

Crawley 2030

The Crawley Borough Local Plan 2015 – 2030

Submission Consultation Draft
September 2014



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Foreword

“Crawley 2030”, our Local Plan, is an important document which sets the way forward for planning the future of our town – where we live, work and visit – for the next 15 years. Once adopted, the document will provide the basis for future planning decisions in Crawley.

This stage – the Submission Publication – follows feedback from residents, businesses and other stakeholders to the preferred strategy document and additional sites consultation. It provides a clear indication of the council's approach to the development of the town, including character, economic growth, housing, environment, infrastructure and Gatwick Airport.

This is the Local Plan that the council considers to be a sound representation of the strategic planning policies for the borough. Comments on this Plan are welcomed and will be forwarded to the independent Planning Inspector for consideration during the Local Plan's Examination.

Councillor Peter Smith
Cabinet Member for Planning and Economic Development
Crawley Borough Council

Crawley's Local Plan

- 1.1 Planning affects us all. The homes we live in, the places we work, the open spaces where we relax and the roads we travel on are all a result of planning decisions that have been made. Crawley Borough Council has now developed a new Local Plan that will help to guide development in Crawley over 15 years from 2015 – 2030.
- 1.2 This document forms the Submission Consultation Crawley Local Plan (referred to as the “submission Local Plan”), and comprises, in the council’s opinion, a ‘sound’ Plan¹. It contains the strategic planning policies and principles to help shape the future of the town and is published for consultation to seek your views.
- 1.3 This Local Plan, once adopted, will replace the current Core Strategy (2008) and the saved Local Plan policies (2000). It sets out the strategic priorities for Crawley and the strategic policies to deliver:
 - Homes and jobs
 - Provision of retail, leisure and other commercial development
 - Provision of infrastructure for transport, telecommunications, water supply, wastewater, flood risk management, and energy
 - Provision of health, security, community and cultural infrastructure and other local facilities
 - Climate change mitigation and adaptation
 - Conservation and enhancement of the natural and historic environment, including landscape²
 - Control of Gatwick Airport.

Submission Publication: current stage of consultation

- 1.4 This six-week public consultation forms the statutory, formal ‘publication’ consultation stage³ of the Local Plan and runs from **1 September until 13 October 2014**.
- 1.5 Responses must be provided in writing. This can be either by using the council’s website eforms: www.crawley.gov.uk; or by completing and submitting the representation form via email to forward.planning@crawley.gov.uk or by post to:
 - Forward Planning
 - Crawley Borough Council
 - Town Hall
 - The Boulevard
 - Crawley
 - RH10 1UZ
- 1.6 You are invited to respond on whether you consider the document is legally compliant⁴ and meets the tests of soundness; either for the document as a whole, or in relation to a specific topic area, policy or paragraph.

¹ A ‘sound’ Plan is: Positively Prepared; Justified; Effective; and Consistent with National Policy (Paragraph 182, National Planning Policy Framework, 2011)

² Paragraph 156, National Planning Policy Framework, Department for Communities and Local Government (2012)

³ Regulation 19, The Town and Country Planning (Local Planning) (England) Regulation 2012 & Stage 2 Crawley

- 1.7 Representations made on the submission Local Plan will be considered by Crawley Borough Council. If the council believes the Plan remains 'sound', all representations received will be forwarded on to the Planning Inspector with the submission documents to be considered as part of the Local Plan Examination.

Preparation of Evidence Base & Previous Stages of Consultation

- 1.8 This submission Local Plan is based on the results of technical studies and the views of residents, businesses, statutory consultees and other interested parties gathered through previous consultation.

Evidence Base

- 1.9 It is essential that, to meet the requirements set by national guidance, the Local Plan is underpinned by an adequate, up-to-date and relevant evidence base⁵ about the economic, social and environmental characteristics, needs and prospects of the area. In light of this, extensive studies have been carried out to ensure Crawley's Local Plan will reflect the locally distinctive issues, challenges, and opportunities, unique to the town. These include the following:
- **Deliverability of the Local Plan:** Viability Assessment; Sustainability Appraisal; Infrastructure Plan.
 - **Housing Needs:** Housing Implementation Plan; Strategic Housing Market Assessment (SHMA); Locally Generated Housing Needs Assessment and Update; Strategic Housing Land Availability Assessment (SHLAA); Urban Capacity Study; At Crawley Study.
 - **Employment Land Requirements:** Economic Growth Assessment (EGA); Employment Land Review (ELR); Retail Capacity Study; Town Centre Retail Update.
 - **Constraints Mapping:** Strategic Flood Risk Assessment (SFRA); Baseline Character Assessment; ASEQs and Locally Listed Buildings Heritage Assessment; Noise; Safeguarding; Built Up Area Boundary; Landscape Character Assessment; Historic Parks & Gardens Review; Open Space Study and Review; Green Infrastructure Plan; Transport Modelling.
- 1.10 More detail regarding the technical studies is included within the topic chapters, where appropriate, supporting the context and justification for the policies and a full list can be found at the end of this document. The results of the evidence base studies are available as part of this consultation.

Consultation

- 1.11 Four previous stages of public consultation have informed the preparation of Crawley's Local Plan. Each of these sought to consider the wide range of issues and opportunities associated with the future development and potential growth of Crawley over the next 15 – 20 years.

Issues & Options:

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

⁴ In terms of having been prepared in conformity with the timetable set out in the council's adopted Local Development Scheme, and the procedures required by regulations and the council's adopted Statement of Community Involvement for consultation and engagement, and in meeting the Duty to Cooperate.

⁵ Paragraph 158, National Planning Policy Framework, Department for Communities and Local Government (2012)

- 1.13 To reflect the changes which occurred since 2009 a further 6 week period of public consultation was carried out in January and February 2012. This involved events across the borough including holding an exhibition in every neighbourhood, the town centre, the main town leisure centre (K2) and in a supermarket (Tesco), during which local residents, employees and visitors were offered the opportunity to feedback their views on a series of themed questionnaires. In addition to this, the use of social media and the local press, and the council's own website offering internet-based questionnaires, evidence base, background documents and the reissue of updated technical topic papers provided further opportunities for responses. Meetings with the business community, local interest groups and hard to reach groups were also undertaken.
- 1.14 More information regarding this stage of consultation and the feedback received is provided in the Crawley 2029 Issues and Options consultation summary document and associated Appendices.

Preferred Strategy:

- 1.15 The information gathered during the two earliest stages of consultation fed into the drafting of the council's preferred strategy document, which was available for a six-week formal consultation period between October–December 2012.
- 1.16 Information relating to this stage of consultation and representations received in relation to the draft Local Plan is provided in the preferred strategy consultation summary document and associated Appendices.

Preferred Strategy Additional Sites Consultation:

- 1.17 An additional stage of consultation was carried out between June – July 2013, for a 4-week period, that focused on new site designations and allocations which had been identified through additional evidence base studies. These were preferred strategy sites not previously subject to consultation.
- 1.18 Opportunity was also provided at this stage for new sites to be promoted by landowners and other interested parties. Sites discounted by the council were also identified for the purposes of consideration through this consultation, along with other sites for which outstanding work was required before a decision could be reached.
- 1.19 The representations received from this stage of consultation can be seen in the additional sites consultation summary document and associated Appendices.

Consultation Statement:

- 1.20 Full details of the previous consultations and how these have influenced the final submission Local Plan can be seen in the Local Plan Consultation Statement. This document also sets out the representations received at each of the previous consultation stages and the council's response to these.

Next steps

- 1.21 The following timetable sets out the previous consultations and indicates the anticipated next stages in the preparation of Crawley's Local Plan.

| Stage | Date |
|---------------------------------|---------------------|
| Issues and Options consultation | 19 Jan – 1 Mar 2012 |
| Preferred Strategy consultation | 22 Oct – 3 Dec 2012 |

| Stage | Date |
|---|--------------------------------------|
| Additional Site Allocation consultation | 4 June – 1 July 2013 |
| Submission consultation | 1 September – 13 October 2014 |
| Submission | November 2014 |
| Examination in Public | March/April 2015 |
| Adoption | October 2015 |

- 1.22 Should you wish to be notified of the subsequent stages and progress of the Local Plan: please provide your contact details and expression of interest to forward.planning@ Crawley.gov.uk or to Crawley Borough Council's postal address at the Town Hall.

Sustainability Appraisal

- 1.23 All Local Development Documents must be prepared with a view to contributing to the achievement of sustainable development⁶. The requirement for a Strategic Environmental Assessment (SEA) is originally set out in European legislation⁷ which was adopted into UK law as the "Environmental Assessment of Plans and Programmes Regulations 2004". An SEA ensures that the environmental effects of certain plans and programmes, including land-use plans, are taken into account.
- 1.24 The aim of the Sustainability Appraisal (SA) is to ensure that the Local Plan is as sustainable as possible. The process involves examining the likely effects of the Plan and considers how they contribute to environmental, social and economic wellbeing.
- 1.25 As the SA and SEA processes are so similar they have been undertaken together and for ease of reference, both processes are referred to as the Sustainability Appraisal.
- 1.26 A final Sustainability Report for consultation with the Local Plan has been produced. The Sustainability Objectives are set out in Appendix B of this document, along with a matrix table providing the sustainability overview of the Local Plan policies.

Infrastructure Plan

- 1.27 Local planning authorities are expected to work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk management, and its ability to meet forecast demands.
- 1.28 Crawley Borough Council has produced an Infrastructure Plan which is supported by jointly agreed position statements with the key infrastructure and service providers within Crawley to confirm capacity to meet the needs of the growth of the town anticipated through the Local Plan and highlight any

⁶ Section 39 of the Planning and Compulsory Purchase Act 2004

⁷ European Directive 2001/42/EC

mitigation required. This is available for comment alongside the submission Local Plan.

Local Plan Map

1.29 Development allocations and protection designations related to the policies and proposals within this Local Plan are illustrated on the Local Plan Map.

Duty to Cooperate

1.30 The Duty to Cooperate was introduced through the Localism Act⁸, acknowledging a need to plan for cross-boundary strategic issues, and places a requirement on planning authorities to work together on such issues.

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

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

1.32 The NPPF provides further guidance on meeting the Duty to Co-operate in plan-making. It reaffirms the principle that local planning authorities should work collaboratively to ensure that strategic priorities across local authority boundaries are properly coordinated and clearly reflected in individual Local Plans, and indicates that joint working should enable local authorities to work together to meet development requirements which cannot be wholly met within their own areas⁹.

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

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

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

- Individual discussions on a one-to-one basis with neighbouring authorities: Mid Sussex District Council, Horsham District Council, Reigate and Banstead District Council, at an officer and member level. Including as part of the preparations for the adopted Joint Area Action Plan for the West of Bewbush neighbourhood adjoining Crawley boundaries, within Horsham District administrative areas.
- Meetings at a Northern West Sussex Authorities level, with Mid Sussex District Council and Horsham District Council, at officer and member level;

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

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

and commissioning joint evidence base such as the Strategic Housing Market Assessment, the Employment Land Review and the Economic Growth Assessment, and developing the Joint Position Statement for Strategic Issues.

- Participating at a Gatwick Diamond level, with the Gatwick Diamond Authorities (crossing the County authority areas of West Sussex and Surrey) and Business representatives, at an officer and member level. Jointly preparing and signing up to the Gatwick Diamond Memorandum of Understanding, Local Strategic Statement, Local Strategic Statement Delivery Plan, and Sustainability Appraisal/Strategic Environmental Assessment Statement, and links into the Coast to Capital Local Economic Partnership.
 - Considering County issues, through meeting with West Sussex Authorities (and beyond – including meetings with Brighton and Hove and Lewes to the south) at officer and member levels.
 - Involvement on a river basin management level as part of the Upper Mole flood group, alongside similarly affected authorities and the Environment Agency.
 - Meeting as Gatwick Airport Joint Local Authorities to share the current and future implications of Gatwick Airport operations.
- 1.35 Effective cooperation with neighbouring authorities is critical for Crawley because of its primary economic role in the sub-region and the wider economic and environmental implications relating to Gatwick Airport. Equally, cooperation is essential as, due to its compact size, tight borough boundary around the urban area, significant physical constraints such as flooding and Area of Outstanding Natural Beauty, and restrictions due to airport noise and safeguarding, Crawley cannot meet the housing and employment needs of its growing population within its own boundaries in full.
- 1.36 More detail on the Duty to Cooperate, the outcomes of joint working, and its influence on the Crawley Local Plan is set out in the Duty to Cooperate Statement which supports the Local Plan.

Monitoring & Review

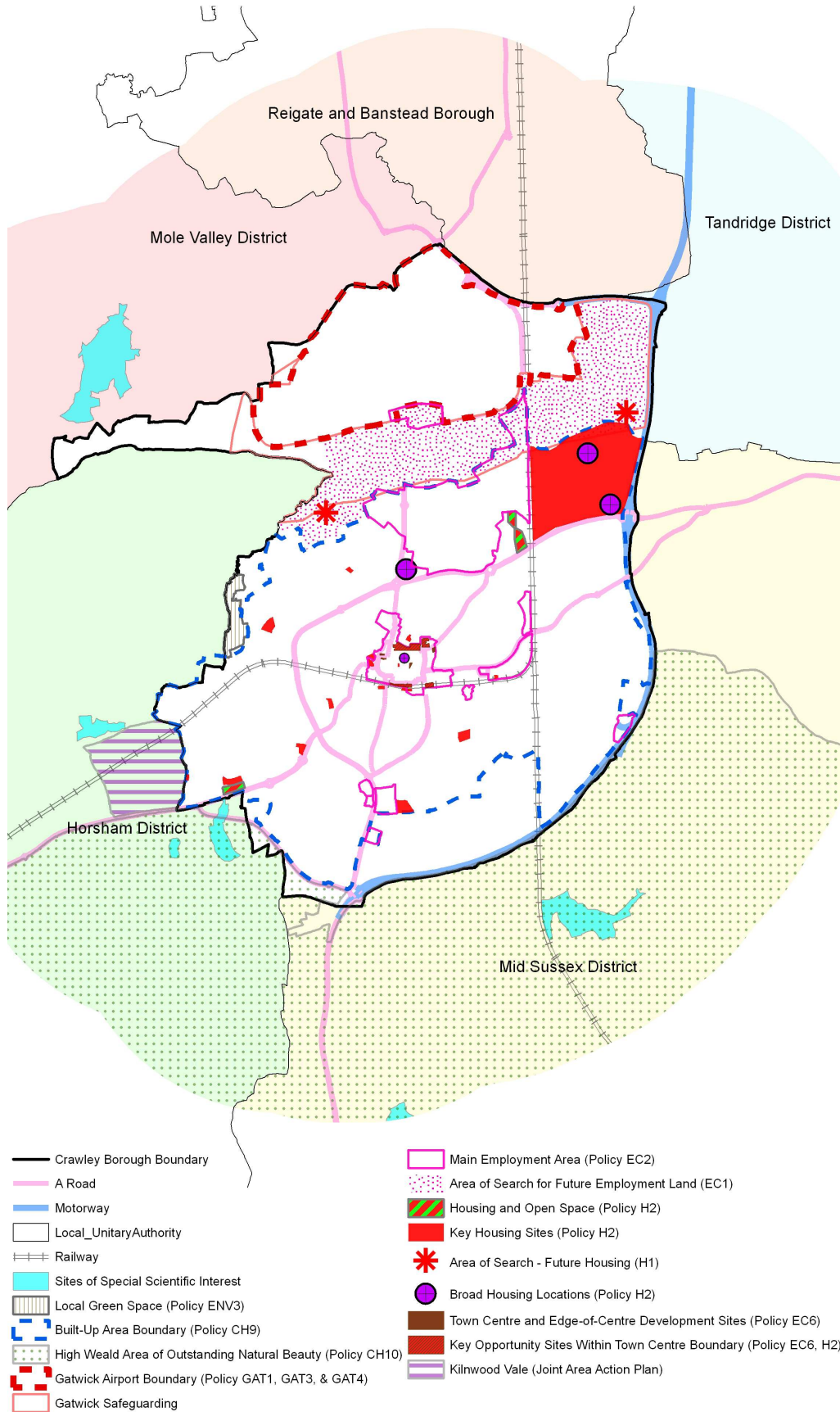
- 1.37 The Local Plan period covers 15 years between the adoption year of 2015 and 2030. It is considered to be flexible and appropriate for ensuring delivery of sustainable development and economic growth throughout a range of economic and social cycles. However, the Local Plan will be subject to continual monitoring to ensure the policies remain relevant and effective.
- 1.38 This Local Plan has been prepared on the basis of supporting the growth of Gatwick Airport to a throughput of 45 million passengers per annum within its current configuration of a single runway and two terminals. Land to the south of the airport, which may be required for airport development in the future is also safeguarded against incompatible development until the government has established any relevant policies and proposals in relation to additional airport capacity in the UK.
- 1.39 The findings of the Airport Commission and subsequent government decisions on the location of new runway capacity will have a significant impact on planning for the future of Crawley, wherever in the country the new runway capacity is to be located. It is anticipated that the decision will result in one of the following scenarios for Gatwick Airport:

- a second runway to be provided at Gatwick, with clarity on the new airport boundary and potential lifting of safeguarding for any remaining land outside the expanded airport;
 - no second runway at Gatwick and safeguarding is lifted; or
 - no second runway but continuation of the requirement for safeguarding.
- 1.40 For each of these anticipated runway scenarios there are implications on the amount of land available to meet all the development needs arising within the borough over the Plan period. Therefore, in all of these instances, some review and assessment of the Crawley Local Plan will be necessary.
- 1.41 The opportunities for releasing further development land are greatest with the scenario for no second runway and lifting of safeguarding. In particular there could be opportunities for employment land and some further extensions to the northern residential areas of the town, whilst remaining below acceptable noise contours associated with a single runway. These are identified as areas of search on the Key Diagram.
- 1.42 Further opportunities for employment development may be considered even with a second runway, once the full extent of its layout and infrastructure and supporting development needs are known. However, further residential development to the north would be restricted due to unacceptable noise impacts.
- 1.43 Should a second runway at this stage be ruled out, but safeguarding of land retained for any further consideration of airport expansion at some point in the longer term, some land just outside the safeguarded area could be released for minor expansions to the town to the north. However, as it is preferable to bring these forward in a more comprehensive manner should safeguarding be lifted, these sites have not been allocated at this time.

Supporting Guidance Documents

- 1.44 Policies within the Local Plan refer to guidance relating to a range of topics that sits outside of the Plan. This guidance includes standards, benchmarking tools, principles or local and national policies. These have been listed in Appendix D to this Local Plan.
- 1.45 Over the Plan period it is anticipated that some of this guidance will be revised, replaced or deleted. When guidance:
- has been revised, the new version of the guidance should be used;
 - is replaced or new standards introduced, the new guidance or standard that is most similar to or, where justified by local circumstances, exceeds the existing requirements should be used;
 - is deleted and not replaced, the requirements of the deleted guidance should still be utilised unless it is seen by the council as no longer being relevant.
- 1.46 The council will provide up to date information on its website (www.crawley.gov.uk) to inform applicants of the changes to the policy requirements and which guidance should be used.

Key Diagram



Crawley 2030: A Vision

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

Crawley the place:

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

Living in Crawley:

By 2030, about 5,000 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town's unique development and design principles and preserve the most valued of the town's environmental features.

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

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

Working in Crawley:

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

Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. Gatwick Airport will continue to support the economic growth of the town.

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

Experiencing Crawley:

By 2030, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley's parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors.

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

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

Growing Crawley:

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

Enabling people

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

Growing the town

By 2030 significant progress will have been made towards Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.

Crawley 2030

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

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

Spatial Context

- 2.2 Crawley is situated in the north eastern part of the county of West Sussex. Horsham district abuts the town on the western side, Mid Sussex district is to the south and east whilst the county of Surrey lies to the north of the borough beyond Gatwick Airport.
- 2.3 Crawley borough covers 4,497 hectares. Its administrative boundaries are drawn tightly around the town itself, with very little land falling outside of the built up area. This is particularly the case to the west of the urban area, although this location offers some of Crawley's greatest connections, visual and physical, with the open countryside beyond. The M23 motorway forms the borough boundary to the east. To the south, beyond the dual carriageway, lies an Area of Outstanding Natural Beauty. Gatwick Airport is located within the borough to the north of the town – the land between the town and the airport is heavily constrained by noise and, potentially, for the future development of the airport.
- 2.4 Migration patterns for Crawley show a strong relationship with neighbouring areas of Mid Sussex, Horsham and Reigate and Banstead, as well as areas further south such as Arun, Worthing, and Brighton and Hove¹⁰. Similarly, commuting patterns¹¹ provide some indication of the role Crawley plays across this wider area in providing employment for significant numbers of people; including those from Brighton and Hove, Chichester and Eastbourne to the south, and from residents located within the Surrey authorities to the north – in particular, Reigate and Banstead and Croydon.

Gatwick Diamond

- 2.5 Reflecting Crawley's inter-relationship with its neighbours, links have been formed, both at a local authority and a business level, across an identified functional sub-region known as the Gatwick Diamond. Crawley is one of 7 Local Authority areas forming the Gatwick Diamond (along with Epsom and Ewell, Horsham, Mid Sussex, Mole Valley, Reigate & Banstead and Tandridge), which crosses the Surrey and West Sussex County boundary. Whilst this is an area

¹⁰ ONS Migration Statistics Unit 2009/NLP analysis: page 15, Crawley Borough Council Locally Generated Housing Needs Assessment (October 2011) Nathaniel Lichfield & Partners

¹¹ 2001 Census/ NLP analysis: page 24, Crawley Borough Council Locally Generated Housing Needs Assessment (October 2011) Nathaniel Lichfield & Partners

that does not have any official boundaries, the Diamond extends over a range of towns and villages, set in attractive countryside, stretching from the southern edge of London to the northern boundaries of Brighton and Hove, and forming the central element of the Coast to Capital Local Enterprise Partnership (LEP) area.

Coast to Capital Area Local Partnerships

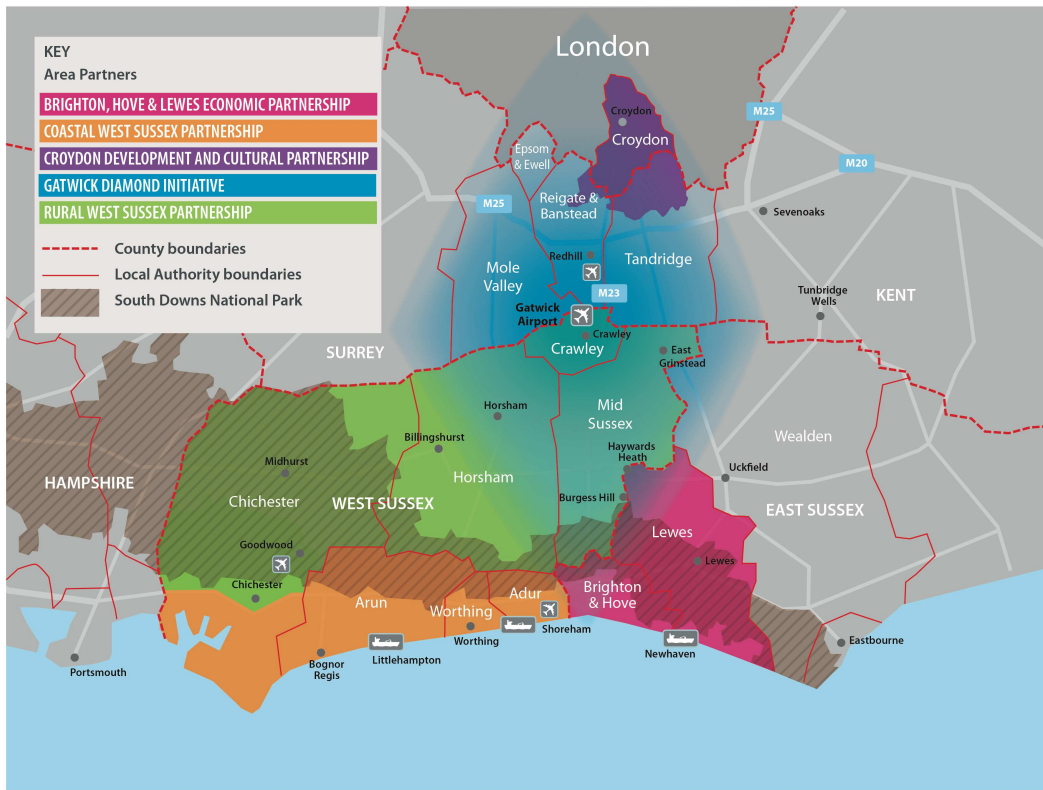


Fig 1: Crawley in the Context of the Gatwick Diamond Sub-Regional Functional Area & Coast to Capital Local Enterprise Partnership Area¹²

- 2.6 Much of Crawley’s development opportunities and pressures are determined by its role within the Diamond and the wider economic sub-region. With Gatwick Airport as the economic core, the borough offers the focus for large businesses, travel and retail provision. It is supported in this role by the neighbouring districts within the wider area: each of which provide complementary offers in terms of housing, employment and leisure.
- 2.7 This wider sub-regional role for Crawley offers both opportunities and challenges, and the Local Plan ensures that Crawley’s strategic responsibilities will be supported, whilst recognising the physical constraints that mean the town’s anticipated housing and employment needs cannot solely be met within its own administrative boundaries, particularly given the current safeguarding parameters and the uncertainty over growth at the airport.

A New Town in a countryside setting

- 2.8 Crawley was designated a New Town in 1947 and incorporated the settlements of Crawley, Ifield and Three Bridges. As a planned New Town, each neighbourhood was laid out according to twentieth century quality of life and sustainable development principles. Crawley has subsequently grown beyond

¹² Coast to Capital Strategic Economic Plan, Coast to Capital Local Enterprise Partnership (2014)

the original masterplan and many elements of the original New Town now form an important part of the town's history.

