will help drivers navigate successfully to their intended destination, and also strengthen "Manor Royal Business District" as a brand with a clear identity.

135. The following plan shows an initial consideration of signage improvements that may assist the legibility, brand and image of Manor Royal. As with all schemes to improve the public realm, projects will rely on support, input and funding from a variety of stakeholders and landowners. Any implementation delivery will require a partnership approach and engagement at an early stage. This project will also dovetail with signage and advertising considerations set out in the SPD.

Objectives

136. To provide clear and consistent advanced signage directing towards "Manor Royal Business District"

137. To avoid visual clutter and ensure advertisements and signage are incorporated into the design of the wider development and positively contribute to the identity or character.

138. Ensure that functional signage, such as highway or safety related, should be kept to a minimum and combined wherever possible on single poles or lighting columns.

139. To consider opportunities to reduce clutter, in partnership with WSCC and Crawley Borough Council will consider in partnership with WSCC the potential to reduce any clutter.

Figure 29: Existing approach to Manor Royal at Gateway 1

Figure 28: Proposed approach to Manor Royal at Gateway 1

Figure 30: Advanced Highways signage proposals
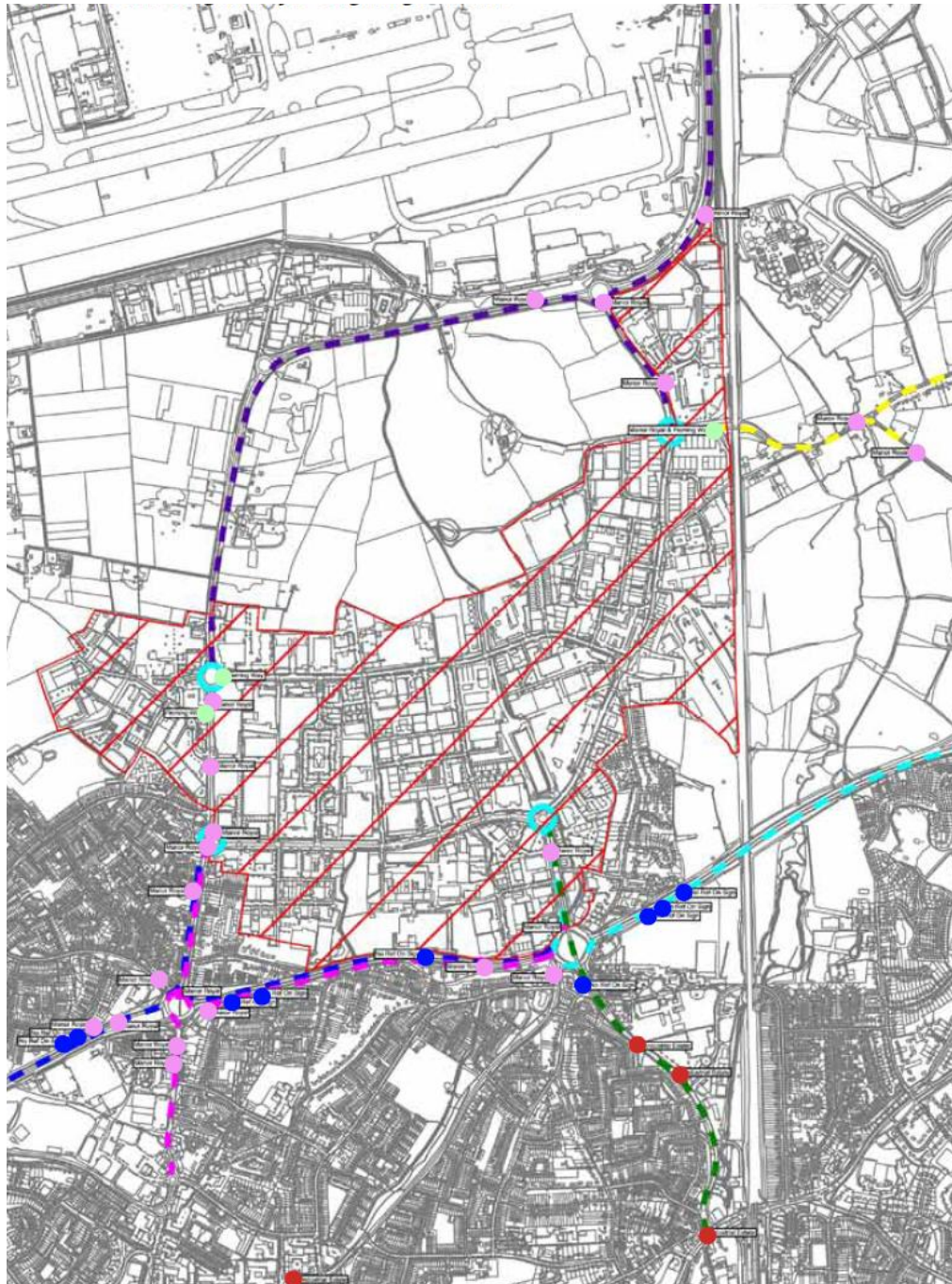
Objective 5: To increase movement and permeability through the provision of a sustainable access network.

140. This Public Realm Strategy supports the Design Guide SPD by seeking to deliver improvements that bring about improved movement and permeability across the Business District. The following represent key areas that would benefit from environmental improvements in this regard.

Roads

141. This strategy identifies the approach for strengthening the existing road hierarchy by extending the principles of boulevard planting seen in the western part of Manor Royal, but at an appropriate scale for primary or secondary frontages. The objectives and principle design aim is to establish appropriate scales of verge and boulevard tree planting along primary routes, secondary routes and local service roads, in order to provide a strong identity and structure. This depends on both public realm improvements and improvements to private plot frontages. This builds upon landscaping and set back considerations contained within the SPD.

KEY

————	Study boundary
– – –	Access from M23
– – –	Access from Three Bridges
– – –	Access from Horley
– – –	Access from Copthorne
– – –	Access from Crawley town centre
– – –	Access from Horsham
●	Sign with 'Industrial' reference
●	Sign with no reference
●	Sign with Manor Royal only
●	Sign with Fleming Way only

142. On some of the roads it is difficult to create substantial impact due to the narrowness of the road corridor and limitations of public ownership. Where this is the case, the relationship to private plot frontages is shown, and the extent of proposed landscape on the private plots as set out in the Design Guide SPD will be necessary to create the impact.

Improving Sustainable Access

Objectives

143. To extend the existing sustainable access, cycle, and pedestrian network to improve permeability, increase options for sustainable travel and to support the aims of environmental improvement.
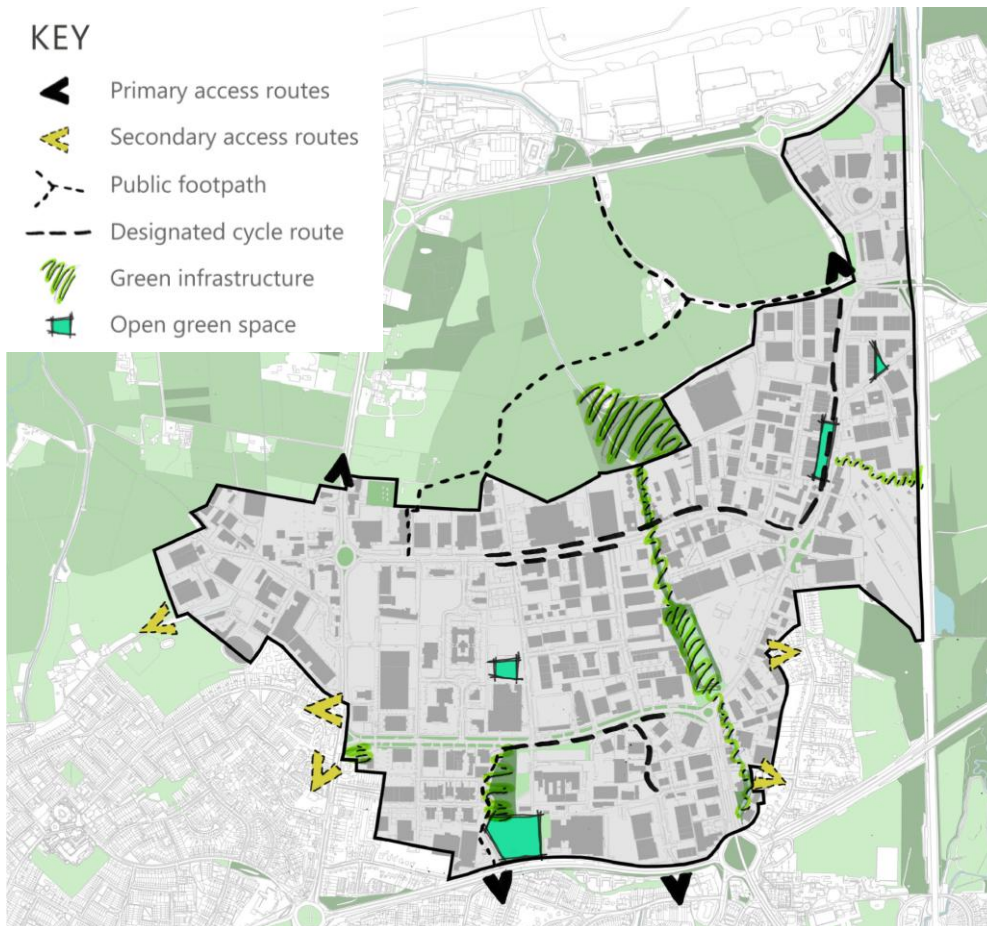
144. The existing cycle and pedestrian network is fragmented and is poorly linked with the surrounding area. This offers limited incentive or opportunity for local employees and visitors to use the cycle network, and so doesn't encourage a more sustainable use of transport.