- 2.9 The management of change is necessary so as not to unduly restrict growth whilst retaining the valued features of the town. This will be achieved through the assessment of the character of the borough, the protection and enhancement of important and positive assets, improvements to areas with significant negative features and the delivery of high quality development that takes full account of its context.
- 2.10 The masterplan phased the development of the town through the addition of complete neighbourhoods, each with good access to its own centre offering a mix of uses to serve local needs. The relatively small size of each neighbourhood was intended to help build up the new communities, achieve closer integration and provide greater accessibility to the neighbourhood centres. By 2030, the principle of the neighbourhoods will remain a characteristic of the town, and neighbourhood centres will continue to play an important role as a focal point for community facilities and local shopping.
- 2.11 The Local Plan also ensures the protection of other valued features of the natural and built environment, both within and around the town. New development will provide high quality environments and be of a high standard of design and sustainable construction. The character of the countryside surrounding the town will also be protected through the Local Plan by policies which set out the considerations for the land beyond the built-up area boundary.

A working town

- 2.12 Crawley is the largest economic centre in the northern West Sussex sub-region¹³, and also the largest economic area of the Gatwick Diamond representing a significant proportion of the total commercial floorspace and employment. Employment levels are high in Crawley with total employment in the town being around 94,000¹⁴, of which approximately 30,000¹⁵ are net in-commuters. 70% of working age people who live in Crawley, also work in Crawley. While Crawley boasts average salaries that are among the highest of the Gatwick Diamond, many residents are employed in low skilled industries; only 11% of working age residents in Crawley work in managerial and professional occupations; and on average people who travel into Crawley for work earn more than local people¹⁶. Around 25% of the working residents have no qualifications, and many firms are concerned about skill shortages. Unemployment in Crawley has been historically low ranging from 1.4% rising to highs of around 3.5% during the current recessionary phase of the economic cycle. However, this is higher than surrounding areas, and low levels of available staff (as indicated by low levels of unemployment in Crawley and surrounding areas) can create tight labour market conditions.
- 2.13 Manor Royal is one of the largest business parks in the south east covering a total of 240 hectares and is home to more than 500 businesses and 30,000 jobs – which accounts for 40% of Crawley's total employment. It provides 77% of Crawley's employment land; 19% of employment land in West Sussex; and 22% of employment land in the Gatwick Diamond. Since its official naming in

¹³ i.e. that covering Crawley Borough, Horsham and Mid Sussex Districts

¹⁴ number of workforce jobs in the borough in 2013, Crawley Baseline Economic Context (para 3.4) Northern West Sussex Economic Growth Assessment, NLP (2013)

¹⁵ net inflow of labour from residents outside of the borough, Crawley Baseline Economic Context (para 3.3) Northern West Sussex Economic Growth Assessment, NLP (2013)

¹⁶ Northern West Sussex Economic Growth Assessment (Crawley Baseline Economic Context (para 3.10) NLP, 2013

1950, Manor Royal has evolved and diversified its employment offer from its traditional manufacturing base of 60 years ago. Its notable size, scale and varied business base combined with a number of available development sites represent opportunities for intensifying the use of existing land in support of Crawley's economic development.

- 2.14 The Town Centre is a key component of Crawley's economic role in the sub-region, and therefore plays a critical part in the Local Plan's development strategy. It is the most sustainable location for major retail, office and leisure related developments consistent with typical town centre uses attracting large numbers of people, and for a mix of uses including housing. New retail, leisure, commercial and residential developments within the wider town centre will ensure that its viability and vitality is enhanced, to improve the town centre's range and quality of services and strengthen its local and sub-regional role, particularly as it comes under increasing pressure from competing centres (including out of centre retailing), which is continually improving and changing.
- 2.15 The economy of Crawley is buoyed by the presence of Gatwick Airport. 75% of Crawley's employment (by employment numbers) is in distribution, hotels, transport, communications, banking and finance of which Gatwick Airport accounts for approximately 25,000 jobs directly. Crawley is the main place of residence for airport employees with 26.9% of the workforce living in Crawley.
- 2.16 Reflecting this critical role for both Crawley and beyond, the Local Plan seeks to ensure economic growth is achieved through the consolidation and enhancement of the existing employment areas.

Meeting housing needs

- 2.17 Crawley's development as a New Town, in addition to the influence of Gatwick Airport, has significant implications for the future of the town in terms of population growth; and the need to accommodate development remains a key challenge for Crawley. By 2030, to meet the needs of its growing population, the town would need a further 8,100¹⁷ new homes. Accommodating even some of this need involves difficult decisions and invariably places pressure on some of the key features that define Crawley's character.
- 2.18 Crawley's population profile is very different to most neighbouring areas and this places its own special demands upon the local economy and local services. The population reached 106,600 in 2011 (an increase of about 22% since 1991). Crawley has a greater proportion of younger people (between the ages of 25 and 34) and a lower percentage of elderly, compared with the rest of the South East; with about two-thirds of Crawley's population less than 45 years of age. The fact that Crawley has such a high number of working age population means there is no need for the population to grow further to enable economic growth. However, future demographic change particularly as the younger population have families will intensify demands upon the need for housing, along with social, community, leisure, educational and retail facilities. This is in clear contrast with the demographic challenges faced by many neighbouring districts.
- 2.19 In line with national guidance, sufficient market and affordable housing should be provided to meet the needs of existing and future households across the housing market area as well as to provide an appropriate amount to sustain the local economy. However, this must be reconciled with the other priorities in the Local Plan, particularly those with regards to protection and enhancement of

¹⁷ 540 dwellings per annum x 15years (Scenario 'A' Locally Generated Housing Needs Assessment (October 2011) Nathaniel Lichfield & Partners multiplied over the 15 year Plan period)

the built and natural environment, and meeting the objectives for future economic growth. The confined boundaries of the borough and the scarcity of land without physical and policy constraints makes the need to balance and plan for any growth particularly challenging.

- 2.20 Crawley's identified land supply allows for approximately 60% of its objectively assessed housing needs to be met through new housing developments within the borough boundaries. Half of this is to be delivered through a new neighbourhood on the north eastern edge of the borough (Forge Wood) whilst the remainder will come forward on a number of smaller sites within existing neighbourhoods and the town centre.
- 2.21 The identification of housing sites has required consideration of all competing land use needs including open space and employment to ensure an appropriate balance has been struck in delivering sustainable development. As a new town with a large stock of modern and generally well maintained housing, precedence for maintaining this standard has been set. All new housing and surroundings should be suitable in terms of size, design and facilities for the requirements of its occupants and should not lead to environmental and amenity problems.
- 2.22 The scale of unmet need of approximately 3,000 dwellings over the Plan period is fully acknowledged and has been discussed with neighbouring authorities in a constructive and effective manner, including across the Gatwick Diamond and Coastal West Sussex.
- 2.23 Crawley's housing market functions within a wider geographic area – identified as the northern West Sussex Housing Market Area, which is predominantly within the local authority administrative areas of Crawley Borough, Horsham and Mid Sussex Districts; extending northwards into the administrative area of Reigate and Banstead Borough to a lesser degree. Taken as a whole, the towns within the northern West Sussex housing market area provide a complementary role, offering housing opportunities for the local population and workforce for each stage and socio-economic position within lifecycles, and providing housing for employees working at Gatwick Airport and Manor Royal. This highlights a critical inter-dependence and reliance between areas with regard to housing and economic growth.
- 2.24 It is recognised by the authorities across the northern West Sussex Housing Market Area that Crawley has sought to fully maximise its capacity for housing development within the borough boundaries in order to meet its own housing needs¹⁸. Similarly, each authority within the area considers it is doing the maximum reasonable to meet the objectively assessed housing needs of the area as a whole, taking into account local constraints, local aspirations and the need for sustainable development¹⁹. Further acknowledgement is provided within the emerging Development Plans for Horsham, Mid Sussex and Reigate and Banstead: with recognition that their housing provision figures will contribute to meeting the wider needs of the northern West Sussex Housing

¹⁸ Northern West Sussex Authorities Position Statement, paragraph 6.13 (September 2013), Crawley Borough Council, Horsham District Council and Mid Sussex District Council

¹⁹ Northern West Sussex Authorities Position Statement, paragraph 6.17 (September 2013), Crawley Borough Council, Horsham District Council and Mid Sussex District Council

Market area²⁰ and supporting the delivery of economic growth within the Gatwick Diamond²¹.

- 2.25 Delivery of homes in new neighbourhoods in close proximity to Crawley is an appropriate way to meet the needs of the emerging households from within the existing population, and joint working has been long established in recognition of this. This has included the Joint Area Action Plan prepared and adopted by Crawley Borough and Horsham District Councils in 2009 for West of Bewbush which is seeing the current delivery of the new Kilnwood Vale neighbourhood, immediately adjacent to Crawley's boundary whilst being located wholly within Horsham District. The identification of a Strategic Development Location to the West and North West of Crawley for 2,500 homes was set out in the West Sussex Structure Plan. Kilnwood Vale was subsequently determined as the most appropriate location to take forward following detailed assessments of the opportunities and constraints for providing a new neighbourhood and development potential around all of Crawley's boundaries²².
- 2.26 In addition to Kilnwood Vale, the new neighbourhood within Crawley's administrative boundaries (Forge Wood) and the new neighbourhood level extensions to Horley (within Reigate and Banstead administrative boundaries) are being progressed. Other potential urban extensions to Crawley may include extensions to the east and/or west of the borough boundary. All opportunities are being explored to understand whether these would constitute the most sustainable housing development locations in the context of the wider housing market area and travel to work area and whether the existing infrastructure, and environmental constraints can be resolved.

Environmental sustainability

- 2.27 Crawley borough has some unique characteristics and opportunities that enable the delivery of a clear approach to mitigation against, and adapting for a changing climate, whilst positively embracing the town's ambitious target of being carbon neutral by 2050. This uniqueness arises from the density of the urban area, the level of anticipated development and the clearly identifiable opportunity areas such as the Manor Royal Industrial Estate, the town centre redevelopment areas and Gatwick Airport. Furthermore, the borough is identified as an area of high radiant energy and subject to serious water stress.
- 2.28 As a result of this, there are several areas where the planning system can build upon nationally described standards to ensure that the borough's potential to adapt and mitigate against the effects of climate change is maximised. These are fundamental to the priority objectives for Crawley to 2030 and to the most significant elements of the town's locally distinctive context.
- 2.29 The priority areas are:
1. Ensuring new and existing buildings are low carbon
 2. Bringing forward district energy networks
 3. Combating serious water stress

Accessible transportation links

- 2.30 Crawley has excellent communications, lying adjacent to the M23, close to the M25 and is on the main railway line linking London to the south coast. Gatwick Airport is located within the borough. The town itself is served by a rapid guided bus service: Fastway, and a network of green corridors, providing attractive

²⁰ Reigate and Banstead Core Strategy, paragraph 7.4.1 – 7.4.4 (2013) Reigate and Banstead Borough Council

²¹ Horsham District Planning Framework Preferred Strategy, paragraph 6.1 (2013) Horsham District Council

²² At Crawley Study (2009) GL Hearn

pedestrian and cycle routes through the neighbourhoods and into the town centre and out into the countryside. The National Cycle Route 21, from Greenwich to Eastbourne and forming part of the “Avenue Verte” Greenway, linking London to Paris, also runs through the borough.

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

Planning Policy Context

National Planning Policy Framework

2.32 The National Planning Policy Framework (NPPF) sets the planning policies for England and confirms that the purpose of the planning system is to contribute to the achievement of sustainable development.

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

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

Gatwick Diamond Local Strategic Statement

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

2.35 The Statement is structured around eight central themes:

- *A flourishing and competitive knowledge based economy with high levels of entrepreneurship, providing sustainable employment and operating in an environment which enables the diamond to be recognised, nationally and internationally, as one of the top locations for businesses*
- *Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond*
- *Towns and villages which retain their individual character whilst responding to the demographic and economic needs for new housing and providing a sustainable environment for local communities to live and work in*
- *Regeneration of areas which need change and improvement to meet modern expectations*

- *A sustainable transport system which gives good access to Gatwick Airport, the main centres of employment and the larger town centres*
- *Access to superfast broadband throughout the Diamond*
- *An attractive rural environment which complements the towns and villages and which is readily accessible to those who live and work in the larger towns*
- *An overarching determination that development is sustainable and that the carbon footprint of the Diamond is reduced.*

Corporate Plan

2.36 Crawley's current Corporate Plan, sets the five-year priorities for the council over the period 2010 – 2015. The Plan identifies four themes, within which are 10 priorities for the council:

Prosperity

1. To encourage sustainable local economic growth and employment with a focus on enhancing the potential of our principle business centres – Gatwick Airport, Manor Royal and the town centre. We will also seek out opportunities for drawing new elements into our economy to broaden the contribution to, and potential for, Crawley's future prosperity. These actions will be supported by efforts to raise the aspirations and skills of local people and nurture an enterprise culture.
2. To identify additional financial resources and to improve the delivery of our capital investment in Crawley. This will include reducing the likelihood of flooding; completing the 'decent homes' works to improve the quality of the council's own housing and delivering a new museum that celebrates our heritage.

Community

3. To create a confident and self-reliant community capable of championing neighbourhood issues that embrace pride of place. To build trust and respect throughout our increasingly diverse community, and to develop a clearer sense of local identity.
4. To reduce crime, disorder and anti-social behaviour and to build greater public confidence in our ability to deliver this reduction with our partners.
5. To work with partners to improve the health and well-being of our community in a way that focuses on reducing health inequalities and recognises the needs of the increasingly elderly population.
6. To maintain the high quality leisure, cultural and sport facilities and activities that enhance residents' quality of life.

Environment

7. To enhance the quality of the built and natural environment and meet Crawley's housing needs and aspirations.
8. To protect and enhance our environment by reducing the council's and the town's carbon footprint. Key actions will include minimising waste and improving recycling rates and keeping the streets, parks and other public open spaces clean and attractive.

Value for money

9. To deliver high quality services at the lowest possible cost to our residents.
10. To deliver a budget strategy that directs financial resources to priorities, balances the revenue budget with no reliance on reserves, frees up investment income for capital investment and minimises the burden on the council taxpayer.

Crawley Economic Plan

2.37 Crawley's Economic Plan (2011-16): "In Support of Prosperity" has been adopted by the council, setting out the council's vision, role and purpose to

support the local economy. It is intended to be a short-term plan, focused on the next few years, with a range of priority areas and activities which the council has a role in delivering.

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

Neighbourhood Plans

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

Carbon Neutral Commitment

- 2.40 The Crawley Carbon and Waste Reduction Strategy (adopted 2012) aims to make Crawley carbon neutral and zero waste by 2050, by focusing on the council:
- being a role model for sustainability within its own buildings and in its service delivery; and
 - working in partnership to help residents and other organisations to limit their own carbon emissions and waste.
- 2.41 The key strategic objectives and aims which are related to the planning system and the priorities and policies in the Local Plan are as follows:
- Low carbon, decentralised energy network for the Town:
 - work in partnership with energy service companies, property owners and other partners with the aim of delivering combined heat and power schemes where possible.
 - Promote sustainable housing and transport within Crawley:
 - Investigate Green Deal opportunities, in partnership with West Sussex County Council;
 - Set an example with our own social housing stock;
 - Significantly increase the number of residents cycling.

Sustainable Development

Presumption in Favour of Sustainable Development

3.1 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development²³, and sets out the planning system's role in supporting the three dimensions of sustainable development:

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

Policy SD1: Presumption in Favour of Sustainable Development

In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.

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

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

1. Progress towards Crawley's commitment to being carbon neutral by 2050 and adapts to climate change;
2. Complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel;
3. Respects the heritage of the borough;
4. Protects, enhances and creates opportunities for Crawley's unique Green Infrastructure;
5. Provides a safe and secure environment for its residents and visitors;
6. Provides for the social and economic needs of Crawley's current and future population; and
7. Accords with the policies and objectives set out in this Plan unless material

²³ Paragraph 6, National Planning Policy Framework, DCLG (2012)

considerations indicate otherwise.

Reasoned Justification:

- 3.2 *Taken as a whole, the principles and policies set out in this Local Plan for Crawley will deliver the sustainable development of the town and will guide development proposals to meet the long-term vision as well as maximising short-term benefits. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that guide how the presumption should be applied locally.*
- 3.3 *This must be achieved having regard to the limited availability of developable land in Crawley, which is a result of the borough's tight administrative borough boundary and the requirement to safeguard a significant amount of land within the north of the borough for a possible second runway. This means that the Local Plan must strike a considered balance between conflicting demands to meet Crawley's significant housing, employment, and open space needs in a sustainable manner. To ensure this is the case Policy SD1 provides the overarching principles on meeting the presumption in favour of sustainable development.*
- 3.4 *In accordance with the NPPF the presumption in favour of sustainable development applies unless specific policies indicate development should be restricted. Those sites with strongest weight against development will include land designated as Local Green Space, Area of Outstanding Natural Beauty, designated heritage assets (including Listed Buildings, Conservation Areas and Scheduled Ancient Monuments), locations at risk of flooding²⁴ and areas of Ancient Woodland²⁵. Other constraints which have been locally assessed within Crawley include areas subject to unacceptable levels of noise, particularly from aircraft; historic parks and gardens; Sites of Nature Conservation Importance; and open space which has not been identified as surplus to open space requirements. Development within these locations will be considered carefully against the reasons for their designation and will only be approved if mitigation measures can adequately reduce the negative impacts of development.*
- 3.5 *To ensure development is truly sustainable and supports the needs of economic growth within such a constrained and tightly drawn urban borough, it is essential for Crawley to be considered in its wider geographical context, including its housing market and travel to work areas, rather than restricted to its administrative boundaries, and for continued cooperative working to ensure the most appropriate balance is struck. As part of this commitment, the review of the Gatwick Diamond Local Strategic Statement to understand the emerging future needs of London and the Coastal Sussex areas, will ensure development within Crawley contributes to the wider priorities of the area and helps to deliver the necessary sustainable economic growth.*

²⁴ National Planning Policy Framework, paragraph 14 and footnote 9 (DCLG, 2012)

²⁵ National Planning Policy Framework, paragraph 118, bullet point 6 (DCLG, 2012)

Character

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

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

- 4.1 Crawley is known chiefly as a New Town, but has in fact, existed as a settlement for centuries, growing up around the original villages of Crawley, Ifield, and Three Bridges. Being awarded New Town status in 1947 accelerated the town's expansion; and the town has subsequently been planned and developed on a neighbourhood-by-neighbourhood basis, supported by economic growth at Manor Royal, Gatwick Airport and in the town centre. The New Towns Act provided that when a new town was judged to be substantially complete, its development corporation would be wound up. In Crawley this stage was reached in 1962 although four additional neighbourhoods have been added since then and two more are under construction/planning.
- 4.2 The neighbourhoods are a key feature of Crawley's character; with each of the town's 13 neighbourhoods having been designed to ensure sufficient facilities and services are in place to support the day-to-day needs of residents. The neighbourhood principle is still relevant today, and two new neighbourhoods have planning permission and are being progressed at Kilnwood Vale to the west of Crawley, and in the area known as Forge Wood (North East Sector).
- 4.3 The green landscaping in and around the built environment is also a key part of Crawley's New Town character; as is the setting of the town, with a clear distinction between the urban area and countryside providing a sense of place for residents and visitors and ensuring accessible countryside remains within easy reach by foot.
- 4.4 Many historic elements of the original built environment have been retained as the town has grown, leading it to be included in the joint English Heritage, West and East Sussex County Councils' Extensive Urban Survey project (EUS). These elements blend with the original New Town architecture and more modern design to contribute to Crawley's unique character.

Chapter Content

- 4.5 This chapter sets out policies to guide the relationship between development proposals and key elements of Crawley's character.
- 4.6 It covers design criteria expected for all new development, general planning policy considerations for development outside the built up area boundary and heritage policies.

The Key Issues

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

Neighbourhoods

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

Design

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

Countryside

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

Heritage

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

Local Plan Policies

Neighbourhood Principle

- 4.12 Crawley was designated a New Town in 1947 and incorporated the settlements of Crawley, Ifield and Three Bridges. Minoprio's masterplan phased the development of the town through the addition of complete neighbourhoods,

each with good access to its own centre offering local shops, services and community facilities. The relatively small size of each neighbourhood was intended to help build the new communities, achieve closer integration and provide greater accessibility to the neighbourhood centres.

Policy CH1: Neighbourhood Principle

The neighbourhood principle will be protected and enhanced by:

- a) maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features. Development within the neighbourhoods should mainly be residential, in-keeping with the existing neighbourhood. Mixed use and higher density development may be compatible with the existing structure of the neighbourhood, particularly if it is situated in sustainable locations such as their neighbourhood centres; and
- b) ensuring the neighbourhood centres remain the focal point for the local community, providing facilities that meet their day-to-day needs within walking distance; and
- c) encouraging development unless it would result in local facilities and services which help meet the day-to-day needs of residents being lost.

Reasoned Justification

4.13 *The NPPF places a particular onus on the promotion of healthy and inclusive communities. Attention is drawn to the role that planning can play in bringing people together, promoting sustainable development, and taking an integrated approach to the location of housing, economic uses, and community services and facilities. The neighbourhood principle continues to represent the most sustainable approach to meeting these objectives.*

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

Urban Design Principles

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

Policy CH2: Principles of Good Urban Design

To assist in the creation, retention or enhancement of successful places in Crawley, new development proposals will be required to:

- a) respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets;
- b) create continuous frontages onto streets and spaces enclosed by development

which clearly defines private and public areas;

- c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people;
- d) make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks;
- e) provide recognisable routes, intersections and landmarks to help people find their way around;
- f) consider flexible development forms that can respond to changing social, technological and economic conditions; and
- g) provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

Applications must include information that demonstrates that these principles would be achieved through the proposed development.

Reasoned Justification

4.16 *High quality design is a key contributor to the delivery of sustainable development. In 2010, the borough council completed a broad character assessment of the town to help define its sense of place and this should be considered to inform the design of development proposals.*

4.17 *The assessment identified broad character areas and positive features that should be protected and enhanced, including the green setting of the town and the quality of particular buildings and views. The assessment used key urban design principles to assess the quality of areas drawn from the DETR publication "By Design – Urban Design and the Planning System". One of the objectives of "By Design" is to remind all those involved in the development process about what is required to create successful places.*

The Normal Requirements of All New Development

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

Policy CH3: Normal Requirements of All New Development

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

- a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context and demonstrate how attractive or important features which make a positive contribution to the area would be integrated, protected and enhanced. These features include: views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings;
- b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Proposals must be supported by a future management and maintenance plan for all shared hard and soft landscaping, semi public or semi private areas to ensure these areas become well-established. Contributions towards streetscene

improvements, public art and CCTV will be sought in accordance with council guidance;

- c) Provide or retain a good standard of amenity for all existing and future occupants of land and buildings, including compliance with internal and external standards for new dwellings as set out in Policy CH5, and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity, for example noise, smells and/or vibration;
- d) Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not be overshadowed by tree canopies; and proposals should ensure that rooms within buildings would receive adequate daylight. Where a new development is proposed or where trees would be lost to development, tree planting should accord with the standards set out in Policy CH6;
- e) Demonstrate how “Secure by Design” principles and guidance set out in “Secured by Design” design guide (as amended) have been incorporated into new development proposals to reduce crime, the fear of crime, anti-social behaviour and disorder. For all development, the potential impact on community safety must be carefully considered at the earliest opportunity to ensure that measures are integrated into proposals without compromising other objectives;
- f) Meet the requirements necessary for their safe and proper use, in particular with regard to access, circulation and manoeuvring, vehicle and cycle parking, loading and unloading, and the storage and collection of waste/recycling; and
- g) In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.

Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions, Conservation Area Appraisals, the Manor Royal SPD, and advice on signs and advertisements.

Reasoned Justification

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

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

4.21 *Community safety is an important issue in the borough and in determining whether a place is an attractive location in which to live, work or to visit. The*

fear or perception of crime, anti-social behaviour is also socially damaging and detrimental to the local economy. The design, location, use or change of use and operation of a wide range of proposals can make a significant contribution to community safety. The application of Secured by Design have been proven to achieve a significant reduction of crime risk by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space.

- 4.22 *The Policy also seeks to ensure that development schemes identify and take account of existing landscape assets that are a positive element for the character of the town, and that landscape proposals are not dealt with as an afterthought but are progressed as an integral part of the design of the scheme. All new proposals should be mindful of the long-term future management and maintenance requirements for the development scheme and address responsibilities for this as part of any planning application. To ensure high quality public realm across the borough, irrespective of the intended management responsibility, all sites should meet standards set by the Local Authority for the purposes of their adoption as part of its amenity maintenance role. Local Authority standards will be provided to support development schemes and the preparation of management and maintenance plans.*
- 4.23 *This Policy will also ensure that retained trees that make a contribution to the streetscene are not at risk of being removed because they significantly reduce the usability of new gardens for residents or because new buildings are placed in close proximity. Tree losses through development that are accepted by the local planning authority should be mitigated by new planting.*
- 4.24 *Public art can highlight what is special or locally distinctive about an area and create cultural assets that help in the creation of interesting streets and spaces. These can add to the enjoyment of an area or help people to navigate the locality. Attractive streets and spaces can encourage other forms of investment and patronage by customers.*
- 4.25 *New development will be used in particular centres to achieve environmental and regeneration objectives. All new development, including new or altered shop fronts and advertisements, should be of a high quality standard of design and reinforce the impact of improvement initiatives.*

Comprehensive Development

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

Policy CH4: Comprehensive Development and Efficient Use of Land

Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.

Reasoned Justification

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

Standards for New Housing Development

4.28 Crawley has a reputation for providing good quality housing. This contributes to residents' quality of life and also to the character and identity of the town. Inadequate dwellings make it difficult for residents to undertake their day-to-day living activities or adapt their homes to address changes in circumstance and can cause problems for neighbours through disturbance or a lack of privacy.

4.29 Internal and external space standards have been successfully applied to new housing developments in the borough over the last twenty years. The internal space standards set out in the Plan were adopted within the Mayor of London's Housing Supplementary Planning Guidance (November 2012) and take account of how the space in various rooms will be used, particularly focusing on the functionality of the key areas of the dwelling from the residents' perspective. The external private amenity space standards are based on an assessment of the space required for normal garden activities and use.

Policy CH5: Standards for All New Dwellings (including conversions)

All new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of the Lifetime Homes Standards. The minimum size for each dwelling should be based on the following internal and external space standards.

| Minimum floorspace standards for all new dwellings (GIA sqm) | | | | |
|--|--------------------|----------|----------|----------|
| Occupancy | Number of Bedrooms | 1 Storey | 2 Storey | 3 Storey |
| 1 person (a) | 1 | 37 | | |
| 1 person (b) | 1 | 39 | | |
| 2 person | 1 | 50 | 61 | |
| 3 person | 2 | 61 | 74 | |
| 4 person | 2 | 70 | 83 | |
| | 3 | 74 | 87 | 93 |
| 5 person | 3 | 86 | 96 | 102 |
| | 4 | 90 | 100 | 106 |
| 6 person | 3 | 95 | 105 | 111 |
| | 4 | 99 | 107 | 113 |
| | 5 | 103 | 113 | 119 |
| 7 person | 4 | 108 | 118 | 124 |
| | 5 | 112 | 122 | 128 |
| | 6 | 116 | 126 | 132 |
| 8 person | 4 | 117 | 127 | 133 |
| | 5 | 121 | 131 | 137 |
| | 6 | 125 | 135 | 141 |
| | 7 | 129 | 139 | 145 |
| 9 person | 5 | 130 | 140 | 146 |
| | 6 | 134 | 144 | 150 |
| | 7 | 138 | 148 | 154 |
| 10 person | 5 | 139 | 149 | 155 |
| | 6 | 143 | 153 | 159 |
| | 7 | 147 | 157 | 163 |

Notes:

1. Minimum bedroom sizes: 8sqm for single, 12sqm for twin or double
2. 1 person (a): with shower room
1 person (b): with bathroom
3. For en-suite add 3sqm or additional bathroom add 5sqm
4. Built-in general internal storage, free of obstructions with a minimum internal height of 2m - for 1 and 2 person dwellings a minimum area of 1.5sqm plus 0.5sqm for each additional occupant.
5. GIA (gross internal floor area) should be measured in accordance with the RICS Code of Measuring Practice 6th Edition 2007. Areas with headroom of less than 1.5m are excluded from the GIA.

| External Private Amenity Space Standards | | |
|--|--|-------|
| Dwelling for 1 or 2 occupants | | 45sqm |
| Dwelling for 3 occupants | | 60sqm |
| Dwelling for 4 occupants | | 75sqm |
| Dwelling for 5 or 6 occupants | | 90sqm |
| For each additional occupant | | +5sqm |

Notes:

1. A minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, should be provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant.
2. For flatted developments, a useable private or semi-private outdoor space should be provided for residents, particularly where dwellings with 2 or more bedrooms are proposed as these could accommodate small families with children

Reasoned Justification

- 4.30 *Individuals need sufficient private space to undertake the normal functions of living together including recreational activities. Sufficient space is also required to protect the amenities of neighbours and to enable private gardens to contribute positively to the character and appearance of the area. The internal and external space standards are based on the designed level of occupancy as the number of occupants will fluctuate over the life of the dwelling. The intention is to impede the development of and cumulative effects of unsuitable homes. Designers will be able to respond to market demands in terms of how the space is used or whether higher standards are required for commercial reasons, for example to accommodate en-suite bathrooms.*
- 4.31 *The minimum size for each dwelling is net space including the area enclosed by unfinished faces of walls of dwellings including space taken by stairs, general storage space, partitions, chimney breasts, flues etc. but excluding garages, dustbin, fuel and bicycle stores, balconies, porches and lobbies open to the air, areas within any room with ceilings less than 1.5 metres high and any area intended to function as an access way.*

Tree Planting and Replacement Standards

- 4.32 Trees make an important contribution to the character and appearance of the borough and are beneficial in other ways including supporting biodiversity. New development should retain individual specimens or groups of trees that make a positive contribution to visual amenity. Additional tree planting will also be required to mitigate the visual impact of the intensification of buildings, hard surfacing parking and boundary treatments.

Policy CH6: Tree Planting and Replacement Standards

Landscape proposals for new residential development should contribute to the character and appearance of the town by including at least one new tree for each new house. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and mitigate for the visual impact resulting from the loss of the tree canopies.

Proposals must demonstrate that the number of replacements accords with the following requirements:

| Trunk diameter of each tree (measured in cms at 1.5m above ground level) to be removed: | No. of replacement trees required (all must be 16-18cm diameter measured at 1.5m above ground level) |
|---|--|
| Less than 19.9 | 1 |
| 20 – 29.9 | 2 |
| 30 – 39.9 | 3 |
| 40 – 49.9 | 4 |
| 50 – 59.9 | 5 |
| 60 – 69.9 | 6 |
| 70 – 79.9 | 7 |
| 80+ | 8 |

The additional and replacement tree planting requirements would normally be expected to be met within the development site. Where the local planning authority agrees that this is not feasible or desirable, commuted sums will be sought in lieu on a per tree basis, taking account of constraints to planting. The approach would enable the green character and appearance of the borough to be maintained through tree planting on appropriate and available land.

The Manor Royal Design Guide SPD sets out tree planting requirements for sites in Manor Royal.

Reasoned Justification

- 4.33 *Trees make urban areas pleasant places in which to live and work and improve quality of life. The government is looking to highlight the main barriers and drivers to both planting new trees and retaining existing ones in urban areas. Trees are an important part of the character and infrastructure of the borough and the Local Plan seeks to secure more trees of better quality and longevity, particularly within the urban area. All of the tree cover within the borough is considered an urban forest, irrespective of the use of the land on which the trees are growing.*
- 4.34 *A significant loss is incurred even when a new tree is planted to replace an older one that has been felled. Depending on the species, it takes between 15 and 40 years for a tree to grow a sufficiently large canopy to deliver meaningful aesthetic, air pollution removal, rainwater management and other benefits. In terms of biodiversity, the older the tree the richer the wildlife that it supports. To ensure that adequate compensation is delivered the girth measurement is used as a basis for the number of replacement trees that would achieve a similar canopy cover. The policy ensures that the green character and appearance of the borough is maintained.*
- 4.35 *The cost of off-site planting by the borough council, in lieu of provision on site will be based on the cost of a sixteen to eighteen centimetre girth tree measured at 1.5m off the ground, planting, sundries and watering over a five year period to ensure that the tree becomes established. Where tree planting will occur within a hard paved area, the additional cost of construction a tree pit must be funded.*

Structural Landscaping

- 4.36 *Crawley's green appearance is derived from historic landscape features combined with more recent additions attributable to the New Town masterplan and subsequent development. These features include large parks, open spaces, woods and woodland corridors, the cumulative impact of individual trees, wide verges, lakes and water courses, remnant moats, and former estate gardens that provide a distinctive and characterful quality to the town. Structural*

landscaping can be attractive in its own right or form a backcloth. Areas of soft landscape can also form part of the structure of the borough or act as a visual buffer, perhaps shielding unattractive areas from view or softening the impact of major roads. New development proposals should identify and protect existing assets and exploit opportunities that will enhance the landscape quality of the area.

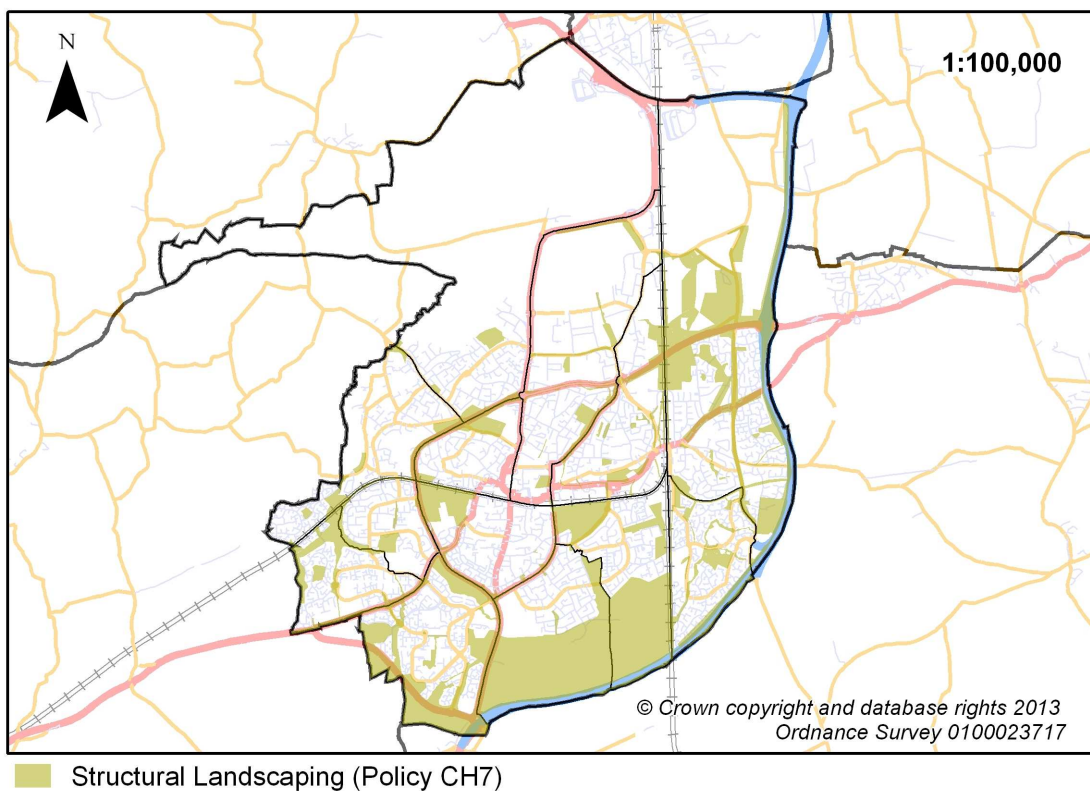
Policy CH7: Structural Landscaping

Areas of soft landscape that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, to the town and its neighbourhoods have been identified on the Local Plan Map. All development proposals will be required to protect and/or enhance areas of structural landscaping and to demonstrate the visual impact of the proposals on these areas as part of the planning application submission.

Where limited or weak structural landscaping can be identified as a negative factor in the attractiveness of an area, opportunities will be sought to deliver enhancements as part of new development proposals.

Reasoned Justification

4.37 *This Policy seeks to ensure that development schemes identify and take account of existing structural landscape assets which are a positive element of the character of the town. The Policy also seeks to ensure that impacts on structural landscaping assets are not dealt with as an afterthought, but progressed as an integral part of the design of the scheme, including opportunities for improvements.*



Important Views

4.38 The borough of Crawley straddles the Low Weald and the High Weald National Landscape Character Areas, as defined by Natural England. A key characteristic of the High Weald is a well-wooded landscape rising above the Low Weald. The changes in levels, which can be as much as 75 metres, allow there to be views from lower lying areas to higher, wooded land along the southern edge of the borough and views from higher land across the borough. Studies, including the Crawley Baseline Character Assessment (2009), have identified the key views in the borough.

Policy CH8: Important Views

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

Linear contained views

The robust tree planting that contains the views is essential to their quality and must be protected and/or enhanced. All new buildings, structures, signs and advertisements, parked vehicles and hard surfaced areas must therefore be well-screened by trees and other soft landscaping. Development proposals at the end of the view corridor must demonstrate that the view would be protected and/or enhanced.

The Boulevard view lies between the Morrisons supermarket and the Central Sussex College Tower. Any proposals in the area will be required to retain or enhance the vista or to replace it with public realm of equal or greater townscape value.

Long distance views

The points from which the view can be enjoyed must remain unobstructed by new development in the foreground. Where the view is to an identified feature, new development is required to protect and/or enhance this feature.

The visual impact of proposals affecting Important Views must be clearly and accurately demonstrated as part of the planning application submission, for example through the use of verified view montages and cross sections.

Reasoned Justification

4.39 *The borough council has identified a number of important views which can be enjoyed from a publicly accessible viewpoint. These enable the viewer to appreciate an attractive or interesting view of areas of the borough that may include landscape features or built landmarks.*

4.40 *The location of viewpoints and the general direction of the view are identified on the Local Plan Map.*

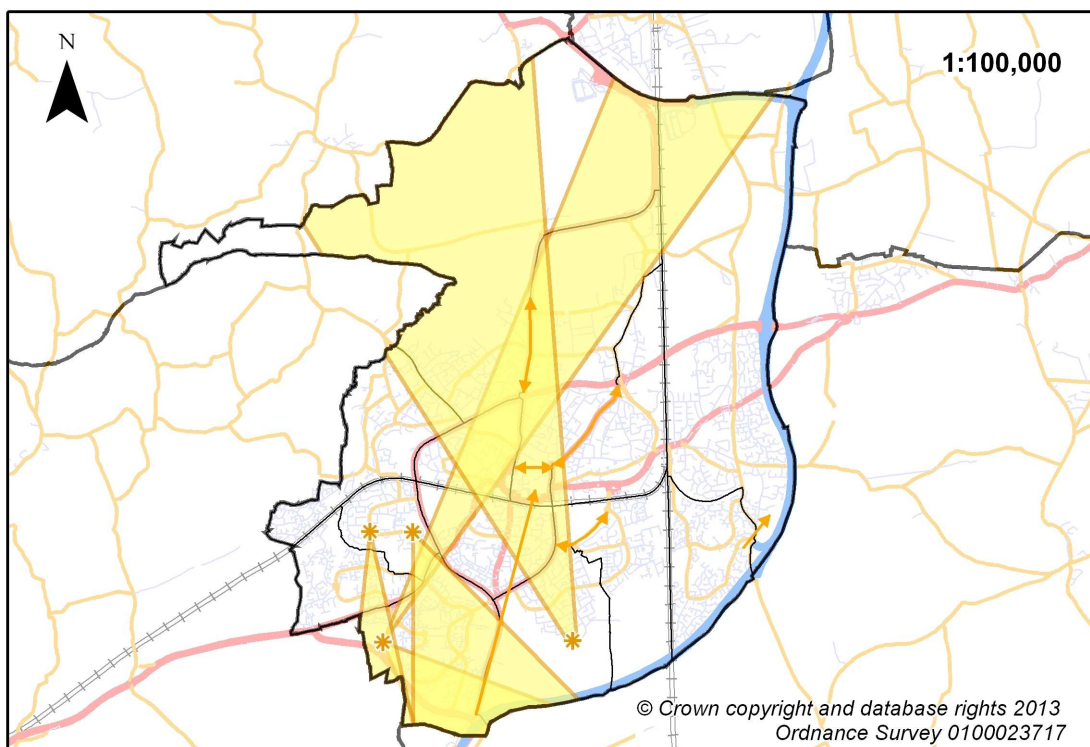
Linear Contained Views

- *The Boulevard*
View between the western side of High Street to the Central Sussex College tower on the eastern side of College Road, enclosed by trees and buildings.
- *Brighton Road*
View from A23/A264 junction, northwards along Brighton Road, to the town centre. The view is contained by trees between the A23/A264 junction and the football stadium/K2 Crawley leisure centre.

- **Hawth Avenue**
View in two directions, enclosed by trees. Any redevelopment proposals on Russell Way have the potential to terminate the view from the north eastern end of Hawth Avenue, at the junction with Weald Drive.
- **Northgate Avenue**
View in both directions between Northgate Roundabout and Central Sussex College, enclosed by trees.

Long Distance Views

- **Buckswood Drive**
Panoramic views, from vicinity of the northern junction with Kingscote Hill, to the south-east across trees associated with Broadfield Brook and adjacent open space to wooded areas east of Brighton Road and within Tilgate Park.
- **Gossops Drive**
Long distance view southwards from Gossops Drive, between Cobnor Close and Eden Road, to the part of Target Hill that lies within the borough boundary.
- **Target Hill**
Views from south-eastern side of the hill, from the vicinity of the junction of Hobbs Road and Edrich Road, to the north-east over the Broadfield Mosque, across the borough to distant hills, and to the south east over the wooded areas associated with Creasey's Brook, the Eddington Hill area and the portion of Pease Pottage Forest and the AONB that lie within the district.
- **Tilgate Park**
Long distance views, northwards from the country park car park and the adjacent area of open space to the north, across Tilgate, Southgate and the town centre and beyond to Leith Hill, Box Hill and Colley Hill.



- * Long Distance Viewpoint (Policy CH8)
- ↔ Linear Contained Views (Policy CH8)
- Long Distance View Splay (Policy CH8)

- 4.41 *The designation would not duplicate protection afforded to Listed Buildings or Conservation Areas. Important but more localised views and landmarks, i.e. less than approximately 200m, will be identified, protected and enhanced through Conservation Area, Area of Special Local Character or Locally Listed Building assessments. A number of the important landmarks in the borough are Listed Buildings and some are located within Conservation Areas, including St. Margaret's Church, Ifield; St. Nicholas Church, Pound Hill; and the Church of St. John the Baptist near High Street, Northgate. These buildings are subject to national regulatory and policy controls which include requirements to protect their settings.*
- 4.42 *The views identified within Manor Royal will be protected and/or enhanced via development undertaken in accordance with guidance contained in the Manor Royal Design Guide SPD and through any works undertaken in accordance with the Manor Royal Public Realm Strategy.*

Development Outside the Built-Up Area

- 4.43 It is important that a vibrant multifunctional landscape around Crawley is encouraged, maximising its contribution to people's quality of life, the natural environment and the economy. The Crawley Borough Council Landscape Character Assessment has been used to set the criteria based policies which encourage proposals that respect the character and role of different areas. Policy EC9 of the Local Plan encourages small-scale economic development beyond the Built-Up Area Boundary.

Policy CH9: Development Outside the Built-Up Area

To ensure that Crawley's compact nature and attractive setting is maintained, development should:

- i. Be grouped where possible with existing buildings to minimise impact on visual amenity;
- ii. Be located to avoid the loss of important on-site views and off-site views towards important landscape features;
- iii. Reflect local character and distinctiveness in terms of form, height, scale, plot shape and size, elevations, roofline and pitch, overall colour, texture and boundary treatment (walls, hedges, fences and gates);
- iv. Minimise the impact of lighting to avoid blurring the distinction between urban and rural areas and in areas which are intrinsically dark to avoid light pollution to the night sky;
- v. Ensure the building and any outdoor storage and parking areas are not visually prominent in the landscape;
- vi. Does not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value;
- vii. Does not generate traffic of a type or amount inappropriate to the rural roads; and
- viii. Does not introduce a use which by virtue of its operation is not compatible with the countryside.

Where harm to the landscape character cannot be avoided appropriate mitigation, and as a last resort, compensation, will be required as part of a planning application. Applicants are advised to consider the enhancement opportunities identified in the Crawley Borough Council Landscape Character Assessment.

In addition to the above, all proposals must recognise the individual character and

distinctiveness, and the role of the landscape character area or edge in which it is proposed as set out in the Crawley Borough Council Landscape Character Assessment and below:

North East Crawley High Woodland Fringes

Proposals which do not create or are able to adequately mitigate visual/noise intrusion are generally supported. This area has an important role in maintaining the separation of the distinct identities of Gatwick Airport, Crawley and Horley.

Upper Mole Farmlands Rural Fringe

Proposals which do not create or are able to adequately mitigate visual/noise intrusion are generally supported. This area has an important role in maintaining the separation of the distinct identity of Gatwick Airport from Crawley and the valuable recreational links from the northern neighbourhoods of Crawley into the countryside.

West of Ifield Rural Fringe

Proposals which respect this area of locally special rural fringe, its nature conservation and recreation value, its positive relationship with the urban edge and links to the wider countryside will be encouraged.

West of Gossops Green/Bewbush Rural Fringe

The green infrastructure along Bewbush Brook and Spruce Hill Brook is of high value and should be protected and linked to green infrastructure in the new neighbourhood, Kilnwood Vale and where other opportunities arise.

South of Broadfield into Buchan Hill Forest and Fringes

The green fingers and local nature reserve will be conserved as they provide existing green infrastructure links with potential for improvement to accessing the countryside and wildlife corridors. The area is valued for its quiet recreational opportunities which should be maintained. Proposals should not conflict with the High Weald AONB Management Plan objectives.

Tilgate/Worth Forest and Fringes

Proposals within Tilgate Country Park and Worth Conservation Area/Worth Way SNCI should conserve their high landscape value and potential for improved green infrastructure links to other areas.

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

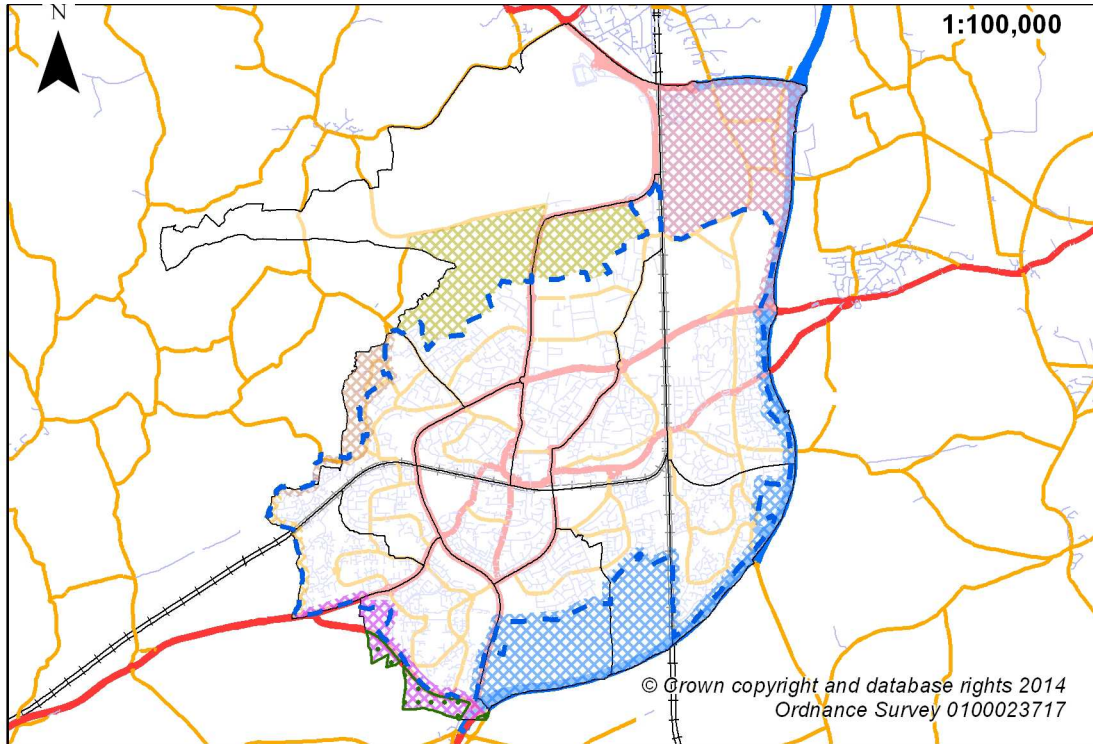
Proposals which alter the overall character of the area must demonstrate that the need for the development clearly outweighs the impact on landscape character and is in accordance with national and local policy. Mitigation and/or compensation will be sought in such cases where this can be proven.

Reasoned Justification

4.44 *The NPPF requires planning authorities to set criteria based policies against which proposals for any development within or affecting landscape areas will be judged.*

4.45 *Beyond the Built-Up Area Boundary lays the urban/rural fringe which forms an important setting for the town. Rural fringe areas require a policy approach which respects their unique character and role whilst also encouraging sustainable development. To achieve this, a well designed approach to the*

urban/rural fringe is required, which relates development at the periphery to its rural setting, maintaining the character of Crawley as a compact town with good access to the countryside. With the exception of properly planned urban extensions, the rural fringe becoming incrementally more suburban in nature would conflict with the overarching principles on meeting the presumption in favour of sustainable development (Policy SD1: Presumption in Favour of Sustainable Development) and will be resisted.



-  Built-Up Area Boundary (Policy CH9)
-  High Weald Area of Outstanding Natural Beauty (Policy CH10)
-  Bewbush Rural Fringe (Policy CH9)
-  North East Crawley Rural Fringe (Policy CH9)
-  South of Broadfield Rural Fringe (Policy CH9)
-  Tilgate/Worth Forest Rural Fringe (Policy CH9)
-  Upper Mole Farmlands Rural Fringe (Policy CH9)
-  West of Ifield Rural Fringe (Policy CH9)

High Weald Area of Outstanding Natural Beauty

4.46 The High Weald Area of Outstanding Natural Beauty is a nationally important landscape where great weight should be given to conserving the landscape and scenic beauty of the designation. A small area of the AONB lies within the southern boundary of the borough.

Policy CH10: High Weald Area of Outstanding Natural Beauty

The council will conserve and enhance the natural beauty and setting of the High Weald AONB by having particular regard to the High Weald AONB Management

Plan in determining development proposals affecting the AONB.

Reasoned Justification

- 4.47 *The borough council has a statutory duty to conserve and enhance the natural beauty of the High Weald AONB.*
- 4.48 *A small area to the south of the borough forms part of the AONB; proposals for which will be judged against the guidelines and advice of the High Weald AONB Management Plan. The plan provides a transparent and accessible means by which the council can ensure that it is exercising its duty to have regard to the purposes of designation²⁶ and providing a guide for everyone involved with the actions they can take to care for the area.*

Rights of Way and Access to the Countryside

- 4.49 In order to ensure that public access to the countryside and the urban network of rights of way is maintained and enhanced, the borough council as a local planning authority will protect public rights of way including footpaths, bridleways, byways and unclassified country roads.

Policy CH11: Rights of Way and Access to the Countryside

Unless it can be clearly shown that a Public Right of Way is unnecessary or not needed, proposals which result in the loss of a public right of way must ensure re-provision of equal or better value.

Proposals which detract from the character of a right of way or other type of recreational route must adequately mitigate the impacts or provide a new resource of equal or better value if this is not possible.

This may include:

- i) the provision of safe and convenient links to nearby rights of way/recreational routes; and/or
- ii) new or upgraded existing rights of way to multi-functional routes to create benefits for a range of users.

Reasoned Justification

- 4.50 *The NPPF requires local planning authorities to protect and enhance public rights of way and seek opportunities to provide better facilities for users.*
- 4.51 *The footpath, cycle and bridleway links within and between neighbourhoods and from the town into the wider countryside form an important recreational role for the borough's residents and visitors. The importance of access to the countryside and the need to improve it is emphasised in the West Sussex Rights of Way Improvement Plan and accompanying Project List. Although predominantly used for leisure activities, the public rights of way network can also provide valuable intra-urban movements and schemes should also take full account of any existing public rights of way within the borough.*

Crawley's Heritage Assets

- 4.52 Crawley's history can be traced as far back as the Stone (Neolithic) Age, with flint tools and burial mounds and later a Bronze Age sword found in the area. Iron Age forts were established to extract ore in the areas now covered by

²⁶ Section 85, Countryside and Rights of Way Act 2000

Broadfield, Bewbush and Southgate and an Iron Age camp was once on the site of Goffs Park.