145. By linking the cycle network together and with the main pedestrian access points of Manor Royal, potential users will have more opportunity to cycle in a safer environment. Development of new cycle ways can be staged and incorporated into the road proposals but should also be considered as part of each individual development.

Features

146. Existing cycle network

- Proposed cycle network: to link in with existing network, providing a circular route that will link in with main pedestrian entrances into Manor Royal
- Potential link with footpath: development of this underused footpath could coincide with the development of a cycle route
- Potential link with central green space: with the development of proposal 8, a cycle route could be incorporated into the main throughway on the green space
- Primary pedestrian access
- Potential primary access: to be developed to encourage further use of the footpath
- Existing proposed cycle way: Proposed by WSCC as part of a Section 106 agreement with the Thales development
- Previously proposed signage

KEY
- Primary access routes
- Secondary access routes
- Public footpath
- Designated cycle route
- Green infrastructure
- Open green space

Figure 31: Existing Network

Concept proposals to Improve the Public Realm

147. The map (right) illustrates potential improvements to the access and environs of the Business District and how the area relates to its surrounds. This has formed part of the assessment of the opportunities to improve the legibility, sustainable access network and amenity opportunities within the area.

Figure 32: Cycle Network
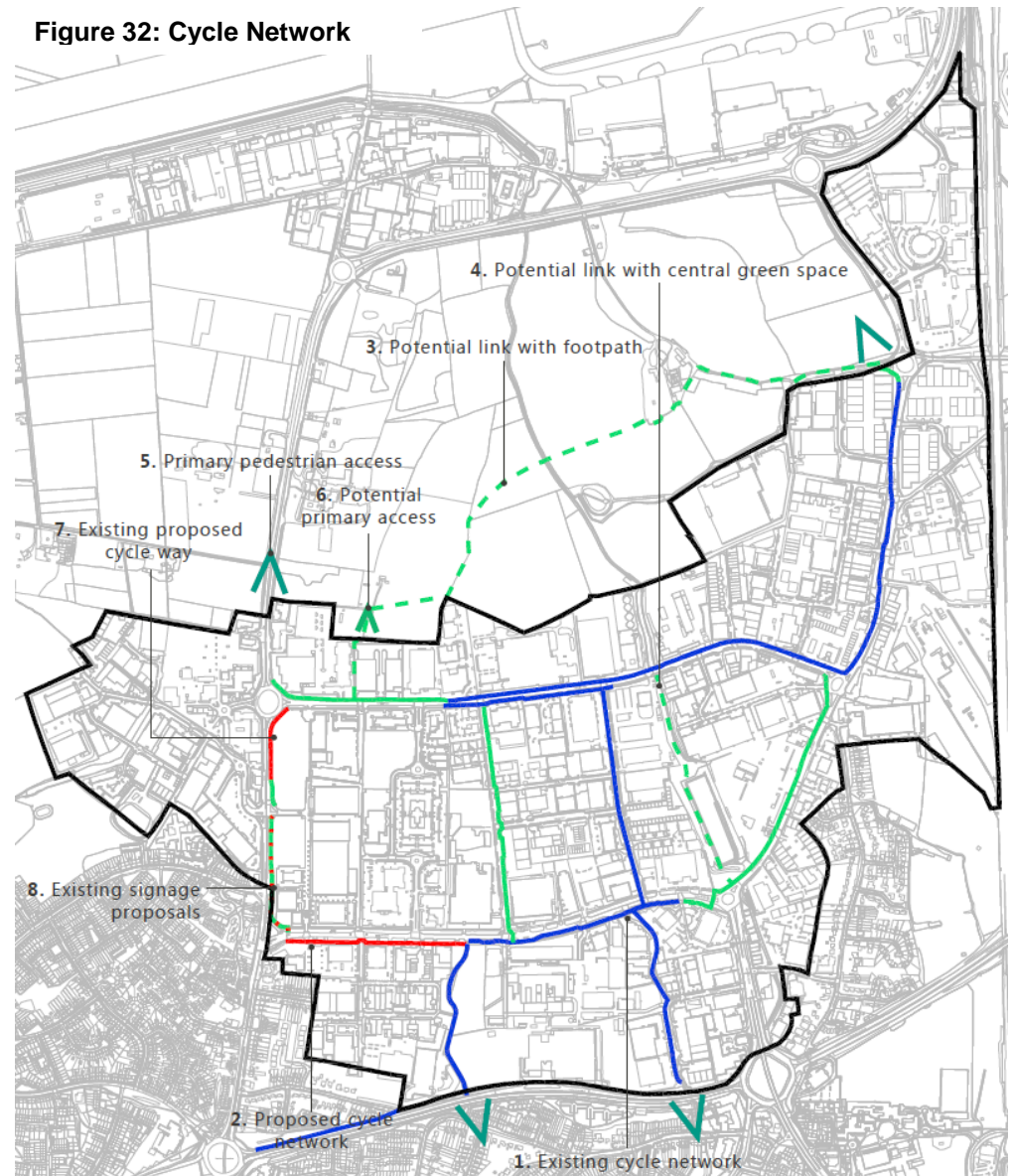
4. Potential link with central green space

3. Potential link with footpath

5. Primary pedestrian access

6. Potential primary access

7. Existing proposed cycle way

8. Existing signage proposals