- 4.53 The town itself is a mixture of three parishes, including Ifield and part of Worth, both of which are mentioned in the Domesday Book of 1086. Crawley's oldest building, Worth Church, originates from Saxon times. The first mention of Crawley comes from 1203, when a licence to hold a weekly market was granted.
- 4.54 In 1946, the New Towns Act was passed; Crawley was one of eight New Towns selected to provide work and home away from the overcrowded capital. Crawley New Town was built around the three original settlements of Three Bridges, Crawley and Ifield based on the Minoprio masterplan. This has resulted in a borough with a rich and diverse array of heritage assets from Grade I listed structures hundreds of years old to excellent examples of New Town architecture and planning.
- 4.55 Heritage makes a positive contribution to the local character of an area and helps define what makes Crawley distinctive. It is therefore a priority for development to ensure that it respects all aspects of the town's built and natural heritage. The policies set out below relate to a number of separate but interrelated designations to protect and enhance the borough's historic assets.
- 4.56 The council adopted a Heritage Strategy in 2008 and considerable work has been undertaken since to identify and protect the locally distinctive built and natural heritage assets in the borough that may not be designated nationally. The Heritage Strategy highlights the importance of Crawley's social heritage, linking residents' experiences of living and working in the town with the built and natural environment.

Policy CH12: Heritage Assets

All development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.

Where a development affects a heritage asset or the setting of a heritage asset, a Heritage Impact Assessment will be required. This should describe the significance of any heritage assets affected and the contribution made by their setting, the impact of the development, and any measures adopted to ensure the heritage asset is conserved, protected or enhanced or, for exceptionally significant development, relocated.

If in exceptional circumstances, a heritage asset is considered to be suitable for loss or replacement, proposals will need to demonstrate how they have recorded the heritage asset to a minimum of English Heritage recording Level 2, or higher if specified by the council, and demonstrate that the site is essential to the development's success. Applicants are also required to notify any relevant parties including English Heritage and submit their recording to the Historic Environment Record (HER).

Applicants should demonstrate that the benefits of the entire scheme outweigh the loss of the asset and that any replacement scheme is of equal quality in terms of its design.

Reasoned Justification

- 4.57 *To help inform the council's heritage policy approach, the Crawley Areas of Special Environmental Quality and Locally Listed Buildings Heritage Assessment (April 2010) undertakes a comprehensive assessment of the town's heritage assets to review the status of current Conservation Areas, Areas of Special Environmental Quality (ASEQ's) now known as ASLC's, Listed Building and Locally Listed Building designations. Its findings form a key aspect of the Local Plan evidence base, and its findings in addition to other relevant policy documentation, should be considered in the application of heritage policies.*
- 4.58 *Recording any heritage assets to a minimum of English Heritage Level 2²⁷ will ensure that a descriptive record of all heritage assets are maintained in the HER. This will in turn inform future proposals affecting heritage assets in line with the NPPF.*
- 4.59 *As heritage assets within the borough are a limited and finite resource, development proposals must show through a Heritage Impact Assessment (HIA) how they preserve and enhance the asset. In the case of exceptionally significant development, the asset is relocated as part of the development proposals. In exceptional circumstances when the asset is to be lost, it must be appropriately recorded and replaced with high quality development.*

Conservation Areas

- 4.60 In a Conservation Area, every building matters as well as the streets, public spaces and gardens between them – with each feature contributing to the unique character of the area. By understanding what gives each Conservation Area its special architectural or historic interest, we ensure that the special character and appearance of the area is preserved and enhanced. This is done with the use of additional controls over what can be done to buildings, trees and the overall appearance of the area.
- 4.61 The special character of these areas does not come from the quality of their buildings alone, but also from the historic layout of roads, paths and boundaries; characteristic building and paving materials; a particular 'mix' of building uses; public and private spaces – such as gardens, parks and greens; and trees and street furniture. Conservation Areas give wider protection to the area and setting, rather than focusing solely on individual buildings – all of the features within the area should be recognised as part of its character.

Policy CH13: Conservation Areas

All development within a Conservation Area should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area.

All development within a Conservation Area should demonstrate, as part of the Heritage Impact Assessment, how the proposal conforms to the relevant Conservation Area Statement and Appraisal, and that consideration has been given to all of the following criteria:

- i) respect the protected area and recognise the identifiable, and distinctive, character(s);
- ii) respect any historic landscape features which affect the character of the place;
- iii) maintain the area's landscape value with regards to mature trees, hedges and

²⁷ "Understanding Historic Buildings. A guide to good recording practice", English Heritage (2006)

- public green spaces such as grass verges;
- iv) respect and enhance the character of lower density developments with spacious landscaped settings. This includes where the landscape dominates the buildings, the significant gaps between the buildings, the set back from the street, as well as any large gardens, mature trees, hedges and green verges; and
 - v) retain the area's architectural quality and scale.

There may be structures within a Conservation Area which are not heritage assets and do not positively contribute to its character or appearance. Therefore proposals for demolition of these structures will be considered on a case by case basis and may not be required to submit a recording to the Historic Environment Record. For such developments early pre-application discussions are encouraged.

Reasoned Justification

4.62 *Under the Planning (Listed Buildings and Conservation Areas) Act 1990, the council have a duty to determine which parts of their area are of a character or appearance of which it is desirable to preserve or enhance. They must then designate those areas as Conservation Areas. The approach to Crawley's heritage has been developed by using the Planning Policy Statement 5 Good Practice Guide.*

4.63 *In 2012, after a review of the borough's heritage, three new areas were designated and two existing areas were extended. There are currently eleven Conservation Areas in the borough, each very different in character and appearance, protecting New Town areas and much older parts of Crawley. The areas are:*

- Brighton Road
- Dyers Almshouses
- Forestfields and Shrublands
- Hazelwick Road
- High Street
- Ifield Village
- Malthouse Road
- St Peter's and St John's
- Southgate Neighbourhood Centre
- Sunnymead Flats
- Worth

4.64 *It is important to protect, maintain and enhance these areas for future generations to enjoy. The main objectives of Conservation Areas are to protect and enhance the area's architectural and historic interest, its distinctive layout and appearance, and the built and natural environment. It is therefore important to ensure that any alterations or new development are consistent with, and respectful of, the special character or appearance of the area.*

4.65 *The NPPF encourages the local planning authority to consider the designation of Conservation Areas and to ensure that these areas justify such status because of their special architectural or historic interest. The council has carried out a detailed assessment of the borough's heritage in the preparation of this Local Plan and believes that the existing and newly designated Conservation Areas are worthy of the status. In line with the significance and quality of these areas, the policy sets appropriate requirements to ensure that development would result in their preservation or enhancement.*

Areas of Special Local Character

4.66 *Crawley has a unique history. The area developed organically up until the birth of the New Town which was planned and constructed around the existing settlement and the villages of Three Bridges, Worth and Ifield. Since the completion of the New Town based on the Minoprio masterplan, the town has*

maintained the neighbourhood principle throughout its subsequent extensions. As a result of this there are some low density residential areas of special character. These areas are heritage assets and should be afforded protection to prevent them being lost, incrementally or at once.

Policy CH14: Areas of Special Local Character

All development within an Area of Special Local Character (ASLC) should preserve or enhance the character of the area and have been designed with regard to the areas existing character and appearance. Proposals should be of an appropriate scale, design and massing, and should not result in significant adverse impact on the locality, its surrounds and vistas.

All development within an ASLC should demonstrate, as part of the Heritage Impact Assessment, how the proposals have regard to the reasons for the area's designation and the character and appearance of the area.

Reasoned Justification

4.67 *The "Crawley ASEQ's and Locally Listed Buildings Heritage Assessment 2010" reviewed the previous Area of Special Environmental Quality designation and concluded that some should be designated, whilst others de-designated or made a Conservation Area. The report stated that to be designated as an Area of Special Local Character the area should be characterised by one or more of the following qualities:*

- i. Homogenous areas recognisable as possessing an identifiable, distinctive and cohesive character.*
- ii. Areas where historic landscape features are evident and affect the character of the place, such as banks created by drover's roads.*
- iii. Areas of landscape value with mature trees, hedges and a high proportion of non-equipped public green space, e.g. grass verges.*
- iv. Mature lower density developments of substantial houses with spacious landscaped settings where the landscaping dominates the buildings. They are characterised by large detached houses with significant gaps between the buildings, set back from the street, with large gardens, mature trees, hedges and green verges.*
- v. Areas of architectural quality.*

4.68 *With this criterion in mind, the purpose of the ASLC designation is to:*

- a) Protect features of the historic and natural landscape such as mature trees, hedges, green verges, historic banks.*
- b) Protect the low density character of the area and control the size of building extensions and infill development.*
- c) Protect the variety of different types of residential development in the borough.*
- d) Control the demolition of buildings and the character of development in areas of architectural quality.*

4.69 *ASLC's are designated at the following locations, and illustrated on the Local Plan Map:*

- *Blackwater Lane, Pound Hill*
- *Church Road, Pound Hill*
- *Goffs Park Road, Southgate*
- *Mount Close and Barnwood, Pound Hill*
- *Milton Mount Avenue, Pound Hill.*
- *Rusper Road, Ifield*

4.70 *The NPPF asks local authorities to set out a positive strategy for the conservation and enjoyment of the historic environment; this policy achieves this by designating special local heritage assets that should be preserved or enhanced and setting out the criteria required to achieve this.*

Listed Buildings and Structures

4.71 All Listed Buildings have unique character and importance to the town and the nation. Their protection from inappropriate development is therefore important.

Policy CH15: Listed Buildings and Structures

To recognise the value of Listed Buildings (including Listed Structures) within Crawley, the council will ensure that any proposed works to them are consistent with the character, appearance and heritage value of any statutory Listed Building/Structure, in line with national guidance/policy.

Any changes must respect the design and character of the Listed Building and have regard to its historic significance. A Heritage Impact Assessment is required to be submitted demonstrating how proposals will protect the value of the listed building, its setting, and its key features.

There will be a presumption in favour of retaining Listed Buildings and therefore, the demolition of a Listed Building will only be acceptable in exceptional circumstances, where there are clearly defined reasons why the building cannot be retained in its original or a reasonably modified form. If demolition is seen to be acceptable, the council will require the building to have been recorded to a minimum of English Heritage Level 4 (additional recording may be required) and submitted to the Historic Environment Record. Any new development on the site of a demolished Listed Building must have regard to the original building and demonstrate a significant benefit that can not have facilitated the retention of the building.

Reasoned Justification

4.72 *There are 3 Grade I; 12 Grade II*; and 85 Grade II Listed Buildings in Crawley. The oldest dating from the 10th Century: Saxon St. Nicholas' Church, Worth, Pound Hill, to the 20th Century: including The Beehive (1934-6) and St. Friary Church of St. Francis and St. Anthony (1958-9).*

Locally Listed Buildings

4.73 There are many buildings within Crawley that of particular local architectural or historical interest. These buildings are not considered to be of national significance but are local heritage assets that are irreplaceable. These buildings should be retained wherever possible, as they make an important contribution to the borough's heritage and character. Such buildings are included on the council's Local Building List.

Policy CH16: Locally Listed Buildings

All development will seek to secure the retention of buildings included on the Crawley Borough Local Building List. Development should also maintain features of interest, and conserve or enhance the character or setting of the building.

Development proposals affecting Locally Listed Buildings must demonstrate in the Heritage Impact Assessment that proposals take account of the following criteria:

- i) The Historic interest of the building.

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

Locally Listed Buildings should be retained. Proposals seeking the demolition or partial demolition of a Locally Listed Building may be acceptable in exceptional circumstances if the development proposals:

- a) reflect or retain the key features of the original building;
- b) significantly outweigh the merit of retaining of the original building with regard to social, economic and environmental benefit to the wider area; and
- c) records the building to English Heritage Level 4, unless previously agreed with the Local Planning Authority, and submits that record to the Historic Environment Record in consultation with the Local Authority;

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

Reasoned Justification

4.74 *National planning guidance states that while the best examples of local vernacular building types will normally be listed, there are many other buildings which are valued for their contribution to the local scene or for their local historical association. It suggests that local planning authorities draw up lists of locally important buildings and formulate policies for their protection. In 2010 Crawley Borough Council revised its list which contained 59 buildings of local interest. The adopted local list of buildings can be found at www.crawley.gov.uk*

Historic Parks and Gardens

4.75 Crawley currently has six areas locally designated as a Historic Park or Garden. These sites are worthy of protection for their historic interest. Some are of particular interest as they were important features of the area before the development of the New Town, and some are intrinsically linked with the development of the New Town. These areas are now attractive landscaped areas which are locally valued, adding to the local character of Crawley.

Policy CH17: Historic Parks and Gardens

The following sites are designated and shown on the Local Plan Map as Historic Parks and Gardens:

- Worth Park
- Land South St Nicholas Church
- Broadfield Park
- Tilgate Park
- Goffs Park
- Memorial Gardens

The council will support development, unless it will have a negative impact upon the historic setting and character of the designated Historic Park and Garden.

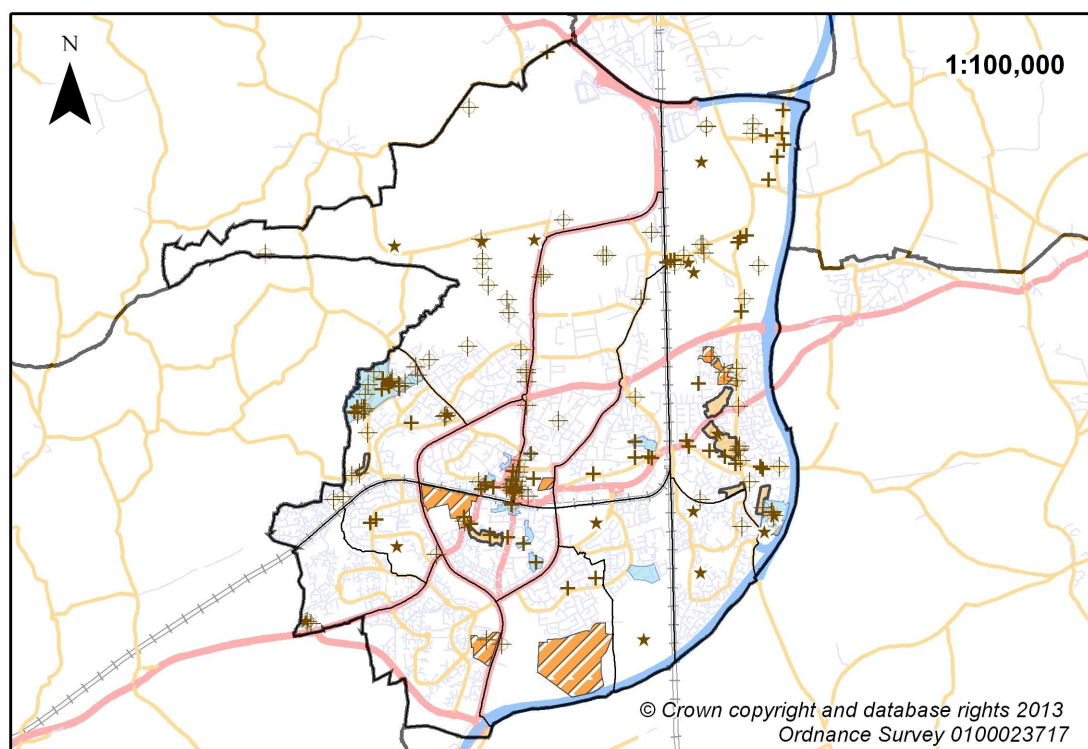
All development proposals within the boundaries of the Historic Parks and Gardens as identified on the Local Plan Map will be required to demonstrate, through a Heritage Impact Assessment, that the proposals have regard to the designation, character and setting of the area and that proposals preserve or enhance the area. Only proposals that demonstrate how they have regard to the character or setting of

the Historic Parks and Gardens will be permitted.

Reasoned Justification

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

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



- ⊕ Listed Buildings (Policy CH12 & CH15)
- + Locally Listed Buildings (Policy CH12 & CH16)
- ★ Archaeologically Sensitive Areas (Policy CH12)
- ★ Scheduled Ancient Monuments (Policy CH12)
- Conservation Areas (Policy CH12 & CH13)
- Areas of Special Local Character (Policy CH12 & CH14)
- Historic Parks & Gardens (Policy CH12 & CH17)

Economic Growth

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

Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. Gatwick Airport will continue to support the economic growth of the town.

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

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

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

- 5.1 Crawley is firmly established as one of the key economic drivers in the South East of England. The borough is situated at the heart of the Gatwick Diamond and is a central economic focus for the Coast to Capital Local Enterprise Partnership. It is home to a major international airport. At Manor Royal, the borough contains one of the regions premier business destinations, employing over 30,000 people across an area of 240 hectares. Development of key mixed use sites within the town centre will revitalise the town centre, whilst through its excellent transport links, Crawley continues to be well connected internally, nationally and internationally.
- 5.2 To promote the continued prosperity of the Gatwick Diamond and plan for its future growth, a Gatwick Diamond Local Strategic Statement has been prepared on a joint basis and endorsed by the two county councils and five local authorities covered by the area. The Statement sets out a commitment among local authorities to work together to promote the economic function of the Gatwick Diamond, recognising the strength of Crawley/Gatwick as a business location.
- 5.3 The NPPF is clear that local authorities should work to proactively promote growth through establishing and delivering upon a strong economic vision. The economic policies set out in this Local Plan build upon the objectives of the NPPF and Gatwick Diamond Local Strategic Statement, and, drawing upon the evidence base, including the Economic Growth Assessment and Retail Capacity and Impact Study, seek to build on the foundations of Crawley's strengths. Through working closely alongside the Gatwick Diamond local authorities, businesses, developers and other stakeholders, the policy approaches set out in this chapter will play a key role in positively promoting the economic growth of Crawley and the wider Gatwick Diamond.

Chapter Content

- 5.4 This chapter sets out strategic and spatial policies that respond to identified economic growth requirements for Crawley over the Plan period, and identify the hierarchy and role of Crawley's economic areas to make clear how sustainable economic growth will be promoted and accommodated. The chapter establishes planning approaches for Manor Royal, the town centre and the other Main Employment Areas within the town and, having regard to their individual form and character, and sets out policies to guide new economic development over the Plan period. Through this approach, the Local Plan will plan positively for sustainable economic growth, promoting and enhancing the economic role of the town, and guiding its role within the Gatwick Diamond. Beyond the Main Employment Areas, the NPPF is relied upon to determine planning applications for economic development.

The Key Issues

- 5.5 The Local Plan will help to deliver sustainable economic development by establishing a clear policy framework that facilitates growth and helps to meet quantitative and qualitative demand for all types of economic activity over the Plan period to 2030.
- 5.6 To inform the Local Plan the council has undertaken an Economic Growth Assessment (EGA) with Mid Sussex District Council and Horsham District Council under the Duty to Cooperate. The EGA takes account of the travel to work area and inter-related housing market area to provide a fuller analysis of employment generating uses in Crawley.
- 5.7 The EGA, and separate Retail Capacity and Impact studies, have informed the policy context in this chapter and provide the robust evidence base in regard to sectors or locations when employment uses are to be promoted or protected in a Crawley-specific context. The EGA has identified significant demand for economic growth, and in particular B Class employment floorspace over the Local Plan period. Recognising the key role of Manor Royal at the heart of the Gatwick Diamond, the EGA outlines that the Manor Royal Business District should represent the primary focus for B Class employment uses, with other employment areas in the borough accommodating wider economic growth demands. The EGA and retail studies justify the retention of the town centre first approach to retail. Feedback from Local Plan consultation has also identified strong support for promoting the economy and job creation over the Plan period.

Local Plan Policies

Economic Growth

- 5.8 The Local Plan sets a clear vision that promotes a strong and competitive economy. Fundamental to this vision is recognition of the borough's role within the Local Enterprise Partnership Strategic Economic Plan (LEP SEP), and from Gatwick Diamond local authorities and the wider business community, that Crawley is the key economic driver in the sub-region, and should continue in its role as the leading employment destination in the Gatwick Diamond. This chapter, therefore, sets in place the policy framework to promote the continued economic growth of the town whilst ensuring that it continues to prosper in its role as an employment destination both locally and as part of the wider Gatwick Diamond.

- 5.9 The EGA forecasts that Crawley's economy will grow significantly during the Local Plan period and it is clear from the Assessment that Crawley should remain the economic focus for the sub-region.
- 5.10 The EGA identifies a future need for business floorspace equating to approximately 77ha, even at the baseline level, to be provided at Crawley. This requirement significantly outstrips the available supply of employment land in Crawley, which is restricted by the compact, built-up nature of the borough, and areas of land constrained by airport safeguarding. Land supply is, therefore, a fundamental issue for Crawley, and represents a key constraint that the Local Plan must work within whilst planning positively for economic growth. The limited available land supply within Crawley presents difficulties in accommodating all of the town's needs, specifically in relation to housing, business and wider employment needs. The council must, therefore, through this Local Plan, ensure that a considered balance is struck to best accommodate all competing demands and land requirements.
- 5.11 The EGA recognises that despite a positive approach by the council to maximise the utilisation and intensification of existing sites within Crawley, only 42 hectares of business land can be delivered through the existing available land supply. This could leave a shortfall in business land provision of approximately 35 hectares.
- 5.12 For this reason, the EGA recommends that Crawley should consolidate its existing hierarchy of Main Employment Areas, protecting these sites for economic development purposes. However, the significant 35 hectare shortfall in land supply results in an unmet demand for business floorspace. Given the scale of unmet business floorspace need, the council will need to assess the suitability for, and implications of, new business locations within, and, if necessary, beyond, the borough boundary during the Plan period to 2030.
- 5.13 Sufficient land (42 hectares) is identified within the borough to meet B Class employment needs during the early part of the Plan period. The economic land supply trajectory reflects the limited availability of land for future strategic employment provision, which is currently constrained by airport safeguarding. As recognised by the EGA, there is a risk that strategic growth of the wider Gatwick Diamond could be constrained if additional land cannot be identified at the Heart of the Gatwick Diamond.
- 5.14 Therefore, the Local Plan is clear that a thorough assessment of employment site options will be undertaken once a final decision has been published on UK airport expansion. It is recognised that the significant demand for business land should in the first instance be directed to Crawley in order to build upon its key role as the economic focus at the Heart of the Gatwick Diamond and excellent connectivity with Gatwick Airport. However, recognising the land supply constraints facing the borough a sequential approach will be followed to identify appropriate locations for new business-led employment growth, focusing respectively on delivering sites on:
- i. Land within Crawley, in the north of the borough;
 - ii. Land at Crawley/Gatwick, in the areas immediately adjoining the borough;
 - iii. Land near Crawley/Gatwick.
- 5.15 The approach will require continued joint working with the Gatwick Diamond local authorities to accommodate identified unmet business needs. This approach has been endorsed and agreed by the three partners authorities involved with the northern West Sussex EGA, and joint working with these and other neighbouring authorities remains on-going.

Policy EC1: Sustainable Economic Growth

Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.

To ensure that Crawley's recognised economic role and function is maintained and enhanced the council will:

- i) Build upon and protect the established role of Manor Royal as the key business location (B Use Classes²⁸) for Crawley at the heart of the Gatwick Diamond; and
- ii) Ensure that the town's Main Employment Areas are the focus for sustainable economic growth.

Opportunities for approximately 42ha of employment land have been identified within these areas, meeting short-term economic growth needs for the town over the early part of the Plan period. As a minimum, an additional 35ha of land for business uses is required in order to secure future economic growth at Crawley.

To achieve this, minor extensions in proximity to Manor Royal may be appropriate, but it is recognised that the majority of land required will necessitate the identification of new strategic employment location(s) within the Plan period. Any strategic employment location(s) will be of a scale and function that helps meet identified quantitative and qualitative needs for business development and will complement the established role of Manor Royal as a strong and competitive business district.

The preferred location for strategic employment is within the borough, to the north of Manor Royal and south or east of Gatwick Airport, identified as the Area of Search on the Key Diagram. However, given current safeguarding of this land for a possible second runway at Gatwick, work required to identify an appropriate site, or sites, for further business development will take place after the government has issued a final decision on additional runway capacity in the UK, and has determined whether the area should still remain safeguarded.

Reasoned Justification

5.16 *Policy EC1 recognises the key sub-regional employment function which Crawley provides within the Gatwick Diamond. It encourages sustainable economic growth by supporting the retention of employment uses in the existing main employment areas. The Economic Growth Assessment has played a key role in understanding qualitative and quantitative economic growth needs within Crawley and the Gatwick Diamond. The work recognises that Crawley is well placed to recover from the recession, and that the town should continue to operate as the leading location for new employment.*

5.17 *The EGA focuses on future job creation and land take requirements within the sectors of B1 business (office, research and development, light industry), B2 (general industrial) and B8 storage or distribution (wholesale warehouses, distribution centres). Other employment uses beyond B Classes vary more significantly in terms of range, employment density and operational requirements. As such, the EGA has not factored job creation within the wider category of economic development into a formal land take, which is captured through other work including the Retail Capacity and Impact Study. Therefore,*

²⁸ B1 (Business), B2 (General Industry), B8 (Storage or Distribution) as identified by the Town and Country Planning (Use Classes) Order 1987 (as amended)

with Manor Royal identified as the focus for business-led development, non B-class economic development will be directed to other Main Employment Areas in Crawley, including the town centre.