2. Proposed cycle network

1. Existing cycle network

KEY

Proposed cycle way	Existing proposals for cycle way
Potential future cycle routes	Existing proposals for signage as part as cycle way development
Existing cycle way	

Objective 6: To ensure an appropriate scale and mix of complementary uses and amenity facilities that support the economic function of the Business District

148. Previous studies, including the Regeneris Report (GVA, 2008) and dating back to the Development Principles Statements have highlighted the same vulnerabilities in that Manor Royal lacks support facilities within the Business District. This is a failing that could impact upon the economic vibrancy of the area. However, planning policies are also required to ensure that adequate land is available for employment generating development. As such, the following section looks at opportunities that could address this imbalance whilst facilitating economic growth.

149. Public green space is very limited within Manor Royal, but there is a desire to see improved amenities and access to amenities for all users through enhancements in the public realm and through appropriate development. Objective 6 provides design principles for the development of local area improvement proposals to Gatwick Road retail parade, Crawters Brook and other pocket green spaces.

Concept Proposals

150. Included under each of these headings are a number of concept proposals that could be implemented to improve the public realm. These have been developed by applying the design principles and are promoted as a potential list of improvements that will require further consultation and feasibility. If implemented, they would start to create a step change in the quality and presence of Manor Royal.

How does the Public Realm Strategy improve issues relating to Ownership?