- 5.18 *The Assessment outlines that there is a baseline demand for growth in employment by a further 16,500 jobs up until 2031, including a requirement for a minimum of 77.2 hectares of additional land to accommodate Business use demands (B Class Uses) during the Plan period. This reflects the approach of the NPPF²⁹ in pro-actively planning to meet the development needs of business, whilst delivering the identified baseline land requirement represents a positive and sustainable approach in planning for economic growth.*
- 5.19 *It is, however, recognised that Crawley's limited available land supply presents challenges in delivering the required level of business floorspace. For this reason, a supply-led approach is taken by the Local Plan in planning for business-focused employment need³⁰. There is an available land supply of 42ha (as set out in the EGA) comprising existing development commitments and land intensification opportunities. It is forecast this will meet business growth needs for the short term. However, the demand for land to accommodate business uses in the longer term is significantly higher than the amount of land which is or could be made available from within the existing employment areas. In recognition of this and in light of Manor Royal's key role as a business location within Crawley and the Gatwick Diamond, Policy EC1 seeks to protect land and premises within Manor Royal for business uses, and other forms of economic development will be permitted only where they are specifically designed to support and enhance the Business District's overarching business role. Wider employment growth outside of the B Use Classes is also directed to and encouraged within the other Main Employment Areas.*
- 5.20 *It is estimated that, even allowing for the intensification and retention of land and buildings for employment uses within the Main Employment Areas, there will remain an outstanding need for at least a further 35 hectares of land just to meet the baseline demand of 77.2 hectares land for business class uses. The council considers that, in order to respond to this demand and to the potential for growth beyond this level, further strategic employment development may be needed in the medium to long term. It is recognised that the need for business land and the available supply of land developable for business-led economic growth will evolve during the Plan period. To maintain an up-to-date understanding of business land requirements and available land supply over the Plan period, the council will publish an annual update of its Employment Land Trajectory alongside the Authority's Monitoring Report.*
- 5.21 *In order to retain Crawley's role as the key economic driver in the sub-region, it is vital that the Local Plan fully explores opportunities to accommodate sustainable economic growth in Crawley. Therefore, an Area of Search is identified on the Key Diagram. This area reflects evidence that the preferred location for any additional employment land, given the scale and quality required, would most likely be in the form of a Strategic Employment Location or Locations to the north of Manor Royal and south east of Gatwick Airport, particularly because this area cannot accommodate housing development because of aircraft noise. The location(s) would complement Manor Royal and*

²⁹ Paragraph 20, National Planning Policy Framework, Department for Communities and Local Government (2012)

³⁰ As required by Planning Practice Guidance (2014) the council has prepared an employment land trajectory, which will be updated annually and published alongside the Authority's Monitoring Report.

build upon its existing scale and function, and represent a sustainable use of land. However, this area is currently constrained by safeguarding for a possible new runway at Gatwick, so Policy EC1 sets out a commitment to assess opportunities in this area once the government has determined its approach towards future runway capacity in the UK.

- 5.22 *If, following a decision on the location of additional runway capacity in the UK, the current area of safeguarded land is retained and employment needs cannot be accommodated within Crawley, then the council will continue to work alongside the Gatwick Diamond Local Authorities and other stakeholders to investigate the scope and implications of additional employment land coming forward during the Plan period in the areas adjoining Crawley/Gatwick in a manner that supports and complements its role as the key economic focus for the wider sub-region. If needs cannot be met on land within Crawley, or at the periphery of Crawley/Gatwick, the council will work with the Gatwick Diamond local authorities to investigate the most appropriate locations near Crawley/Gatwick to accommodate any outstanding employment needs near Crawley, complementing the role and function of the town within the sub-region.*

Main Employment Areas

- 5.23 Crawley's economy is characterised by its range of employment areas, each of which has an established character and function, and performs an identified role. Given the scarcity of available employment land within the borough, the council's evidence base makes clear that sustainable economic growth should be focused within the existing Main Employment Areas. Policy EC2 therefore seeks to protect and improve the existing economic areas, maximising the potential to utilise existing employment sites before other sites are considered.
- 5.24 Manor Royal, Gatwick Airport and Crawley Town Centre represent key economic locations, and are identified as Main Employment Areas. Given the fundamental role performed by each in driving the Crawley and Gatwick Diamond economy, individual location-specific policies for each are established through Local Plan Policies EC3, EC5-7, GAT1-4 respectively. Therefore, Policy EC2 does not apply to the spatial locations of Manor Royal, Gatwick Airport and Crawley Town Centre.
- 5.25 Crawley's remaining Main Employment Areas identified within Policy EC2 are: Three Bridges Corridor (including Hazelwick Avenue), Maidenbower Business Park, Tilgate Forest Business Centre, Broadfield Business Park, Lowfield Heath, Broadfield Stadium and K2 Crawley, and The Hawth. The role and function of these Main Employment Areas for economic development use will be protected, and further intensification of employment uses within these sustainable locations will be supported.
- 5.26 The approach dovetails with the objectives of other policies and the wider Local Plan Vision which directs other employment generating uses to the most sustainable and appropriate existing locations. Given the need to balance use of the available land supply for economic and housing needs, the policy criteria of Policy EC2 will not apply where residential development is proposed at housing sites identified under Local Plan Policy H2, or locations situated within the town centre boundary.

Policy EC2: Economic Growth in Main Employment Areas

As a key economic driver in the sub-region, Crawley's main employment areas make a significant contribution to the economy of the town and the wider area. Therefore,

Main Employment Areas are identified as a focus for sustainable economic growth, each of which has a different character and function.

Whilst identified as Main Employment Areas, Manor Royal, Gatwick Airport and the Town Centre perform a specific employment role which is recognised in individual location-specific Policies EC3, EC5 – 7, and GAT 1 – 4.

The other Main Employment Areas are:

- Three Bridges Corridor (including Hazelwick Avenue)
- Maidenbower Business Park
- Tilgate Forest Business Centre
- Broadfield Business Park
- Lowfield Heath
- Broadfield Stadium and K2 Crawley
- The Hawth

Proposals for employment generating development at the six locations above will be supported where they contribute to the specific characteristics of the main employment area, and overall economic function of the town, through providing a mix of employment generating uses.

Proposals that would involve a net loss of employment floorspace will only be permitted where they are able to demonstrate that:

- i. the site is no longer suitable, viable or appropriate for employment purposes; and
- ii. the loss of any floorspace will result in a wider social, environmental or economic benefits to the town; and
- iii. there is no adverse impact on the economic role or function of the Main Employment Area, and wider economic function of Crawley.

Reasoned Justification

5.27 *The approach set out in this Policy supports the roles defined for all Main Employment Areas, including Manor Royal, Town Centre and Gatwick Airport. Other key employment areas within the borough play a smaller but important complementary role, supporting small businesses, higher value offices, and high quality leisure facilities, as outlined below. The Policy ensures the role and function of each area is strengthened to enhance economic growth and prevents their economic function being diluted and potentially compromised.*

Main Employment Areas with Location-Specific Local Plan Policies

Manor Royal: A premier location for business (Policy EC3)

5.28 *Manor Royal Business District is the Gatwick Diamond's leading business estate, benefiting from sustainable transport links providing excellent access to London, Brighton and Gatwick Airport. Manor Royal is a key location for business and the Local Plan responds to identified business floorspace need and feedback from business groups in identifying the Business District as the preferred location for B Use Classes in order to sustain its established economic role in the wider sub region. The detailed policy approach for Manor Royal is set out in Policy EC3.*

Crawley Town Centre: A sub-regional shopping and leisure destination (Policy EC5-EC7)

5.29 *Crawley Town Centre is the main shopping area in the borough, and is a key shopping destination for people living in the wider sub-region. It contains a good range of shops, restaurants, cafes and bars, as well as entertainment*

uses at Crawley Leisure Park, all of which contribute to the overall attractiveness of the town centre as an enjoyable place to visit. As a centrally located and highly sustainable location, the town centre is regionally significant, and is the most sequentially preferable location for any retail and leisure developments. The detailed policy approach for the Town Centre is covered in detail under Policies EC5 to EC7.

Gatwick Airport: An international airport (Policy GAT1-4)

5.30 As an international airport, the airport is forecast to grow to 45million passengers per annum, within the current two terminal, single runway operation. As a hub for employees and visitors, and a key economic driver through direct or indirect employment, the airport is central to the function of the wider economic area. The airport provides a significant number of jobs, but, due to its unique strategic role, the policies for Gatwick and employment uses at the airport are established in a separate chapter in this Local Plan, dealing with the main planning policy matters for the Airport. The approach is set out in further detail under Policies GAT1 to GAT4.

Main Employment Areas Covered by Local Plan Policy EC2

Three Bridges Employment Corridor: A local small business location

5.31 The Three Bridges Employment Corridor is situated in a highly sustainable location between Three Bridges railway station and Crawley Town Centre. It offers a selection of older and smaller units at a location close to the town centre, and supports a diverse range of economic uses including light storage, distribution, trade, car showroom and automotive uses. Residential uses surround and split the employment zone.

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

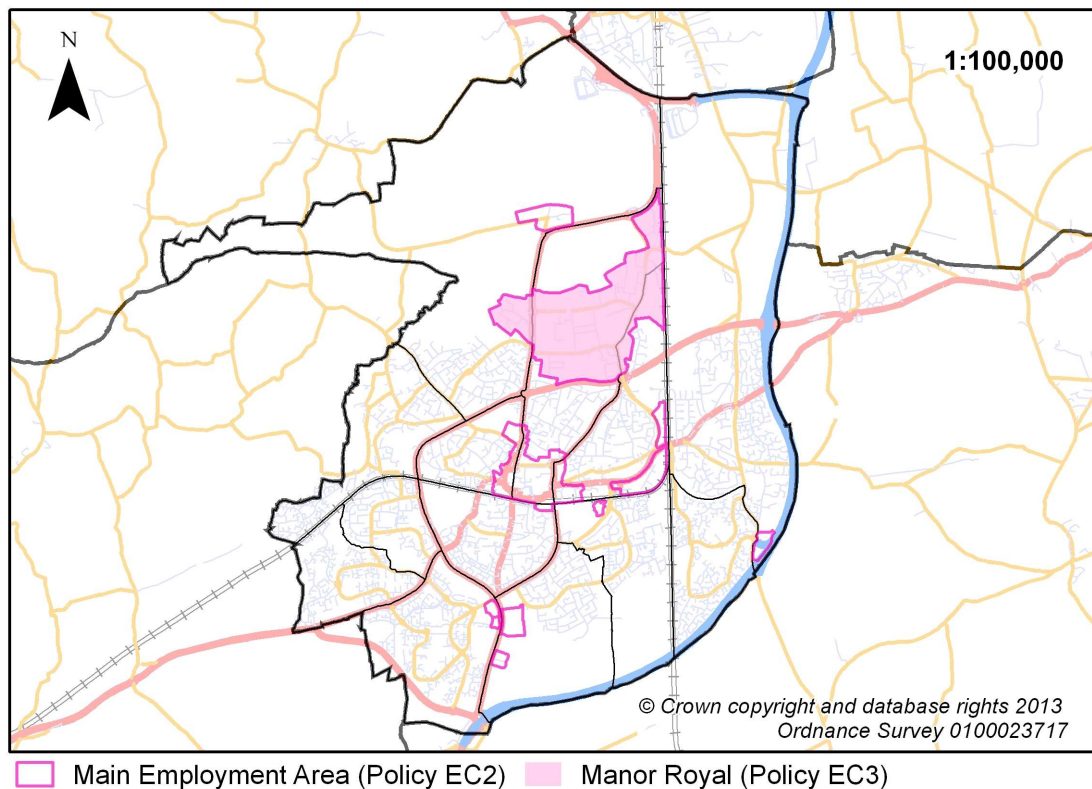
5.32 These small scale business parks provide edge of the urban area, higher value commercial floorspace in a green setting, complementing the business roles of Manor Royal and the town centre. These locations are situated adjacent to main road interchanges, and support a mix of employment uses, with a predominance of B1 office space.

Lowfield Heath: Mixed-use employment location

5.33 As a more traditional estate, accommodating a wide range of light industrial and some non-B Class uses, the area is located adjacent to the southern perimeter of Gatwick Airport. There is a range of building stock, with regard to size and use, and the site forms a good secondary role close to the main Manor Royal Business District.

Broadfield Stadium and K2 Crawley

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



Manor Royal

- 5.35 Manor Royal Business District is critical to the economic function of Crawley and the wider sub region. At approximately 240 hectares and with 500 businesses, it is one of the largest mixed use business areas in the South East, offering diversity, connectivity and scale at the heart of the economic areas of the Gatwick Diamond and Coast-to-Capital Local Enterprise Partnership. Excellent transport links provide access to a wide catchment of suppliers, customers, staff, and being situated just 30 minutes from both Brighton and London, it is a focal location for employment at the Heart of the Gatwick Diamond.
- 5.36 The ambition for Manor Royal relies on evolution and not revolution, through systematic enhancement of its existing strengths of scale, diversity, connectivity and location. The Local Plan will, therefore, positively promote Manor Royal as the premier business destination at the Heart of the Gatwick Diamond, actively promoting economic development within the B Classes, and other uses where these support the overall function of Manor Royal as a business destination. The Manor Royal Design Guide Supplementary Planning Document will play a key role in achieving this vision, guiding the delivery of qualitative improvements to the environment through the implementation of high design standards at key gateway sites and frontages.
- 5.37 By using positive planning to facilitate development in the area, and improve the quality of the environment, the council, in partnership with stakeholders and local businesses, will:
- provide an environment that supports and encourages business growth;
 - build on the unique business and physical attributes afforded by its location and history; and
 - achieve an attractive and desirable working environment.

Policy EC3: Manor Royal

Manor Royal Business District is the principal business location for Crawley, and instrumental to success of the wider Gatwick Diamond.

Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings.

Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district.

All development at Manor Royal should contribute positively to the overall setting and environment of the Business District through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.

Reasoned Justification

- 5.38 *The Economic Growth Assessment identifies significant demand for Business floorspace over the Plan period. The required amount of business land take outweighs the available employment land supply, and for this reason the EGA recommends that business (B Class) employment floorspace at Manor Royal should in the first instance be protected, enabling the Business District to operate as the leading business destination for Crawley and in the wider context of the Gatwick Diamond.*
- 5.39 *Proposals for new B Use Class floorspace within Manor Royal will be encouraged, and B1 proposals will be exempt from the requirements of the sequential test. This approach is considered to be justified, as offices play a critical role in the functioning of Manor Royal as a business location, whilst a recognised lack of available town centre land restricts the scope to deliver high quality office development more centrally.*
- 5.40 *It is also recognised that Crawley's economy is a diverse one, and there is market demand for a range of uses beyond the traditional B Use Classes. Therefore, the loss of business (B Use Class) floorspace to other economic development uses may be acceptable where proposals would support the needs of business and would enhance the overall economic role and function of Manor Royal as a 21st Century Business District.*
- 5.41 *Manor Royal also includes the area at County Oak, which has an established retail warehouse function. County Oak should remain the focus for any out-of-town retail proposals subject to compliance with the sequential assessment and impact testing as required in Policy EC7.*
- 5.42 *Through the Manor Royal Design Guide SPD, the policy approach also supports ambitions for an improvement in the look and feel of the Business District, striking a balance between the appearance of buildings and their settings whilst allowing flexibility for standard model buildings thus not impacting unnecessarily on viability.*

Employment Development and Residential Amenity

- 5.43 Because of the way that Crawley has developed over time, some residential areas are located close to Main Employment Areas. Some employment uses may be incompatible with the surrounding uses, and in these circumstances

impacts on the amenity of the residential area must be taken into consideration to ensure that the relationship between employment and residential use is positively managed.

Policy EC4: Employment Development and Residential Amenity

Proposals for the development, redevelopment or change of use of sites for employment use adjacent to residential areas will be permitted where there is no adverse harm to local amenity or function of the surrounding area. Particular care should be taken within the Manor Royal Buffer Zones, where business and business-supporting uses will be permitted provided that proposals do not adversely impact upon the amenity, function and setting of nearby residential uses.

Reasoned Justification

- 5.44 *Most existing employment areas are suitable for a range of employment generating uses, subject to the policies set out in the Character and Economic Growth chapters and other policies in this Local Plan. However, there may be uses that can give rise to problems for adjacent housing areas. In these locations, it will be necessary for any development proposal to ensure such sensitive areas and the amenity of local residents has been fully addressed and that the development accords with other Local Plan policies, particularly Policy CH3: Normal Requirements for All Development. Equally, it is recognised that the Main Employment Areas represent the key focus for economic development in Crawley. Therefore, where residential development is proposed within or adjacent to Main Employment Areas, the principal concern will be to ensure that the economic function of the Main Employment Area is not constrained or negatively impacted upon by inappropriate residential development.*
- 5.45 *This is most notably the case at the south-east and south-west of Manor Royal Business District, where there is little separation between nearby residential development and the Main Employment Area. Recognising the scope for conflict in these areas, Manor Royal Buffer Zones at Tinsley Lane and Tushmore Lane are identified on the Local Plan Map. Within these areas, particular care should be taken to ensure that economic development proposals do not adversely impact upon the amenity and setting of nearby residential uses.*
- 5.46 *The amended Prior Approval process, which enables change of use from office to residential without the need for planning permission, has led to an increase in the amount of residential development coming forward within and adjacent to Main Employment Areas. Although the Local Plan is unable to manage the Prior Approval process, it is able to guide development where planning applications for residential development are put forward that would affect or be affected by Main Employment Areas. To promote the continued functionality of Main Employment Areas, where residential development is proposed within or adjacent to Main Employment Areas, regard will be had to the potential impact on the operation of existing economic uses as well as the amenity of future residents, as required by Local Plan Policies CH3, EC2 and EC3.*

Town Centre Uses

- 5.47 Much of Crawley town centre is healthy, vibrant and competitive, offering a good mix of shops, services and facilities and providing a pleasant environment for residents and visitors. The primary shopping frontages, particularly County Mall and The Martletts, provide a good retail-led mix of uses with few vacant units, attracting a significant footfall of customers. The secondary frontages,

including The Broadway, Boulevard, Broad Walk and High Street, offer a more diverse range of main town centre uses, including restaurants, drinking establishments, takeaways and offices.

- 5.48 However, the recent recession and trend towards internet shopping has presented economic challenges and resulted in an increase in vacant units in the town, particularly in Queens Square and the more peripheral parts of the town centre where there is less footfall. Likewise, while many areas of the town centre are busy, thriving, people-friendly environments during the day, the same areas can experience less activity during the evening. Through positive planning for a range of main town centre uses that promote day-time and evening economy, the Local Plan will ensure that Crawley is able to build upon its established role as a competitive sub-regional town centre destination.

Policy EC5: Town Centre Uses

Crawley Town Centre is a main employment area, and a key retail destination that is of sub-regional significance. Development that promotes Crawley's vitality and viability as a sub-regional retail centre will be encouraged in town centre locations.

The Primary Shopping Area comprises the Primary and Secondary retail frontages as identified on the Local Plan Map.

Within Primary Retail Frontages, ground floor proposals for A1 (retail), A2 (financial and professional services) or A3 (restaurant) will normally be permitted.

Within Secondary Retail Frontages, ground floor proposals for A1 (retail), A2 (financial and professional services), A3 (restaurant), A4 (vertical drinking establishment) and A5 (hot food take-away) will normally be permitted.

Proposals for other Main Town Centre Uses in the Primary and Secondary Frontages will be permitted, provided it can be demonstrated that the proposed use would support the vitality and viability of the town centre.

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

The effective and efficient use of upper floors within the Primary Shopping Area for appropriate Main Town Centre Uses, particularly retail and residential, is encouraged.

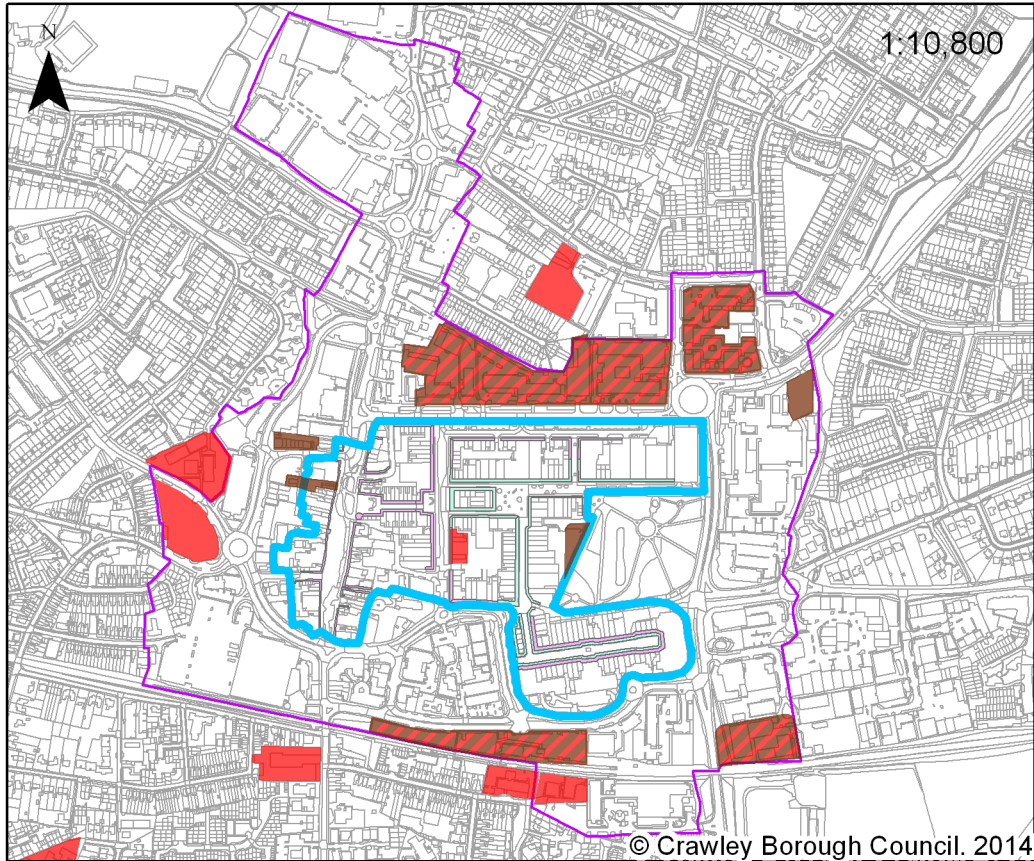
Reasoned Justification

- 5.49 *It is important that Local Plan policy is sufficiently robust to protect the town centre's key core retail function, whilst providing sufficient flexibility, where appropriate, to encourage a suitable provision of other town centre uses in order to help revitalise the town centre. Feedback from the Local Plan consultations made clear that residents value Crawley Town Centre and wish to see it enhanced. Policy EC5 therefore reflects the town centre objectives of the NPPF by encouraging a greater diversity of uses in the town centre, particularly regarding the promotion of the evening and night-time economy, whilst continuing to emphasise the importance of maintaining and enhancing a strong retail heart.*

- 5.50 *The Local Plan seeks to retain the retail core of the town centre in the primary frontage areas, whilst affording flexibility for other appropriate town centre uses*

along these frontages if it can be demonstrated that the proposed use would support the overall vitality and viability of the town centre. This flexibility should help ensure the reuse of vacant units.

5.51 The policies for secondary frontages and upper floors are more flexible to encourage a full and diverse range of main town centre uses that will contribute to the viability and vitality of Crawley's town centre.



- Housing (Policy H2)
- Town Centre and Edge-of-Centre Development Sites (Policy EC6)
- Key Opportunity Sites Within Town Centre Boundary (Policy EC6, H2)
- Town Centre Boundary (Policy EC5, EC6, EC7, H2)
- Primary Shopping Area (Policy EC5)
- Primary Shopping Frontage (Policy EC5)
- Secondary Shopping Frontage (Policy EC5)

Town Centre and Edge-of-Centre Development Sites

5.52 Crawley performs an important role as a sub-regional town centre destination and main employment area, and the Local Plan seeks to build on its established function to promote regeneration and deliver a vibrant and competitive town centre. There are a number of town centre and edge of centre sites which are currently under-utilised and which present significant development opportunities to accommodate identified needs in sustainable and accessible locations.

5.53 The Local Plan, therefore, seeks to secure the regeneration and improvement of identified brownfield sites through mixed-use development proposals that will

support and diversify Crawley's role as a sub-regional centre, enhance the vitality of the town centre, provide facilities for new and existing residents, improve links between different areas of the town centre, and create a good living and working environment. Recognising identified need for both economic development and housing land, development proposals should seek to deliver mixed-use development that comprises main town centre uses and maximises opportunities to deliver residential development.

Policy EC6: Town Centre and Edge-of-Centre Development Sites

Sites within the Town Centre Boundary provide an important opportunity to promote town centre vitality and viability in a sustainable location through mixed-use development that meets the economic and housing needs of the borough.

Mixed-use schemes which include a proportion of residential development and/or main town centre uses will be encouraged within the Town Centre Boundary.

The following sites are currently identified for mixed-use schemes comprising main town centre uses and/or residential development:

- Parkside Car Park
- Traders Market, High Street
- Central Sussex College (East of Tower)
- Brittingham House, Orchard Street

The following Key Opportunity Sites within the Town Centre Boundary are identified in Policy H2 for a minimum cumulative delivery of 499 net residential units:

- County Buildings
- Telford Place
- Crawley Station and Car Parks
- Land North of The Boulevard

Given that they are located within the Town Centre boundary and that their scale and scope provides significant development opportunity, it is recognised that development for main town centre uses and/or residential at these location is appropriate, subject to demonstrating that they:

- i) positively contribute to the competitiveness of Crawley Town Centre and sustainable economic growth in the borough; and
- ii) support the delivery of a minimum of 4,895 net residential dwellings in the borough; and
- iii) support the delivery of a minimum of 499 net dwellings cumulatively across the sites.

Town Centre or Edge-of-Centre sites allocated solely for housing are listed in Policy H2.

Where retail or leisure uses are proposed, a sequential and impact assessment will be required to demonstrate how proposals will promote and enhance the vitality and viability of Crawley Town Centre.

Reasoned Justification

5.54 *The council wishes to encourage the regeneration and efficient use of under-utilised town centre and edge-of-centre sites, particularly where this will maximise the potential of outworn buildings and underused land. Proposals should support and diversify Crawley's role as a primary sub-regional centre, enhance the vitality of the town centre, and employment growth opportunities within the town. They should provide facilities for new residents, improve the*

links between different areas of the town centre and create a good living and working environment. Developments within the town centre and at edge-of-centre locations could accommodate a mix of town centre uses, but given the town centre location, the opportunity to provide sustainable residential development in line with Policy SD1 whilst ensuring a balance between economic and housing need for the borough must be satisfied. As well as residential and mixed town centre uses, B1 office uses would also meet an identified need, and leisure uses would also support the regeneration of the town centre.

- 5.55 *The town centre is a highly sustainable location for residential development and, given Crawley's high levels of housing need and constrained housing land supply, it is critical that town centre sites identified for residential use are prioritised for that purpose and every opportunity taken to maximise the delivery of housing on them. For this reason, Policy EC6 prioritises delivery of sustainable development and consideration of residential and economic development either wholly or as part of mixed-use proposals. It is, however, recognised that some proposals, which would be of significant benefit to the vitality of the town centre and help to meet other needs within the borough, may not be able to accommodate residential into schemes for operational or viability reasons. In these cases, information will be required to demonstrate how the proposals will deliver wider social and economic benefits and that the development as proposed would not impact unacceptably on the ability of the council to meet objectively assessed housing need.*
- 5.56 *Whilst the Policy identifies a number of suitable locations for such development, but is not a comprehensive list and other sites may emerge. These will be identified in the Employment and Housing Trajectories which underpin the Local Plan.*

Non-Central Retail Development

- 5.57 The Local Plan vision recognises the vital role of Crawley town centre in providing a social, cultural, entertainment and retail focus for people and communities within Crawley and the wider area and supports its evolution as a healthy and competitive centre. The Local Plan responds to national objectives by setting out requirements for the NPPF sequential and impact tests within a local context.

Policy EC7: Retail and Leisure Development outside the Primary Shopping Area

Retail and leisure proposals in Crawley will follow the NPPF 'Town Centre first' principle with development directed to the most sequentially preferable and sustainable locations.

Proposals for edge-of-centre or out-of-centre development, will be permitted where it can be demonstrated that:

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

In assessing the impact of out-of-centre retail development proposals under part b), a retail impact assessment will be required to support proposals for 2,500sqm net floorspace or greater.

The existing out of town centre retail locations at County Oak and London Road Retail Park have an established retail warehouse function and should remain the focus for any out of town retail proposals subject to satisfying the sequential assessment and impact testing as outlined above.

Reasoned Justification

- 5.58 *For the purposes of policy interpretation, town centre sites are defined as those locations falling within the Primary Shopping Area as identified on the Local Plan Map. Sites falling outside of the Primary Shopping Area, though within the Town Centre Boundary, are defined as edge-of-centre sites. All locations beyond the Town Centre Boundary are, in retail terms, considered to represent out-of-centre locations.*
- 5.59 *As recognised through Policy EC3, office proposals at Manor Royal will be exempt from the sequential test, reflecting the established role of Manor Royal as a sub-regional business district. However, it is recognised that both retail and leisure uses represent a key focus of the Crawley town centre offer, and inappropriate edge-of-centre and out-of-centre proposals have the potential to impact upon the vitality and viability of the town centre. Therefore, non-central development proposals for retail and leisure use will be subject to sequential and, if necessary, impact testing. For non-central retail proposals, locally-specific impact thresholds are identified, whilst for leisure proposals NPPF policy will apply.*
- 5.60 *This Policy reflects the NPPF ‘town centre first’ approach, which recognises town centres as a focus for communities and seeks to maintain their vitality and viability by requiring that development proposals for retail, leisure and office use are directed to town centre locations before other, less central, locations are considered. As per the NPPF sequential approach, if development proposals cannot be located within the town centre, edge-of-centre locations should be investigated and only if suitable sites are not available should out-of-centre sites be considered. The NPPF is clear in outlining that proposals for main town centre uses should in the first instance be directed to town centres, so as to promote their continued vitality, viability, and competitiveness. This was also reflected during consultation on the Local Plan, where residents made clear that the town centre should remain the focus for retail in Crawley.*
- 5.61 *Within a Crawley context, the evidence base of the Crawley Retail Capacity and Impact Study (2010) and the Crawley Retail Capacity Update (2013) are relevant. These studies recognise that available retail expenditure over the plan period is finite, and that available retail capacity should therefore be directed to the town centre in order to help facilitate mixed-use development of town centre sites and protect the continued competitiveness of Crawley town centre.*
- 5.62 *Where out-of-centre retail development is proposed, impact on the vitality and viability of the town centre, and on planned town centre development, will represent a material planning consideration. It is recognised that the impact of out-of-centre retail will be determined by a number of factors, including (but not limited to) forecast trade draw and the extent to which the type of retail proposed is considered to compete with or complement existing and planned town centre uses. As such, any non-central retail proposals will be required to demonstrate that the development will not result in a significant adverse impact on the town centre or deliverability of planned development, particularly of the development sites identified in Policy EC6. Where the retail impact thresholds set out in Policy EC7 are triggered, applications should be accompanied by a*

detailed retail impact assessment to demonstrate that the proposal is acceptable in impact terms, making clear how the proposed out-of-centre retail offer would complement, rather than compete with, the current/future town centre offer.

Neighbourhood Centres

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

Policy EC8: Neighbourhood Centres

In neighbourhood parades, proposals for ground floor change of use from Class A1 (Retail) to other uses will be supported provided that proposals:

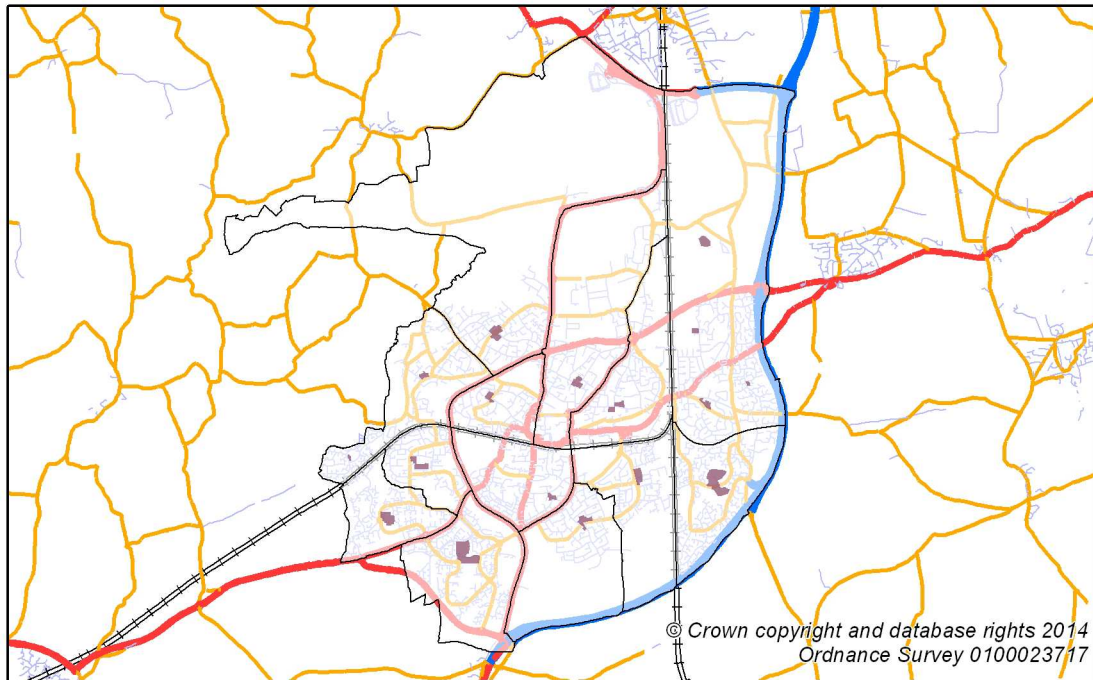
- i) are appropriate to the established role of the neighbourhood centre in terms of scale and function; and
- ii) will not adversely affect the ability of the parade to cater for the day-to-day needs of local residents; and
- iii) will not result in an adverse impact upon the amenity and environment of the locality; and
- iv) will maintain and where possible enhance the vitality and viability of the parade.

In addition to the parades, most neighbourhood centres provide floorspace that contributes to the town's wider employment function. These areas continue to be recognised as sustainable locations for smaller-scale employment use, and economic development proposals will be supported where they meet the policy requirements of Local Plan Policies CH3, EC1 and EC4.

Reasoned Justification

5.64 *The neighbourhood principles contained within the original Crawley masterplan continue to reflect Government guidance, particularly in meeting local needs and reducing the need to travel by focusing shops, schools, small-scale employment uses and community services and facilities in accessible locations. Throughout Local Plan consultations, residents have been clear to highlight the important role of the neighbourhood parades and a desire to see their retail-led function maintained for future years. The role of neighbourhood centres in each neighbourhood will therefore be protected to ensure this important function is maintained.*

5.65 *The function of the parades has gradually changed over time, and in addition to shops that perform a local shopping function, many parades are now home to more specialist retailers (for example, bridal wear or musical instruments) supported by a range of non-retail uses including takeaways and betting shops. Whilst non-retail uses can provide an important local function, there is risk that the presence of too many can undermine the ability of the parade to meet local shopping needs and all are still anchored by at least one convenience retailer. It is vital therefore that each neighbourhood parade continues to offer a good balance of shops and services to support residents' day-to-day needs, whilst providing flexibility to allow for other appropriate uses.*



■ Neighbourhood Centre (Policy EC8)

Rural Economy

5.66 Supporting new small-scale economic development and tourism creates jobs and prosperity by encouraging the appropriate economic growth of rural areas beyond the Built-Up Area Boundary.

5.67 The borough contains some agricultural, commercial and recreational enterprises in the countryside. It is inevitable that these will have development needs. Whilst positively promoting the rural economy, it is vital that these needs are balanced against the overall strategy to limit the urbanising effect of development on the countryside, and the need for such activities to be in accessible locations. As recognised within the NPPF, the sequential test will not be required for small-scale rural offices or other small-scale rural development.

Policy EC9: Rural Economy

The following development is supported beyond the built-up area boundary:

- a) New small-scale economic development, including tourism-related development;
- b) The reuse of existing buildings or land for business or tourism;
- c) The extension or replacement of buildings, when well-designed.

Development and diversification of agricultural and other land-based rural businesses will be permitted, provided the business is ancillary to the operation of the holding and situated on, or adjacent to, the holding.

Development proposals which would cause the permanent loss of the best and most versatile agricultural land (Grades 1, 2 and 3a in the DEFRA Agricultural Land Classification system) will not be permitted unless it can be demonstrated to the satisfaction of the borough council that there are no appropriate alternatives and there are over-riding sustainability benefits.

Any proposal must also meet the requirements of Policy CH9: Development Outside

the Built-Up Area.

Reasoned Justification

- 5.68 *The council recognises the need to support the economic needs of the main urban area and rural communities beyond by responding positively to opportunities for growth.*
- 5.69 *This Policy supports economic growth in Crawley's rural areas in order to create jobs and prosperity. A positive approach is taken to sustainable new development that respects the character of Crawley's urban rural fringe and countryside beyond.*

Housing

By 2030, about 5,000 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town's unique development and design principles and preserve the most valued of the town's environmental features.

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

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

- 6.1 The population of Crawley has been rising significantly over the past three decades, increasing by about 22% from 88,750 in 1991 to 106,600 in 2011. In terms of population structure, Crawley has a greater proportion of younger people (between the ages of 25 and 34) and a lower percentage of elderly people, compared with the rest of the South East. In fact, about two-thirds of Crawley's population are younger than 45 years of age with 24% of residents aged between 30 and 44. Inward migration has traditionally been greater than out-migration, which has contributed towards continued population growth.
- 6.2 Crawley provides a critical role in the northern West Sussex housing market area (comprising Crawley Borough, Horsham and Mid Sussex Districts and a small part of Reigate and Banstead Borough) offering a substantial stock of affordable, well-designed, family accommodation. In comparison to the other districts within the Housing Market Area, Crawley has a housing mix skewed towards smaller and cheaper housing, but with a high proportion of three-bedroom terrace properties built as a key component of the New Town housing stock. It also has higher levels of social tenure accommodating those unable to access private housing (rental or purchase), in contrast to other parts of the housing market.
- 6.3 The 'Crawley-Gatwick' sub-region, as defined by wider research carried out across the south-east³¹, overlaps strongly with the Crawley Travel to Work Area and is characterised by a high level of self containment. It overlaps with the Brighton and Sussex Coast to the south, South London and areas adjacent to the north of the North Downs, and the Guildford/Woking sub-region to the West. In particular for Crawley it is recognised that there is some overlap between the Crawley-Gatwick Housing Market and the housing markets of Mole Valley, Reigate and Banstead, and Tandridge³².
- 6.4 Crawley is a compact borough, with developable land further constrained by the airport in the north of the borough. The town's recent history as a twentieth century new town means the area was comprehensively planned and built out on a neighbourhood basis. A further neighbourhood was added in the 1990s (Maidenbower), and the most recent neighbourhood, Forge Wood, located to the North East of the built-up area, has outline planning permission with

³¹ Identifying the Local Housing Markets of South East England (2004) DTZ Pinda Consulting on behalf of South East Regional Assembly and Homes and Communities Agency

³² North West Sussex Strategic Housing Market Assessment (2009) GVA Grimley

reserved matters applications approved, and is progressing towards provision of around 1,900 dwellings supported by neighbourhood community facilities. In addition to these neighbourhood developments and limited intensification of the small areas of unconstrained land within the built-up area, a further new neighbourhood beyond the borough boundary to the west (Kilnwood Vale) in Horsham District is now under construction.

Chapter Content

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

The Key Issues

Existing Housing:

- 6.6 There are approximately 43,000 dwellings in Crawley. 60% of the town's housing is owner-occupied with 25% being affordable properties (social or affordable rent or part ownership). The number of people living in privately rented accommodation has increased significantly in the last 10 years, and accounts for almost 15% of households (in 2011) compared with 6% in 2001. Almost 97% of the affordable housing stock is rented, with the remainder being part-owned (shared-ownership). Terraced housing makes up the largest share of the stock (42%), with the rest comprising flats (23%), semi-detached (21%) and detached housing (14%).
- 6.7 Overall, the housing stock appears well suited to younger working people (single households and those with young families) seeking to enter the housing market, but the supply of larger housing and high-end market housing is more limited.

Past House Building:

- 6.8 The number of dwellings built each year has varied considerably in the last ten years. House building peaked in 2007/8 at nearly 700 units largely due to the development of the Apple Tree Farm site in Ifield. Since then, despite a considerable number of planning permissions, there has been a significant reduction in completions, largely due to the economic downturn. 202 dwellings were built in the year 2011/12, mostly through redevelopment of the former Leisure Centre ('Pembroke Park'), whilst only 85 dwellings were completed in 2012/13 and 122 in 2013/14. This downturn, along with an increasing number of permissions having lapsed and completion of some of the larger development opportunities in the town, will have significant implications for housing supply in the immediate future.
- 6.9 Higher completion rates of around 600 dwellings per annum were achieved in the early to mid 1990s with the majority of dwellings built at Maidenbower, the most recent of the 13 neighbourhoods to be built. Since then, dwellings have been built throughout the town, with Three Bridges having delivered the most (due to the delivery of 'Pembroke Park'). Significant numbers have also come forward in Ifield and Pound Hill. Some neighbourhoods, including Bewbush, Tilgate and Gossops Green, have experienced little house building activity. The total number of dwellings built in Crawley each year has averaged around 320 dwellings in the last 10 years, whilst the rate over the past 20 years has averaged 400 dwellings per annum which includes the construction of Maidenbower in the early 1990s. 28% of new build housing over the past 20

years has been affordable with a significantly greater proportion (37%) secured in the last decade.

Housing Need:

6.10 The NPPF requires local authorities to demonstrate that they are meeting the full, objectively assessed needs for market and affordable housing in the Housing Market Area providing that this is consistent with the policies of the Framework. Key sites which are critical to housing delivery should be identified alongside an annual supply of 'deliverable' sites to provide a five-year supply of housing measured against the local authority's housing requirement. Local authorities are also required to ensure choice and competition in the housing market. A supply of specific, 'developable' housing sites or broad locations for growth, for years 6-10, should also be identified and, where possible, for years 11-15³³.

Objectively Assessed Housing Needs

6.11 The Crawley Locally Generated Housing Needs Assessment 2011 (LGHNA 2011) provides a key piece of evidence for the Local Plan. This assessment considered a wide range of scenarios about the level of housing that would be required depending upon differing assumptions on migration, economic growth, commuting patterns and affordable housing needs. The assessment confirmed that high levels of natural change, with births projected to exceed deaths, will be the key driver in growth in the number of households and in the labour force. Unlike many locations in the South East, where the ageing structure of the population means the number of economically active people is projected to fall, in Crawley, the younger structure of the population means natural growth is set to drive increases in the indigenous labour force.

6.12 The demographic baseline scenario, which has been calculated to ensure it meets household and population projections and takes account of migration and demographic change, is considered to be the key determinant of the objectively assessed housing needs of the borough. The LGHNA 2011 identified a requirement for 542 dwellings per annum over the Plan period under a demographic baseline scenario equalling a total of approximately 8,100 dwellings over the period to 2030.

6.13 Additional work was undertaken in early 2014 to determine the objectively assessed housing needs of the borough over the Plan period using the latest population and household projections (2011 Population Projections and 2012 Household Estimates) and 2011 Census data³⁴. This update (2014 Second Model Run) identified an annual requirement for 535 dwellings per annum, incorporating refinements to migration in the latter part of the Plan period, from 2025/26 onwards.

Northern West Sussex Strategic Housing Market Assessment

6.14 The 2009 Northern West Sussex Strategic Housing Market Assessment (SHMA) was commissioned for Crawley, Horsham and Mid-Sussex³⁵. It was revisited in October 2012³⁶ to provide an update on the current and future housing market and affordable housing needs in Northern West Sussex. A

³³ A housing trajectory for the period to 2030 should identify all residential permissions and sites accompanied by a Housing Implementation Strategy. Local authorities may make allowance for windfall sites in their 5-year land supply if they have 'compelling' evidence these sites have consistently become available and will continue to provide a reliable source of supply. Any windfall allowance should not include capacity from the development of residential gardens.

³⁴ See Topic Paper 2: Housing Need (July 2014) Crawley Borough Council

³⁵ Northern West Sussex Strategic Housing Market Assessment (March 2009), GVA

³⁶ Northern West Sussex – Crawley Strategic Housing Market Assessment Update (2012), GVA Grimley

further (PPG compliant) update is being undertaken with Horsham District Council and Mid Sussex District Council to provide a more up-to-date picture of affordable housing needs given that the housing market has changed considerably since 2012.

- 6.15 The 2012 SHMA concludes that despite current economic conditions, the outlook over the medium term is more optimistic and that recovery is expected to be led by London and the South East region. A likely continued under-supply of new homes in the short to medium term will help to stimulate market recovery with demand focused towards traditional housing stock and less focused on flats. Analysis of the entire Housing Register indicates a predominant need for two-bed properties with one and three bed properties in similar demand. However, when compared to Mid Sussex and Horsham districts, the borough has the highest proportional requirements for larger three and four bedroom affordable properties.
- 6.16 Identifying the needs for affordable housing (scale, mix and tenure) is a key objective of the SHMA, ensuring that the quantity of housing required by households who are unable to access suitable accommodation without financial assistance is assessed. The term “affordable” is taken to mean housing for rent through a registered provider (social rented or affordable rental) as well as intermediate housing (shared ownership and shared equity properties). The identification of need should take into account migration and demographic change over the Plan period.
- 6.17 The SHMA provides a high and low estimate of need. The low estimate is derived from those on a local authority’s waiting list classified as being in greatest housing need (‘reasonable preference’), whilst the high estimate includes all those on the waiting list (excluding transfers). In 2013, the ‘reasonable preference’ group within Crawley comprised 48% of the council’s entire waiting list, with 23% requiring one-bedroom units, 50% requiring two-bedroom units and 20% requiring three-bedroom units. The required mix of affordable house types is predominantly influenced by the needs of those in ‘reasonable preference’, particularly during times of low delivery of affordable housing.
- 6.18 Maximising the amount of affordable housing is a key objective of the Local Plan. However, this needs to be measured against other objectives to achieve a good balance of housing and provide choice for a range of housing sizes, types and tenures. Equally, the approach to developing affordable housing policy must be tested against viability considerations to ensure the maximum proportion can be achieved without rendering development unviable.

Housing Land Supply:

- 6.19 Local authorities are encouraged to deliver a wide range of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In doing so, planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (i.e. families, elderly, people with disabilities).
- 6.20 In adopting a flexible approach, empty housing and buildings should be brought back into residential use and where appropriate, powers of compulsory purchase used more widely. Planning policies should avoid the long term protection of sites and land allocations should be regularly reviewed. Proposals for residential development should generally be approved where there is an

identified need for additional housing providing there are no reasons why development would be inappropriate.

- 6.21 Crawley's development as a series of comprehensive neighbourhoods, many of which have also accommodated a significant amount of infill housing in the last decade, means that the capacity of the built up area to accommodate further housing is limited. The planned areas of open space (both formal and informal) within the neighbourhoods are clearly highly valued by local residents for their amenity and recreational value. The tight relationship between the Built-Up Area Boundary and the borough's administrative boundary further limits capacity. The need to safeguard land for a potential second runway at Gatwick Airport, together with the noise contours associated with both a single and potential two runway scenario, further limits the potential for additional housing in the northern parts of the borough. However, if any of this land is released from safeguarding and/or threat of future aircraft noise following a decision on the location of new runway capacity, then opportunities for housing in this area will be explored. Areas on the periphery of Crawley, both within and outside the borough boundary, will continue to be assessed in partnership with the adjoining authorities.

Crawley's Strategic Housing Land Availability Assessment

- 6.22 To determine a realistic assumption for the quantum of housing land supply within the borough, a Strategic Housing Land Availability Assessment (SHLAA) has been undertaken, and forms part of the evidence base for the Local Plan. The primary role of the SHLAA is:

- The identification of sites potentially suitable for housing development;
- An assessment of the housing potential and the capacity of these sites;
- An assessment of their suitability, availability and achievability; and
- An assessment of the likely timeframe for development of these sites.

- 6.23 The SHLAA does not determine whether a site should be progressed through the Local Plan process as a housing allocation, nor does it automatically mean that planning permission is certain. It merely carries out an assessment of sites that could be suitable for housing development, and whether and when such sites could be developed.

- 6.24 An economic viability assessment of SHLAA sites that form the supply-led housing figure over the Plan period has also been undertaken. This has assisted in identifying a supply of specific deliverable sites sufficient to provide five years land supply measured against Crawley's housing requirement (including 5% buffer) and a supply of specific, developable sites or broad locations for growth, for years 6-10 and 11-15. This economic viability has applied the likely costs of new housing developments, such as requirements for affordable housing, space standards, environmental policies, infrastructure contributions (Section 106 and/or CIL) and has factored in the normal development costs and mitigation.

- 6.25 Taking into account the suitability, availability, achievability and deliverability of housing sites within the borough, the SHLAA has identified a housing land supply which provides a total of 4,895 net dwellings including windfalls³⁷.

Crawley's Windfall Allowance

- 6.26 The NPPF states that local planning authorities can make an allowance for windfall sites in the housing land supply, if compelling evidence is put forward

³⁷ Figure is based on the Housing Trajectory period from 1 April 2014 to the end of the Plan period: 2030.

that such sites have and will consistently become available. This allowance should be realistic, having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates, and expected trends. It should not include residential gardens.

- 6.27 It is anticipated that a total of 645 dwellings (at a rate of 43 dwellings per annum) will come forward through windfall sites in the Plan period as detailed in the council's Housing Trajectory and Housing Implementation Strategy.

Gypsy, Traveller and Travelling Showpeople:

- 6.28 The Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013) identified a need to find a reserve site suitable for accommodating ten Gypsy and Traveller pitches to meet potential accommodation needs arising from the existing community currently living within Crawley over the whole Plan period.
- 6.29 The assessment identified approximately 30 Gypsy, Traveller and Travelling Showpeople households living within Crawley; with 77 individuals identifying themselves as a 'White Gypsy or Irish Traveller' within the 2011 Census.
- 6.30 The completed questionnaires identified a demand for pitches, particularly through:
- the aspiration for Gypsy and Traveller children to live on a pitch;
 - desire to move out of their current bricks and mortar accommodation owing to preference; and
 - the anticipation of new family formations expected to arise from the existing households within Crawley.
- 6.31 It is considered that none of the participants in bricks and mortar accommodation demonstrated an immediate 'need' in terms of having a proven psychological aversion to bricks and mortar accommodation. However, a growth rate of 3% has been applied to the number of households currently living within Crawley for the purposes of estimating the potential future need which may arise from the current population over the Plan period (beyond the first five years). This resulted in a Local Plan need for a reserve site suitable for accommodating up to ten Gypsy and Traveller pitches.
- 6.32 None of the surveyed Gypsy and Travellers indicated that they owned land which they wished to be considered for a Gypsy and Traveller site.
- 6.33 The borough is heavily constrained by its administrative boundaries, which in most parts of the borough do not extend significantly beyond the Built-Up Area. The presence of Gatwick Airport also renders a significant amount of land in the north of the borough unsuitable for residential development (particularly Gypsy and Traveller accommodation) due to noise constraints; and other areas of land are constrained by flood risk. These factors limit the opportunities for providing a suitable site for permanent caravan accommodation but a possible location for a reserve site has been identified.

Local Plan Policies

Housing Provision

- 6.34 The Local Plan provides a supply of housing sites to support delivery towards meeting the needs of present and future generations, whilst reflecting the physical constraints of the borough and the other policy objectives within this Local Plan.
- 6.35 These constraints include Local Green Space, designated heritage assets (Listed Buildings, Conservation Areas and Scheduled Ancient Monuments),

sites of nature conservation importance, ancient woodland, structural landscaping, airport safeguarding/aircraft noise, and open space and floodplains. These constraints, together with the tight relationship between the Built-Up Area Boundary and the borough's administrative boundary further limit capacity. The exception to this is the potential opportunities which may be found for higher density schemes within a greater mixed use town centre.

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

Policy H1: Housing Provision

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

All reasonable opportunities will be considered including: brownfield sites; surplus green space; town centre living; and opportunities on the edge of Crawley, where these are consistent with the other policies and proposals in this Local Plan and the principle of sustainable development.