151. The local shopping parade on Gatwick Road, Crawters Brook and other pocket green spaces have greater potential to provide a better experience for Manor Royal employees as well as contributing more to the quality of the environment in the Business District. They are however within the land ownership of multiple agencies and therefore delivery of some improvements and the provision of amenity and support services through the public sector alone is restricted. Any improvements will therefore rely on partnership delivery.

152. The amenity value of open spaces has been raised as a weakness for the Business District for many years. Following the Masterplan in 2010, a commitment has been made to assess how developers and the public sector can deliver improvements to enhance the experience of employees and the way they move through the area.

153. The following analysis has been completed:

- Strengths
  - Green links
  - Location of a river brook running through the centre of Manor Royal
  - Central and nearby woodlands
  - Established trees within site
  - River Brook
  - Community links
  - Some cycle ways and footpaths exist in and around Manor Royal
  - Many "fast food" vans set up for local employees as well as established cafe and food stop along Gatwick Road

- Constraints
  - Green links
  - Weak, non-connecting green links within Manor Royal to its surroundings

- o Under-managed and overgrown central green space leads to a lack of use and appreciation from local users
- o Future management and maintenance costs
- o Community links
- o Majority of footpaths and cycle ways exist on or alongside roads
- o Limited land availability and commercial values restrict open space provision for employees
- o Very little to no open space for employees
- o Parts of cycle routes are currently un-connected and there are realistic limitations due to land and cost for their extension.

- Character
  - o Green spaces will be predominantly soft landscapes with pedestrian and cycle links creating a green web of connectivity utilising existing and new areas of open space

- . Opportunities
  - o Green links
  - o To make central green space more accessible to local users, while conserving and enhancing its ecological value
  - o Enhance green links to the surrounding landscape
  - o Improve the natural landscape along roadsides to benefit wildlife while increasing visual quality and identity
  - o Community links
  - o Develop a circular cycle route that interconnects the major linkages to important local areas, especially Crawley town centre

- o Enhance and develop the footpaths in and around Manor Royal
- o Increase areas of green space, make more accessible and promote active and passive uses of the space for employee recreation

Design Principles

154. The key design principles are:

- Attractive green routes. These are not limited to public land and some routes will include trees and landscape on adjoining land which should be retained.
- Inclusion of seating and recreational facilities;
- Connections to wider footpath and cycle network beyond Manor Royal
- Areas of usable and accessible green space for employee's enjoyment
- Bio-diverse and managed to enhance existing habitats and a more diverse range of new habitats

Crawter's Brook (Proposal S1)

Principles

- Enhance and increase the ecological value including:
- Provide a range of habitats to encourage greater wildlife diversity
- Create a usable landscape for employees and local residents
- Provide a central 'break out' area for Manor Royal
- Improve the existing river brook that runs through for visual and ecological value.
- Maintain role as a flood meadow

Figure 33: Illustration of Crawters Brook

Public Realm Proposals

155. This existing area of green space has real potential in providing local users a place to break out and enjoy in their time before, during and after work. It has a degree of existing ecological and habitat value that can be enhanced. The proposal can be sub-divided into 6 individual projects to facilitate long term delivery:

- **Project 1** will provide the basic means for people to use the park, by adding a surfaced footpath and clearing heavy vegetation. Clearing and general improvements to the river brook will enhance the river.

- **Project 2**, a secondary footpath can be added to make a circular walk, encouraging further use.

- **Project 3** works alongside cycling proposals and would allow cyclists to use the green space link safely.

- **Project 4** will provide sitting areas with seats, picnic benches and interpretation.

- **Project 5** adds a boardwalk and seating deck in the centre of the marsh area offering a fantastic view up the main water body.

- **Project 6** will enhance the natural landscape for the benefit of the fauna and flora.

Features

156. Project 1: Footpath

- Footpath
- Benches
- Proposed trees
- Mounding
- Brook improvements

157. Project 2: Secondary footpath

- Footpath

158. Project 3: Cycle route

- Cycle route

159. Project 4: Seating

- Picnic benches
- Decking area
- Sett paving
- Additional path
- Mown grass

160. Project 5: Boardwalk

- Boardwalk
- Floating deck with interpretation
- Seating

161. Project 6: Ecological enhancement

- Woodland
- Marginal vegetation
- Shrub edge

Typology

162. This space will reflect a habitat rich, informal, rural oasis, set within the urban boundary of Manor Royal's Business District. The strong woodland character and the open water and marsh will provide a welcome foil to its urban context.