The Local Plan makes provision for the development of a minimum of 4,895 net dwellings in the borough in the period 2015 to 2030³⁸.

Reasoned Justification

- 6.37 *The housing figure identified in Policy H1 represents a 'supply-led' requirement, and reflects the compact nature of the borough, its limited land availability and significant environmental, airport noise and safeguarding constraints.*
- 6.38 *The majority of housing delivery (against the borough's housing requirement) will take place in the Years 1–12 of the Plan period, beyond which capacity, and therefore identified delivery, is expected to be significantly lower (as illustrated in the Housing Trajectory and Housing Implementation Plan). This is primarily due to the development of Crawley's new neighbourhood of at least 1,900 dwellings, Forge Wood, which forms a major part of housing delivery in the first ten years of the plan period and is the last remaining large area of relatively unconstrained land in the borough. The varied nature of housing land supply (and associated housing delivery) over the Plan period makes it difficult to identify an annual housing delivery target within Policy H1, however an annualised average delivery of 326 dwellings per annum is anticipated.*
- 6.39 *The council has endeavoured to ensure that every opportunity for residential development within the borough has been fully considered through the Local Plan process during the Issues and Options, Preferred Strategy and Additional*

³⁸ This includes the additional 5% buffer within Years 1-5 as required by paragraph 47 of the National Planning Policy Framework as detailed in the council's Housing Trajectory, 1 April 2014

Sites consultation stages. The council has also undertaken specific evidence base studies (such as the Open Space, Sport and Recreation Study, Transport Modelling and Viability Assessment) and in particular, the Urban Capacity Study to identify and assess sites for housing. Any additional sites from this work have been identified within the council's Strategic Housing Land Availability Assessment as being suitable for development and either 'deliverable' in Years 1–5 or 'developable' in Years 6–10 or 11–15. The SHLAA also identifies a number of sites which are considered suitable for residential development but unlikely to come forward due to factors such as ownership and viability, and these sites cannot reasonably be expected to count towards housing land supply. However, the council will continue to work proactively with landowners to address the key barriers to bringing these sites forward. The supply figure should therefore be considered as a minimum.

- 6.40 *The constrained nature of Crawley's land supply means that 60% of the borough's predicted demographic housing need over the next 15 years can be met within the borough boundaries. The remaining unmet housing need from Crawley, of 3,130 over the Plan period, will be delivered through the Local/District Plans covering the remainder of the northern West Sussex and East Surrey Housing Market Areas, as far as is consistent with planning policies to do so, as agreed through the northern West Sussex Position Statement with Horsham and Mid Sussex District Councils and the Statement of Common Ground on meeting strategic housing needs with Reigate and Banstead Borough Council.*
- 6.41 *Opportunities for urban extensions immediately adjoining Crawley's borough boundaries will continue to be explored with Crawley's neighbouring authorities. Also, if safeguarding is lifted and a decision made to locate additional runway capacity elsewhere in the country, opportunities to the north of Langley Green and Forge Wood will be fully assessed for additional housing provision.*

Key Housing Sites

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

Policy H2: Key Housing Sites

The following sites are identified as key housing sites and allocated on the Local Plan Map. These are considered to be critical to the delivery of future housing in Crawley

and are identified as being 'deliverable' within the first five years of the Plan (2015/16 – 2019/20) or 'developable' in years 6–10 (2020/21 – 2024/25)³⁹.

Deliverable

- Forge Wood, Pound Hill (1,900 dwellings)
- Breezehurst Drive, Bewbush (112 dwellings)
- Ifield Community College, Ifield (125 dwellings)
- Southern Counties, West Green (218 dwellings, mixed use priority for residential)
- Land adjacent to Desmond Anderson, Tilgate (100 dwellings)
- Fairfield House, West Green (93 dwellings)
- 15 – 29 Broadway Upper Floors, Northgate (57 dwellings)
- Kilnmead Car Park, Northgate (40 dwellings)
- Zurich House, East Park, Southgate (59 dwellings)
- Tinsley Lane, Three Bridges (138 dwellings, mixed use recreation/residential)
- Goffs Park Depot, Southgate (30 dwellings)
- Former TSB site, Russell Way, Three Bridges (40 dwellings)
- Langley Green Primary School, Langley Green (30 dwellings)
- 5 – 7 Brighton Road, Southgate (48 dwellings)
- WSCC Professional Centre, Furnace Green (76 dwellings, of which 59 are completions)

Developable

- Breezehurst Drive Playing Fields, Bewbush (65 dwellings)
- Henty Close, Bewbush (24 dwellings)
- Longley Building, Southgate (48 dwellings)
- Land Adj. to Horsham Road & South of Silchester Drive, Gossops Green (52 dwellings)

Town Centre Key Opportunity Sites (499 net dwellings); comprising:

- Telford Place, Three Bridges (deliverable)
- Crawley Station and Car Parks (deliverable)
- County Buildings (deliverable)
- Land North of the Boulevard (developable)

The remainder of the land within the Town Centre Boundary outside the identified Town Centre Key Opportunity Sites (above), residual land at Forge Wood, Pound Hill and Land East of London Road, Northgate are identified as broad locations for housing development in years 6–10 and 11–15 with the capacity to deliver a minimum of 156, 150 and 171 net dwellings respectively.

Reasoned Justification

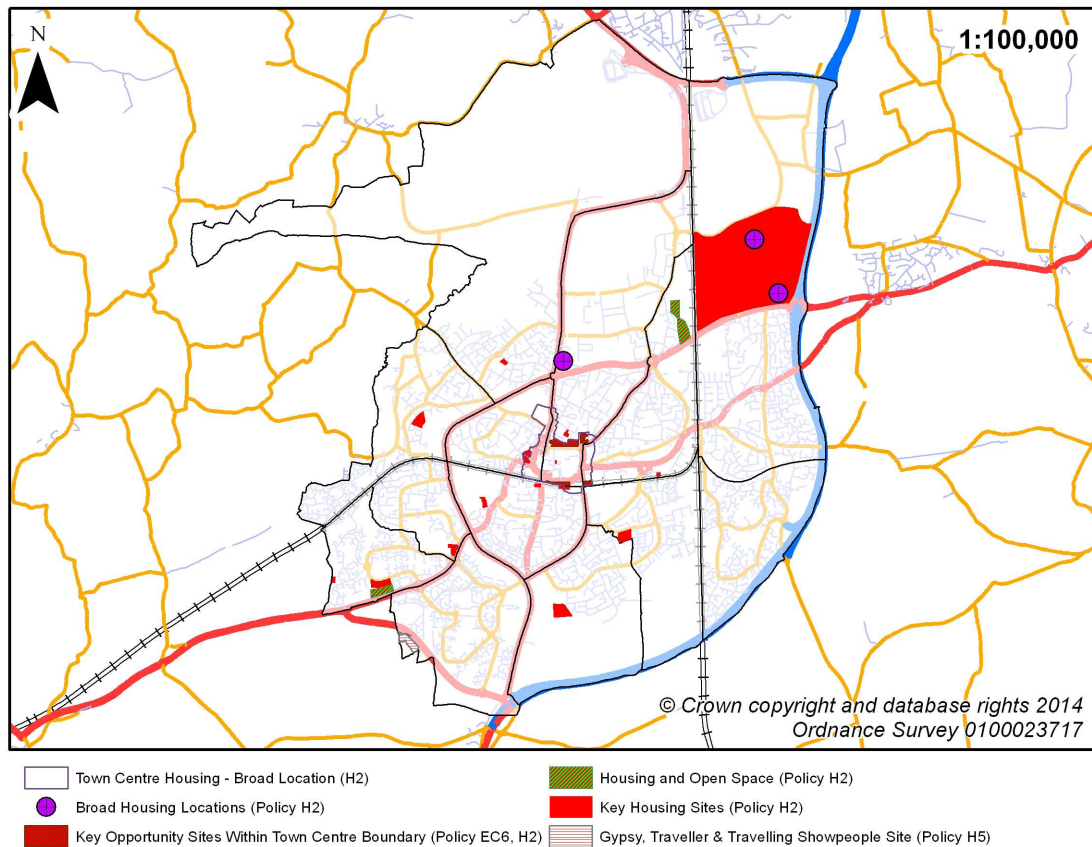
6.44 *This Policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 4,895 net additional dwellings in the borough between 2015 and 2030. This includes the 5% additional buffer required within the first five years of the Plan to ensure greater competition and choice in the supply of housing land. The council has undertaken a Strategic Housing Land Availability Assessment (SHLAA) which identifies land that has the potential for residential development in the borough. The results of the SHLAA are used to demonstrate an annual five-year housing land supply and to identify sites that are likely to come forward for residential development over the lifetime of the Local Plan.*

³⁹ Crawley Borough Council Housing Trajectory, 1 April 2014

- 6.45 *Through the SHLAA process, the council has been able to identify a number of deliverable and developable sites to meet the housing target for the Local Plan period. In this regard, the council can demonstrate that it can satisfy the government's requirement to identify specific 'deliverable' sites to meet the first five years housing supply and specific 'developable' sites or broad locations for years 6–10 and 11-15. It is considered that the additional 5% buffer requirement (16 dwellings per annum in the first five years) is capable of being delivered in the period 2015/16 – 2019/20.*
- 6.46 *In determining how far Crawley can meet its own housing needs, detailed assessments have been carried out to ensure the town balances competing land uses in a sustainable manner. This includes landscape character assessments, open space and economic growth assessments alongside the Urban Capacity Study and Strategic Housing Land Availability Assessments. Two sites have been identified and allocated on the Local Plan Map for 'Housing and Open Space'. These are Tinsley Lane, Three Bridges (Deliverable) and Breezehurst Drive, Bewbush (Developable). The layout of these sites has been considered in more detail to ensure they can deliver the quantum of housing within the constraints identified by the open space study for meeting recreational open space needs⁴⁰.*
- 6.47 *For Tinsley Lane this will involve consideration into the needs of the existing football club; whilst for Breezehurst Drive the balance between housing and on-site open space will be determined through the design and layout of a detailed scheme. A third open space site (Bewbush West Playing Fields) has also been identified as having some potential for delivering a degree of housing. However, further analysis has indicated this should be in the form of a small housing site to the south of the playing fields (west of Henty Close) to enable improved linkages and enhanced urban design and principles of designing out crime, into the new Kilnwood Vale neighbourhood at the point of the proposed bus, pedestrian and cycle connection. This would result in the need to replace the loss of a small play area, but would include the retention of the two sports pitches and a pavilion associated with the playing fields.*
- 6.48 *A number of sites within the Town Centre boundary have been identified as Key Opportunity Sites in Policy H2. These sites have the capacity to deliver a minimum of 499 net dwellings cumulatively through residential or mixed-use development. Proposals for mixed-use (including non-residential) development on these sites will be considered favourably providing they can demonstrate the delivery of wider vitality and viability benefits to the Town Centre, and that their development would not undermine the delivery of a minimum of 499 net dwellings in the period 2015/16 to 2024/25 (Years 1-10 of the Plan) and 4,895 net dwellings in the borough in the period 2015-2030 (as defined in Policy EC6). The council's delivery against these targets will be subject to ongoing monitoring and identified in the Authority's Monitoring Report.*
- 6.49 *Given that the council is required to identify 15 years housing supply, it is considered that there is additional housing potential in the Town Centre, Land East of London Road and at Forge Wood (North East Sector Residual Land), that will arise in the mid to latter part of the Plan period. These could contribute to housing land supply from Year 6 onwards (i.e. from 2020/21 to 2029/30) and are identified as broad locations for medium to long-term residential development. This is in accordance with the overall spatial approach as set out in the Local Plan Vision to 2030, by helping to minimise the impact on important*

⁴⁰ In accordance with Paragraphs 73 and 74 of National Planning Policy Framework (2012) DCLG

biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport.



Future Housing Mix

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

6.51 The council's Strategic Housing Market Assessment (2012 update), identifies that Crawley has the highest proportional requirements for two and three-bedroom affordable properties, for those households in greatest need ('reasonable preference'), comprising 43% two-bedrooms and 30% three-bedrooms. However, housing need across the whole Housing Register reveals that up to 45% require one-bedroom properties with 32% requiring 2-bedroomed accommodation.

Policy H3: Future Housing Mix

All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs, as evidenced in the 2012 Strategic Housing Market Assessment and subsequent updates.

The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. The need for two and

three bedroom affordable dwellings in Crawley, as identified in the council's Strategic Housing Market Assessment (2012 update), should be addressed in meeting the housing needs of those considered to be in greatest need.

Reasoned Justification

- 6.52 *Ensuring that new housing takes account of local need to create neighbourhoods where there is genuine choice of the right housing in terms of size, type and tenure, both at neighbourhood and borough wide level, is essential. The council will therefore encourage a mix of housing that will be appropriate to the needs of the community, to provide a range of types, sizes and tenures including housing for the elderly, lifetime homes and other specialist housing needs.*
- 6.53 *The council will seek to achieve a mix of dwelling sizes to meet local need and demand. The Strategic Housing Market Assessment (September 2012) has found that the demand for new homes for those households in reasonable preference in the borough is:*
- 18% 1 bedroom
 - 43% 2 bedroom
 - 30% 3 bedroom
 - 9% 4+ bedroom
- 6.54 *The SHMA has also identified the sizes of affordable housing required to meet the needs of those households considered to be in 'reasonable preference' (excluding transfers). This indicates that 18% of future affordable housing provision should be one-bedroom units with 43% two-bedroom and 30% three-bedroom units, and only 9% provision of four and five-bedroom units. This preferred mix has a natural bias towards meeting the needs of those in reasonable preference, and particularly for rental tenure, while the intermediate tenure and private market rental units may err towards the higher ratio of one and two-bedroom units.*
- 6.55 *The council will expect new residential schemes to reflect the latest evidence of need, subject to density and character considerations. Town Centre mixed use developments will be expected to be built at higher densities, however, this may not necessarily be suitable for all sites. Policy CH5 identifies the required internal and external space standards for New Housing Development including Lifetime Homes.*

Affordable and Low Cost Housing

- 6.56 All Local Plans are required by the NPPF to make provision for meeting affordable housing needs in their area. Failure to address affordable housing needs would have detrimental implications on the economic and social health of the town. Therefore, it is important to secure an appropriate mix of housing types and tenures within developments that come forward over the Plan period.

Policy H4: Affordable and Low Cost Housing

Affordable Housing

40% affordable housing will be required from all residential developments.

The council will expect 70% of the affordable housing to be Affordable/Social Rent and 30% Intermediate tenure.

For sites of 5 dwellings or less, or less than 0.2ha in size, a commuted sum towards

off-site affordable housing provision will be sought.

Low Cost Housing

In addition to the provision of 40% affordable housing, where viability allows, low cost housing will also be sought on developments proposing 15 dwellings or more.

Exceptions

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

Reasoned Justification

- 6.57 *Since 2001, house prices have grown significantly despite marked reductions in 2008 and 2009, increasing by over 7% in the period to March 2013. At the same time, average household earnings in the borough are relatively low when compared with those in the adjoining districts of Mid Sussex and Horsham. The Strategic Housing Market Assessment (2012 update) concluded that about 59% of households are now unable to afford to rent at market levels and 69% of households are unable to purchase, based on the differential of local prices and rent levels relative to local incomes. This represents a significantly worsening situation compared with 2009 when the Assessment was originally undertaken.*
- 6.58 *Affordable housing refers to that which is offered for rent by local authorities or registered providers to eligible households whose needs are not met by the housing open market. The definition also includes housing which is offered for rent or purchase below market levels but above normal social rental levels, again to eligible households and provided that there are provisions in place for those homes to remain affordable for future eligible households.*
- 6.59 *There have been significant changes in the way in which affordable housing is funded. Currently, grant funding is no longer available for affordable housing secured through s106 Planning Agreements and an "affordable rent" model, at 80% of the market rental values, has been introduced, which is expected to be the norm for most new affordable housing being secured in association with market developments.*
- 6.60 *The council favours Social Rent at target rent levels as being more affordable to those in housing need, but accepts that this form of tenure requires significant levels of subsidy that cannot be borne by the developer and/or land vendor alone. In the absence of any additional forms of subsidy, Affordable Rent tenure will be acceptable and will be the minimum expectation in the first instance.*
- 6.61 *Where other forms of subsidy are evident, in the form of Social Housing Grant and/or free or discounted land, the council will expect Social Rent at target rent levels, unless viability can be evidenced to justify other forms of discounted rent tenure, either in part or in full. Details of target rent levels will be set out in the Affordable Housing Supplementary Planning Document.*
- 6.62 *The intermediate housing market is identified as an emerging housing market; providing opportunities both for purchase and rental for households with incomes which do not qualify for social rent but are insufficient to buy a home. Intermediate housing includes shared ownership, shared equity, Rent to Buy and First Buy products.*

- 6.63 *As well as having a significant requirement for affordable rented accommodation, Crawley also has a large need for “intermediate” affordable housing, such as shared ownership/shared equity schemes and discount market renting. Crawley is identified as having the largest potential for intermediate housing in the Northern West Sussex Housing Market Area, with 33% of households having incomes between social and market rental levels (2012). The SHMA identifies that at least 20% of affordable housing across the housing market area within the next five years should be provided on an intermediate basis.*
- 6.64 *Reflecting the diversity of needs, the council will expect 30% of the affordable housing element to be an “intermediate” tenure. The council recognises that for the smaller sites, this tenure split may sometimes be impractical in management terms. In such cases the composition of affordable housing will be agreed having regard to site specific circumstances and the particular needs of the locality. The split between affordable housing for rent and other intermediate affordable housing will be kept under review through Supplementary Planning Documents, as appropriate, reflecting changes in local needs and development viability.*
- 6.65 *The introduction of Low Cost Home Ownership seeks to create an additional tier of assistance to people entering the housing market for the first time. Low Cost Home Ownership means market housing that is made available to first time home buyers intended as their primary place of residence and offered as a fixed equity at an agreed percentage below open market value. It falls within the private housing quota, but offers entry-level discounts ranging between 10% to 15%. All Low Cost Home Ownership properties will be provided to the same standard as the equivalent private market units on the site. Detailed mechanisms for the implementation of this policy will be set out in the Affordable Housing Supplementary Planning Document.*
- 6.66 *Private Market Rent falls outside of the definition of affordable housing, however, this form of tenure is emerging through the Build to Rent programme and may play a part in meeting housing need and could meet an affordable housing requirement if rent levels are contained within Local Housing Allowance rates.*
- 6.67 *Section 106 Planning Agreements will be required to secure delivery of the affordable housing. Normally, the council will expect affordable housing to be provided at a value equivalent to land at nil cost, whereby the Registered Provider receives transfer of the built-out units or under special circumstances receives free transfer of the land.*

Gypsy, Traveller and Travelling Showpeople

- 6.68 The Housing Act 2004 requires all local authorities to assess the accommodation needs of Gypsies, Travellers and Travelling Showpeople, take account of their needs in accommodation assessments, and outline how identified needs will be met. Furthermore, the National Planning Policy for Traveller Sites requires that local planning authorities make an assessment of their accommodation needs for the purposes of planning and to develop fair and effective strategies to meet this need through the identification of land for sites.

Policy H5: Gypsy, Traveller and Travelling Showpeople Site

Site Provision

The following site is allocated on the Local Plan Map as a reserve Gypsy and Traveller site to meet the future needs of the existing population within Crawley. This site is considered to be critical to the delivery of future Gypsy and Traveller pitches in Crawley and is identified as being 'developable' in years 6-10 or 11-15 (2019/2020 – 2028/2029) of the Plan, dependent on when the 'need' arises.

- Broadfield Kennels, southwest of the A264

Acceptable development of this site will include adequate highway access being achieved, along with appropriate design, layout and landscaping to ensure the requirements of the AONB Management Plan are satisfied and the impacts of development adjacent to the country park are mitigated. Both the landscape character and ecological value of the Broadfield Kennels site will be assessed, and any harmful impacts will be adequately mitigated if required.

Ongoing monitoring of Gypsy, Traveller and Travelling Showpeople accommodation needs within Crawley will ensure that any identified 'need' for a Gypsy and Traveller pitch is accommodated on the reserve site.

Criteria for Assessing other Proposals

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

- a) is not subject to existing or predicted air, road and/or rail noise in excess of 57 decibels for permanent sites, 60 decibels for long term temporary sites of up to one month, and 66 decibels for temporary sites;
- b) does not create a design and amenity impact that is incompatible with the surrounding area, particularly when located within residential areas or on land beyond the Built-up Area Boundary;
- c) is not located in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans;
- d) is in a sustainable location that reduces the need for long distance travelling, and to reflect traditional lifestyles, whereby some travellers live and work in the same location;
- e) avoids placing undue pressure on infrastructure and community services; and
- f) meets an identified local need for Gypsy, Traveller and Travelling Showpeople accommodation.

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

Reasoned Justification

6.69 *Crawley is a constrained urban environment and is in a position where difficult prioritisation of new development is required as the last undeveloped or underdeveloped sites are allocated for future uses. This situation results in high land values and limited opportunities for Gypsies, Travellers and Travelling Showpeople to bring forward site provision themselves. There are currently two authorised Gypsy and Traveller sites in Crawley, for four pitches in total, and one authorised site for Travelling Showpeople with three plots, but there is a more substantial local population living within bricks and mortar accommodation.*

6.70 *The current Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013) for Crawley indicates a potential future need of up to ten pitches for Gypsies and Travellers arising from the existing population*

within Crawley. Whilst the survey work completed for those in bricks and mortar accommodation has not identified any immediate need for additional sites, it is inherently improbable that within the next 15 year period there will be no new households formed requiring additional site provision.

- 6.71 *This need will be met by the provision of a site at the former Broadfield Kennels, southwest of the A264. This site is located within the High Weald AONB and outside the current Built-Up Area Boundary (BUAB). Therefore, the site will need to be well planned and soft landscaped to ensure that the visual impact on the AONB is negligible and that the natural landscape is, where possible, positively enhanced. Mitigation measures for the potential impact on the natural environment will be sought where appropriate. The council will continue to search for and analyse the potential for alternative sites as factors change over the Local Plan period, most critically in relation to the future expansion of Gatwick Airport.*
- 6.72 *In addition, this Policy also outlines the criteria upon which any other Gypsy, Traveller and Travelling Showpeople proposals will be assessed to ensure site provision occurs in locations that offer a suitable living environment for future inhabitants and protects existing neighbours from inappropriate development.*
- 6.73 *To deal with sites brought forward privately on unallocated land, land ordinarily considered suitable for housing development will be considered suitable for traveller accommodation subject to the proposal being compatible in design and amenity terms with the surrounding area, especially where proposals include employment based activities within their proposals. However, caravans offer a much lower level of acoustic attenuation than bricks and mortar accommodation and the long term exposure to noise would affect the residents' health. Exposure to noise in excess of 57 decibels on a permanent basis, 60 decibels for long term temporary sites of up to one month and of 66 decibels for temporary sites would not be in the long term interest of future inhabitants. Because Crawley has uncertainty surrounding the potential expansion of Gatwick Airport to a two runway operation, areas of the borough currently falling inside acceptable limits may become unsuitable in the future as noise contours migrate south into the built up area. For these areas, temporary permission may be an appropriate decision until certainty is achieved.*

Houses in Multiple Occupation

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

Policy H6: Houses in Multiple Occupation

Proposals for the development and change of use of an existing property to a House in Multiple Occupation will normally be permitted provided that:

- i) The location, design and layout of the development is appropriate for the proposed occupiers;
- ii) The proposal, by virtue of its intensity of occupation and activity or due to its

- cumulative impact in the area, would have no adverse impact upon the character of the area and the amenity and privacy of neighbouring properties;
- iii) Development can meet its operational needs (e.g. parking, servicing) including Crawley Borough Council's adopted HMO Standards.

Reasoned Justification

- 6.75 *Houses in Multiple Occupation provide a much-needed source of housing supply in Crawley, particularly for people employed in the service sector. However, a large number of HMOs in one area can change the physical character of that area and this can lead to conflict with the existing community. Tenants equally can suffer from poor conditions and mismanagement of the properties by the landlords.*
- 6.76 *There continues to be a need for this type of accommodation in Crawley since it provides affordable and convenient accommodation for a wide range of groups, including young single people and those requiring care in the community. Whilst shared accommodation is normally appropriate within residential areas close to shops and services, it can also cause problems due to the intensity of occupation and activity. Accordingly, regard must be had to the standard of this accommodation, traffic, and parking implications together with its impact upon the amenity and privacy of neighbouring properties and the general character of the area. Appropriate measures may be required to minimise the transmission of noise and generally to avoid causing a nuisance to neighbouring properties.*
- 6.77 *Policy H3 (Future Housing Mix) recognises that the planning system can assist in achieving a mix of households within the town's neighbourhoods by meeting different housing needs whilst protecting the interests of other residents, landlords and businesses. This can best be delivered by preventing the development of excessive concentrations of HMOs and encouraging a more even distribution across the town. Some neighbourhoods, including Furnace Green, Southgate, West Green and Langley Green have significant concentrations of HMOs, particularly in areas with larger semi-detached and detached dwellings.*
- 6.78 *The main concern with HMOs is that a large number of individuals can occupy one property, all living independently and creating more disruption to surrounding areas than a group of people living together, in terms of noise, parking and general disturbance associated with daily routines.*
- 6.79 *Inadequate parking leading to unauthorised parking is a significant issue in many neighbourhoods in Crawley, with the early New Town neighbourhoods planned with one car parking space per nine houses, and it is therefore important to have policies which can control issues such as this. It is also important to ensure that permission is only granted for those properties that have adequately sized rooms and suitable communal facilities for its occupants as well as being in appropriate locations, in terms of proximity to public transport routes.*
- 6.80 *Given that councils no longer have control over the loss of dwellinghouses to small HMOs, there is a high risk of concentrations of HMOs. It is therefore considered that, where possible, new HMOs should be monitored by location and concentration. Consideration may need to be given to the need to introduce Article 4 Directions in certain locations removing Permitted Development Rights for the conversion of dwellings to small HMOs.*

Environment

By 2030, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley's parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors.

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

By 2030 significant progress will have been made in Crawley becoming a carbon neutral town... Conserving natural resources to support future growth will be vital to the longevity of the town.