Soft Materials Palette

163. Key elements:

- Woodland understorey: Bulb planting to transform the woodland understorey, potentially including Bluebells, Wood Anemones and Snowdrops.
- Entrance trees: Oak, Alder, willow

Hard Materials Palette

164. A resin bound gravel will give a 'managed estate' feel to both main footpaths. Composite timber decking for the boardwalk and woodland seating area will be an efficient and safe, long lasting material. Timber benches and seating will further enhance the natural landscape character.

Figure 34: Detailed illustration of Crawters Brook

Project 6: Ecological enhancement
Providing a more diverse range of vegetation and habitat within the woodland and central wetland area

Project 1: Footpath
Usable link through this central green space

Project 3: Cycle route
Along main pathway

Project 2: Secondary footpath
Creating a circular walk around the space

Project 4: Seating
Encouraging users to stay in the park by providing seating opportunities and break-out space

Project 5: Boardwalk
Extension of a timber deck to provide seating, interpretation and fantastic views

50

Parade Improvements (Proposal S2)

165. Previous studies have been united in highlighting the lack of amenity services and support facilities provided in Manor Royal. The existing small pockets of independent retail and financial services have been identified as a key component of the day to day function of the estate and how employees experience the Business District.

166. Support for appropriate scale development that supports the role and function of the area is important, and this Public Realm Strategy aims to assist delivery of facilities that allow this to happen. The redevelopment and/or improvement of the local parade at Gatwick Road may be a critical component in how this is delivered. This Public Realm Strategy therefore looks at design issues and options for physical improvements, but would also welcome applications for complete redevelopment.

Figure 35: Illustration of Parade improvements on Gatwick Road

a. The 'Parade' area, as existing

b. Proposal

Principles

167. Enhance the public space surrounding the existing 'Parade' including:

   - Create a more inviting environment for businesses and their potential customers
   - Help resolve parking issues within the 'Parade' area, reducing numbers of vehicles inappropriately parked

Public Realm Proposals

168. The 'Parade' area is an existing, well used, retail and café outlet for local employees, visitors and customers, and is busy throughout the day. However, over parking is a significant issue with causing unsightly access problems.

169. By providing allocated parking spaces within the whole of the Parade area, and preventing vehicles parking improperly, the Parade will feel and look more attractive and logical. With the addition of small to medium street trees, and understorey groundcover, there will be greater structure and less maintenance to the verges on Rutherford Way. The Parade frontage will have either a tall grass edge or low groundcover giving enclosure. Wildflower seeding will provide a seasonal and an attractive display throughout the year.

Features

1. Pavement
2. High quality paving
3. Cycle lane
4. Head-on parking
5. In-line parking
6. Wildflower: displaying reds, oranges and whites.
7. Long grass: a relaxed mowing regime will reduce maintenance and bring ecological and aesthetic benefits to the parade.
8. Grass
9. Groundcover
10. Proposed trees: to be appropriate to their individual locations.
11. Existing trees: all but a few will be retained
12. Bollards: or similar, to stop inconsiderate parking and to protect planted edges.
13. 'Snack van' space: (optional) designated space for existing snack bar to be located

Parking Issues

170. There is significant parking issues in and around the Parade, mainly due to the cafes and retail units that exist here and the close proximity to Gatwick Airport. As part of the development of the Parade, parking will need to be addressed, reducing the unsightly overparking here, making it a more pedestrian friendly environment.

Typology

171. A re-organisation of the existing space to reduce the dominance of car parking, increase tree planting, pedestrian connections and overall amenity value. In addition, new hard landscaping provides potential for shops and cafés to extend their services into the street, improving their commercial prospects.

Soft Materials Palette

   - Trees: Medium to small scale specimen trees with uniform habit

Hard Materials Palette

   - High quality paving: small unit concrete paving
   - Contemporary street furniture: to match other furniture
   - Cycle lanes: tarmac, or other suitable grip path.
   - Footpath: concrete, tarmac and flag paving
   - Carriageway: concrete and tarmac

7.4 Parade Improvements (Proposal S2)

In-line Parking
Provide in-line parking and low maintenance groundcover planting under new roadside trees

Private Space
Much of the building frontage exists as private space and will be subject to private investment. Guidance can be given to as how they can include their space to match the surrounding improvements, creating a co-ordinated feel to the Parade.

Roadside Improvements
A estate railing within colourful wildflower along the boundary between the pavement and the Parade will enhance both sides, visually and ecologically, while enclosing the Parade space. Customers and visitors will feel that they are in a different environment from the surrounding road network, benefitting them and local businesses.

Beautification
Enhancing 'spare' space with wildflower seeding, tall grass, groundcover planting and trees all help to produce a more attractive and lower maintenance landscape

Head-on Parking
By providing more bays of formal 'head-on' parking, preventing poor parking and improving the landscape, the whole area regenerates into a more significant and aesthetic environment for people to visit and stay to purchase goods and services.
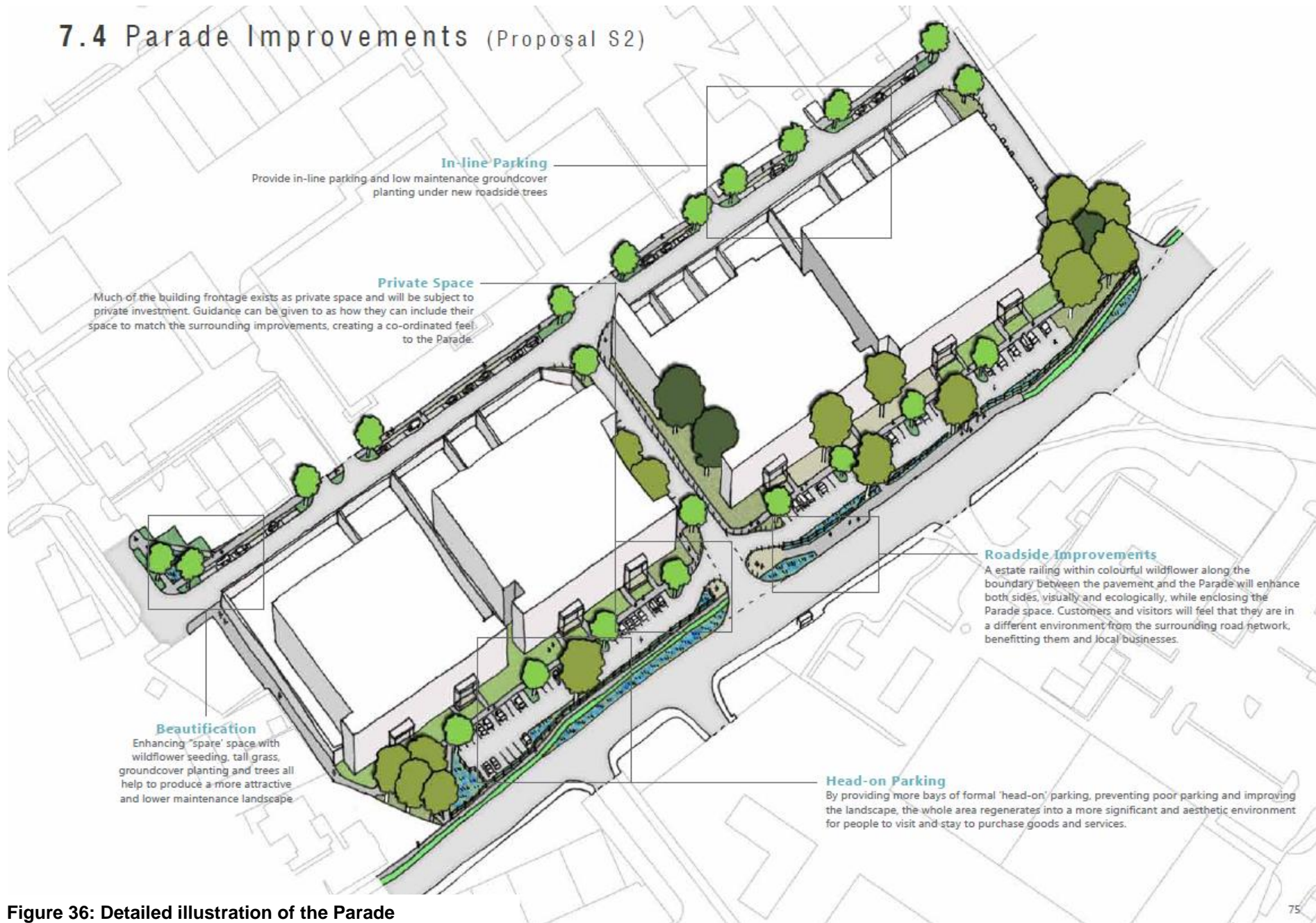
75

Figure 36: Detailed illustration of the Parade

SECTION 3: DELIVERY AND NEXT STEPS

172. It is important that any developments and improvement projects are delivered through a mix and dialogue with both public and private sector partners, and support for the projects will be necessary to ensure that there is a consistent consideration of what it is delivered and how it is implemented.

173. It is also critical that all stakeholders are engaged and involved in the process and that the delivery of projects builds on the projects identified in this Public Realm Strategy.

174. Delivering the vision for Manor Royal will require the combined commitment of both the public and private sector. The Design Guide, alongside this Public Realm Strategy and GVA Grimley's masterplan, starts the process of step change for Manor Royal and establishes a vision, design principles and preliminary designs for a range of public realm projects and concepts for public realm interface with private development plots. Delivery of these will require;

    - The support of both public and private sector interests. In this respect a period of consultation on the proposals and design principles to "sign off" the approved vision is vital;

    - Robust planning policy that identifies clear recommendations for the future character for Manor Royal through a combination of public and private sector delivery which provides a level of surety for investors and occupiers for the period of the Local Plan;

    - The identification of and "lock in" of future revenue streams for public sector improvements. Sources of funding should be widely explored and offered either individually or through partnership arrangements.

175. The publication of this Public Realm Strategy will help to deliver the vision for Manor Royal that is set out in the Design Guide SPD, opening the way for the more detailed development of proposals for the public realm. The design guidance sets the overarching principles for the public realm design and interface with private sector but further work is required to complete the design of the public realm, deliver it, and manage and maintain it over the longer term. Additional work can also be carried out to facilitate scheme delivery, including survey work and preparation of detailed designs, and specifications for individual projects referenced to the soft and hard landscape strategy to ensure overall design continuity.

176. Delivery will also be subject to obtaining planning and other statutory approvals where required.

177. Funding opportunities for delivery of the public realm works could come from contributions from new development and other channels including those identified within the GVA Grimley Masterplan, for example;

    - Contribution of land by developers, from within development sites, to accommodate non-profitable development such as recreation ground, additional highway space, public squares;

    - Contribution in kind provided in full by the developer in the course of developing the site, for example, construction of accommodation for community/social uses, provision of a landscaped park

    - Contributions from the Manor Royal Business Group or other key occupiers within the Business District.

    - Effective contribution to identified objectives by quality of design and content of development, for example, cycle facilities within new development

    - Other contributions including s106 or CIL or capital funding.

178. Private sector development will be crucial in the delivery of the Manor Royal vision and initial public realm works should be proposed to lift the overall quality of Manor Royal and encourage private sector commitment. Whilst development is fundamental to change it will need to be carefully controlled through planning policy to fully achieve the aims set out in the vision and design guidance.

179. It is anticipated that the vision for Manor Royal will be delivered over the long term and that public realm works should be prioritised to encourage a commitment towards future private investment. Whilst it is expected that the projects identified within this guidance report will be delivered over a period of years a number of future projects have been identified for a rolling programme of delivery. These are a few exciting projects that may be delivered in the future:

- Additional Highway Infrastructure improvements
- Linear Amenity 'Park' along Faraday Road (artist's impression of how this may look below)
- Crawters Brook Improvements South
- Crawters Brook Improvements North
- Additional Green Links beyond the Business District boundaries.