- 7.1 Crawley's natural environment is of great importance to the health and wellbeing of the people who live, work and visit Crawley. Its role includes a setting for recreation, relaxation, wildlife conservation and adapting to and mitigating the effects of climate change.
- 7.2 Throughout the urban area and on the fringes of the town there are many sites that are important for nature conservation and recreation from the wooded and open areas of grass in between houses to large local nature reserves and public parks. These areas make up a network of green space that support natural processes and are integral to the health and quality of life of the population. Most of Crawley's waterways flow underneath the urban area but also have an important leisure, visual and economic role in places such as Ifield Mill Pond and Tilgate Lake.
- 7.3 Crawley is committed to supporting our legally binding national carbon reduction targets and being carbon neutral by 2050; this is to be achieved by aligning with the national zero carbon agenda in planning policies and by engaging with local businesses and communities.
- 7.4 Crawley is unique in comparison to other towns in the region. It is mainly urban in character, is well linked to the motorway network, contains a major international airport at Gatwick, and is home to one of the largest employment areas in the south east at Manor Royal and County Oak. These aspects have combined to make Crawley a leading economic driver in the sub-region, but can also result in pollution impacts and energy demands which need to be mitigated and managed.

Chapter Content

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

The Key Issues

- 7.6 With an increasing population and the consequent need for development, the impact on the natural environment is a key issue. The planning policies in this chapter will ensure that Crawley's environment is enhanced as Crawley grows

and changes over the next 15 years. A number of challenges to address the sustainable future of the borough exist.

- a) **Green Infrastructure:** As a New Town, Crawley was originally designed with many green spaces and landscaping integrated within the developed area. These serve to separate and give identity to the neighbourhoods. Increasing levels of development present a potential threat to the amenity value of green infrastructure in Crawley. There is a risk that this becomes further fragmented and that the quantity and quality of green space is reduced.
- b) **Biodiversity:** The Natural Environment White Paper (DEFRA, 2011) has highlighted that nature in England is highly fragmented and unable to respond effectively to pressures such as climate and demographic change. Crawley has an extensive network of green spaces, many of which have or are capable of increased biodiversity value to help the town adapt to climate change and create an overall net gain in biodiversity. It is important that the Local Plan ensures that development does not compromise the ability of the town to achieve the above aims and where possible that enhancement is encouraged.
- c) **Open and Green Spaces:** The number and quality of open space sites has come under increasing pressure from both new development and maintenance budgetary constraints. With the need for new housing, Crawley's economic role within the Gatwick Diamond, and a limited supply of development land it may be that some of these sites are considered as a potential supply of land. It is important that a balance is struck between meeting these development needs whilst continuing to ensure a sufficient supply of high quality open space and sports provision to meet the needs of existing and future residents.
- d) **A Compact Urban Borough:** The town was developed as a new town in the 1950s, and all development followed the neighbourhood principle which provides a sustainable pattern. This ethos is still central to the way the town is planned today and provides an increased opportunity for local energy production on a network basis. However the compact nature of the borough and changing climate patterns are expected to increase the frequency and severity of heatwave events. Such events are likely to be of increased severity in Crawley due to the relatively high levels of radiant energy the area receives, combined with the urban heat island effect typical of compact urban areas.
- e) **Flood Risk Management:** The borough's water environment provides an important leisure and visual role in a predominantly urban area, but several high profile flood events have highlighted the need to manage flood risk. For these reasons it is important that development is planned with flood risk in mind, both in terms of protecting Crawley residents, and through ensuring that flood risk is not increased elsewhere. Crawley falls entirely within the upper reaches of the River Mole catchment, which is situated on clay and so responds very rapidly to rainfall. Gatwick Airport and many properties are at significant risk of flooding from the River Mole in Crawley. In addition, heavy localised rainfall is known to cause localised surface water flooding and sewer failure, which is not reflected in the flood extent maps. There are several boroughs on the River Mole downstream of Crawley. Development within Crawley, if not carefully managed, could influence flood risk downstream.
- f) **Water Stress:** The South East, including Crawley, is an area of extreme water stress. It is among the worst areas in the UK. Therefore, more

stringent water efficiency measures should be required from housing and commercial property development.

- g) **Gatwick Diamond:** Crawley and its surrounds have been identified as an area of significant change and growth. Given its geographical location at the heart of the Gatwick Diamond and the significant amount of both commercial and residential growth expected throughout the life of the Local Plan, there is a need to consider the impact on the local environment and to plan for sustainable growth. This is exacerbated with the resultant in-commuting to the area and regional focus of growth that would otherwise be experienced across a number of authorities. This is also supported by the fact that the main industrial area, Manor Royal is currently responsible for 28% of the town's carbon emissions. This will increase if growth for the Gatwick Diamond area is focused there.
- h) **Gatwick Airport:** Given the proximity of the international airport, there are a number of local impacts that would affect how climate change is dealt with. From the increase in traffic movements in the local area, to the restrictions in terms of building heights and safeguarding, the operation of the airport requires the Local Authority to act differently than it would otherwise. For example, Crawley has a reduced opportunity of using wind turbines in the countryside adjacent to the airport and other renewable technologies must be considered. Gatwick Airport's published Scope 1 and 2 emissions contribute 24% of the business and commercial emissions in Crawley borough and 13% of total emissions (excluding aircraft movement, as these are considered on a national level).
- i) **Noise:** The relationship between noise sources and noise sensitive development is a key issue in the town, in particular due to the location of Gatwick Airport, the M23 motorway and large industrial areas.

Local Plan Policies

Green Infrastructure

- 7.7 Green infrastructure is the network of multi-functional green space and waterways both new and existing, and both rural and urban which supports the natural and ecological processes and is integral to the health and quality of life of the population.
- 7.8 It consists of useable spaces for both people and wildlife and ranges from large-scale areas of public open space and recreational space, including accessible countryside to smaller scale provision in the form of street trees, private gardens and allotments. The term 'multi-functional' refers to the various functions for example, local character, functional linkages, recreation, meeting community needs, visual amenity, biodiversity and/or local food or energy crop production.

Policy ENV1: Green Infrastructure

Crawley's multi-functional green infrastructure network will be conserved and enhanced through the following measures:

- i. Development which protects and enhances green infrastructure will be supported;
- ii. Development proposals should take a positive approach to designing green infrastructure, utilising the council's supplementary planning documents to integrate and enhance the green infrastructure network;

- iii. Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified, and mitigate against any loss or impact or as a last resort compensate to ensure the integrity of the green infrastructure network is maintained;
- iv. The strategic green infrastructure network is afforded the highest protection due to its high value from existing or identified potential multiple functions, for example as recreation, routeways, access to the countryside, wildlife and climate mitigation;
- v. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting to the urban/rural fringe and the wider countryside beyond;
- vi. Large proposals will be required to provide new and/or create links to green infrastructure where possible.

Reasoned Justification

- 7.9 *Proposals for development will increase pressures on the borough's landscapes and green spaces, presenting opportunities for enhancing and extending Crawley's green infrastructure. For the town to develop and grow in a sustainable manner, it is important to ensure that green infrastructure is embedded in the planning process at the earliest stage.*
- 7.10 *Green infrastructure should not just be considered as an adjunct to new development. Connected networks of green spaces around new development should be treated as integral to the planning and design process conscious of its place within wider green infrastructure networks. This is assisted by an integrated review of existing green infrastructure functions (biodiversity, flood management, rights of way, open space, etc.). The Green Infrastructure Study identifies deficiencies and need in relation to future growth and the desires of the town's residents to determine where improvement should be focused.*
- 7.11 *The NPPF requires local authorities to plan strategic development considering the impacts on existing infrastructure and the need for new infrastructure to service that development and also to contribute to and enhance the natural and local environment. The Local Plan evidence base, including consultation responses, provides a clear message that Crawley's green infrastructure is fundamental to residents' quality of life and the wider environment. The green infrastructure policy and supporting development management policies seek to reflect that importance.*
- 7.12 *Through a range of Local Plan policies, the borough council will also seek to achieve the provision, retention and/or enhancement of the specific functions of green infrastructure:*
- a. *Publicly accessible open space including formal sports facilities and informal amenity space;*
 - b. *The High Weald Area of Outstanding Natural Beauty;*
 - c. *Beyond the built up area where landscape character areas have been defined;*
 - d. *Value of existing soft landscaping – character and appearance, structure, screening or softening;*
 - e. *Requirements of new development – amenity spaces including private gardens, landscape schemes, street trees, green roofs and walls and links to and between areas of public open space and accessible countryside;*

- f. *Areas of biodiversity value such as Sites of Nature Conservation Interest, Local Nature Reserves, adjacent SSSIs, Biodiversity Opportunity Areas and Ancient Woodland;*
- g. *Heritage Assets;*
- h. *Opportunities to meet open space, sport and recreation needs;*
- i. *Green spaces for flood storage, conveyance, and SUDS.*

7.13 *The council will produce a Green Infrastructure SPD and Planning and Climate Change SPD to help applicants make successful applications and to aid the delivery of green infrastructure where required.*

Biodiversity

7.14 *Crawley Borough Council is committed to halting the overall decline in biodiversity by ensuring that development minimises impacts on biodiversity and provides net gains where possible including establishing coherent ecological networks that are more resilient to current and future pressures.*

Policy ENV2: Biodiversity

To ensure a net gain in biodiversity, the following areas will be conserved and enhanced where possible and the council will support their designation and management:

- a. Sites of Special Scientific Interest
- b. Ancient Woodland
- c. Local Nature Reserves
- d. Sites of Nature Conservation Importance
- e. Other sites, including Priority Habitat areas identified in Biodiversity Action Plans and mapped as Biodiversity Opportunity Areas
- f. Sites where Protected Species are present
- g. Sites where Species of Principal Importance are present
- h. Nature Improvement Areas.

Proposals which would result in significant harm to biodiversity will be refused unless:

- i) this can be avoided by locating on an alternative site with less harmful impact; or
- ii) the harm can be adequately mitigated, or, as a last resort, compensated for.

Major development proposals will be expected to incorporate features to encourage biodiversity and where possible enhance existing features of nature conservation value within and around the development.

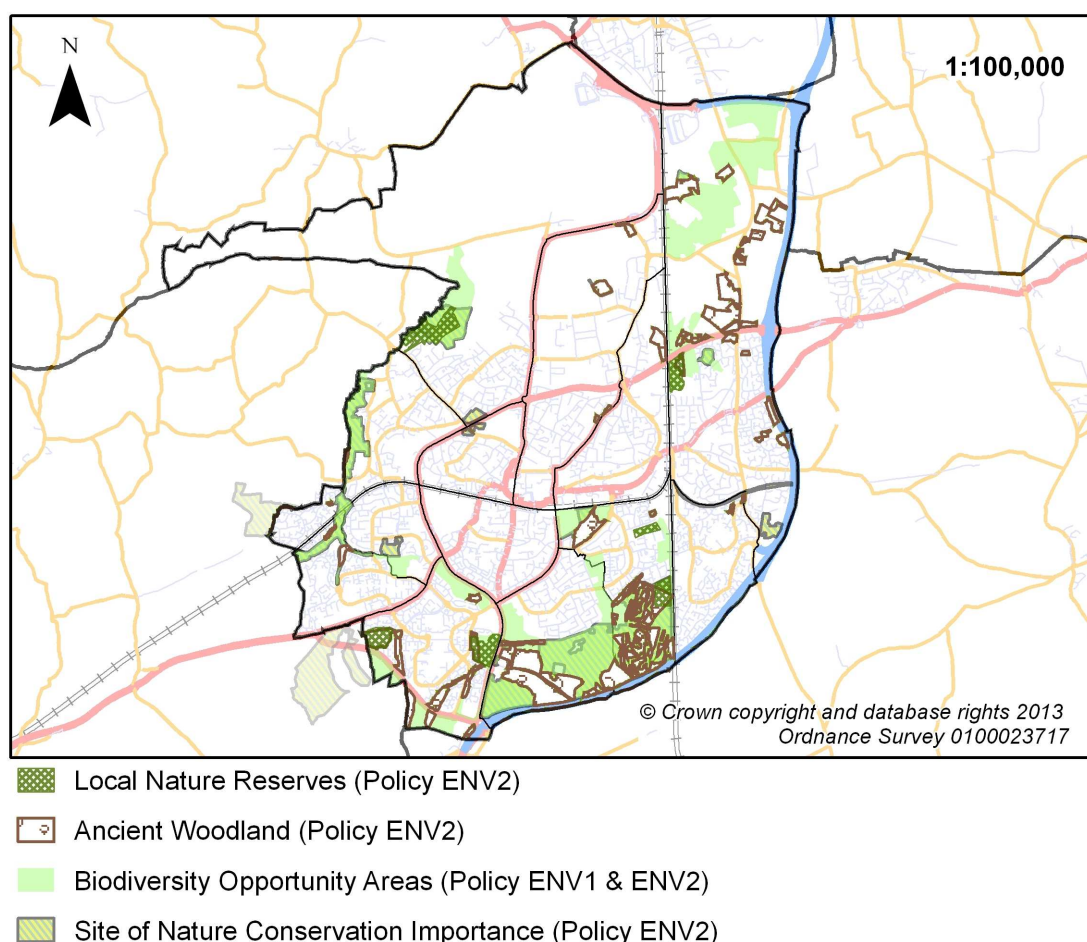
Habitat and species surveys and associated reports will be required to accompany planning applications which may affect the areas listed above or sites showing likely ecological value based on past ecological surveys.

Planning permission will not be granted for development that results in the loss or deterioration of ancient woodland unless the need for, and benefits of, the development in that location clearly outweigh the loss. A buffer zone between new development and ancient woodland will be required in line with Natural England Standing Advice.

Reasoned Justification

7.15 *As a public body, Crawley Borough Council has a duty to have regard to the conservation of biodiversity through the proper exercising of all its functions. This is a statutory function set out in section 40 of the Natural Environment and Rural Communities Act, 2006.*

- 7.16 *This means that the consideration of biodiversity must be embedded in planning policy which should be making a contribution to the commitments set out in Biodiversity 2020: A Strategy for England's Wildlife and Ecosystems Services. The ambition is to halt overall loss of England's biodiversity by 2020 and in the longer term, move from a position of net biodiversity loss to net gain.*
- 7.17 *To support this ambition the Local Plan Map identifies the components of Crawley's ecological network. This ensures that biodiversity is considered, from protection of habitats and species to identifying opportunities to enhance biodiversity.*
- 7.18 *The council will continue to work collaboratively with partners including Local Nature Partnerships to protect and improve the natural environment based on locally identified priorities and evidence. The Sussex Biodiversity Partnership works together towards achieving biodiversity targets. Biodiversity Action Plans (BAPs) and Biodiversity Opportunity Areas have been produced which identify habitats of importance within the borough. This includes the Urban BAP which highlights the rich biodiversity in Sussex's urban areas as well as the Deciduous Woodland, Lowland Heathland, Lowland Meadows and Undetermined Grassland BAPs.*



- 7.19 *Much biodiversity is outside designated areas. It is important that planning decisions take into account biodiversity by ensuring that decisions are based on sufficient information. The Sussex Biodiversity Record Centre data will be used to determine whether habitats or species of principal importance may be present, for which an Ecological Survey will be required. Where planning*

applications are considered to have an impact on wildlife, advice will be sought from relevant national and local organisations.

7.20 Ancient Woodlands are valuable as a biodiversity resource for its diversity of species and longevity as woodland. Areas of ancient woodland are identified on the Local Plan Map and protected by national policy.

Local Green Space

7.21 The NPPF empowers local communities to promote the designation of green areas of particular importance for special protection as a Local Green Space.

Policy ENV3: Local Green Space

The following area is designated as Local Green Space:

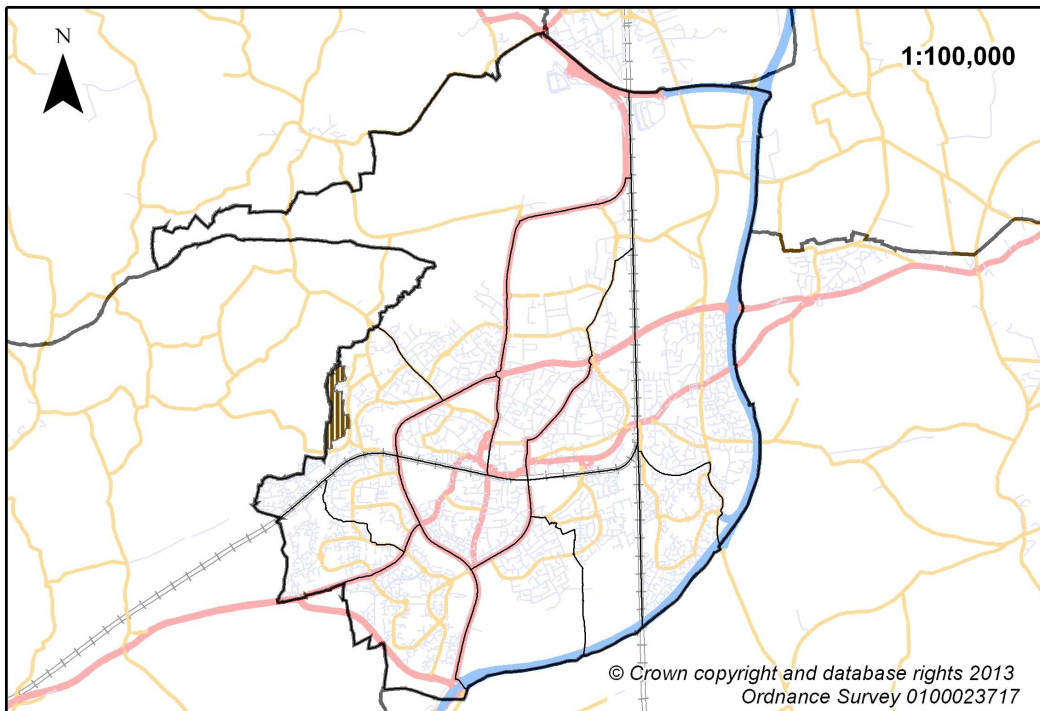
Ifield Brook Meadows and Rusper Road Playing Fields

This area is designated due to its value to the local community and local significance in its function as an area for enjoyment of recreation, tranquillity, wildlife, heritage, and highly accessible countryside close to the urban area.

The above area will be safeguarded from development other than in very special circumstances or where the development is to enhance Local Green Space functions for example through improvements to access, recreation and wildlife.

Reasoned Justification

7.22 Public consultations have consistently shown that Ifield Brook Meadows and Rusper Road Playing Fields should be protected because of their special value to the local community. The Meadows are an important site of nature conservation with distinctive vegetation and wildlife. The northern part of the Meadows is of historic importance, forming part of the Ifield Village Conservation Area, contributing to the setting of the village and church. These elements make this area unique and local in character.



Local Green Space (Policy ENV3)

7.23 *The presumption in favour of sustainable development does not apply to Local Green Spaces. Proposals affecting the designated Local Green Space should be consistent with national Green Belt Policy.*

Sport, Recreation and Open Space

7.24 This policy sets out the criteria the council will use to determine proposals that affect open space, sport and recreation provision.

7.25 Crawley's open spaces, sports facilities and recreational areas are important to the health and wellbeing of the community. These spaces make up most of the green infrastructure network of the town, providing environmental benefits as well as enhancing its character, making Crawley a pleasant place to live, work or visit.

7.26 It is important to ensure that there is an adequate supply of open space to serve the needs of both the existing and the future population of the borough. The Open Space, Sport and Recreation Study and Playing Pitch Strategy has defined new standards for sport and recreation provision in the borough based on an assessment of the adequacy of existing provision, and the need for future sport and recreation development defined through consultation.

Policy ENV4: Open Space, Sport and Recreation

Proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless:

- a) An assessment of the needs for open space, sport and recreation clearly show the site to be surplus to requirements; or
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; and
- d) Loss of the site will not result in overriding visual, amenity, environmental or cultural impacts. Sites which have significant nature conservation, historical or cultural value should be afforded protection, even if identified as surplus to requirements as open space for recreation.

Reasoned Justification

7.27 *Determining what open space, sport and recreation provision is required as well as the qualitative and quantitative deficits or surpluses is a requirement set out in the NPPF.*

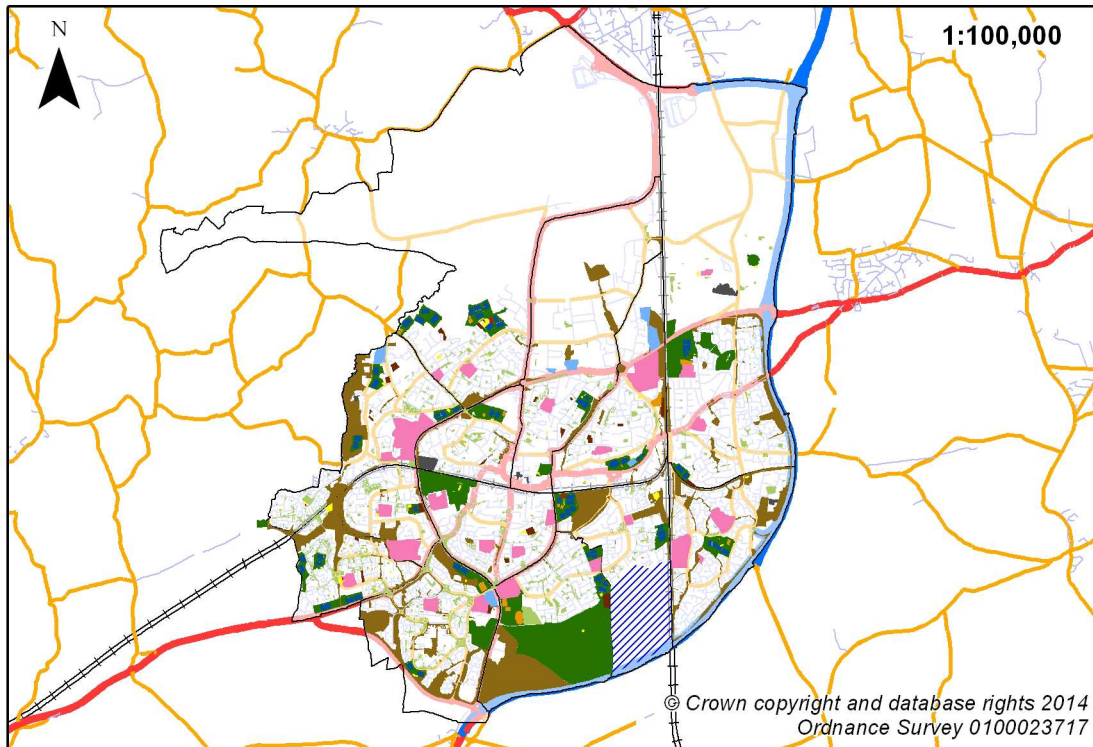
7.28 *The council's Open Space Assessment (2013) has identified the location, quantity and quality of open space, sport and recreation provision. This assessment identifies the specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. This can be used to determine the impact of proposals on open space.*

7.29 *The study has identified that overall Crawley is provided for relatively well with open space areas. However, distribution can be uneven which means that in some locations residents have further to travel to enjoy particular types of open space. The study, therefore, highlights the areas of deficiency in quantity, access and quality and also where opportunities for enhancement exist. The standards in this study determine a minimum level of quality and quantity of*

green space provision and the maximum distance people should have to travel to access different types of green space.

7.30 For the purposes of this policy, open space, sport and recreation facilities broadly fall into the following typologies:

- Indoor sports facilities
- Parks and gardens
- Natural and semi-natural open spaces
- Amenity green space
- Provision for children
- Provision for young people
- Outdoor sports facilities
- Allotments
- Cemeteries and churchyards
- Civic spaces
- Green corridors.



- | | |
|--------------------------|---------------------------------------|
| Allotments | Outdoor Sports Space (Fixed Facility) |
| Amenity Green Space | Outdoor Sports Space (Limited Access) |
| Churchyards & Cemeteries | Outdoor Sports Space (Grass Pitches) |
| Education | Parks and Recreation Grounds |
| Golf Course | Play Space (Children) |
| Natural Green Space | Play Space (Youth) |

Provision of Open Space and Recreational Facilities with New Development

7.31 As Crawley grows the population will increase putting pressure on existing open space and creating a demand for new open space and recreational facilities. It is important that as the town grows, so does the green infrastructure to support it.

Policy ENV5: Provision of Open Space and Recreational Facilities

The impact of the increased population from new residential development on open space and recreational facilities across the borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space.

However, where development is on existing open space which is not identified as surplus and is therefore required to be replaced through Policy ENV4, a S106 agreement will also be sought to secure the replacement open space.

Depending on the characteristics and location of larger housing sites, on site provision of open space may also be appropriate and required as an integral part of the development.

There is a significant supply of semi-natural green space across the borough. Opportunities are encouraged to provide multi-use open space provision in these areas, e.g. natural play areas, BMX tracks and signed routeways where there is an existing undersupply of these facilities and the impact on biodiversity is acceptable.

Reasoned Justification

7.32 *In meeting the housing needs of the borough it is important to provide the infrastructure needed to support the increase in population and mitigate the impacts on existing facilities. This may be new provision on-site for larger developments or new provision or enhancements off-site to ensure that the overall supply, accessibility and quality of Crawley's open space does not diminish as the town grows. The general principle underlying the policy is that all new housing should mitigate its impact on Crawley's open spaces, sports and recreation facilities.*

Sustainable Design and Construction

7.33 The government currently has a target of new development being zero carbon by 2016 and it is looking to achieve this through the development of nationally described standards. The council has a long term aspiration to be carbon neutral by 2050. The council therefore supports the government in implementing zero carbon standards within building regulations at the national level. The need to address climate change at a local level has also been supported throughout consultations for the Local Plan.

7.34 Crawley's compact urban nature combined with the significant levels of development expected over the coming years present an opportunity for Crawley to minimise its carbon emissions in an efficient manner. Currently energy use in buildings makes up a significant portion of the carbon emissions generated within Crawley. Domestic buildings accounted for 27.8% of overall emissions in 2011, industrial and commercial buildings for 50.4%, with road transport only accounting for 21.8%⁴¹. In addition to the emissions, the resultant energy that is generated is often done so in an inefficient manner resulting in much of it being wasted. Due to the borough's characteristics this wasted energy can be captured for the benefit of others, this will result in our overall emissions being reduced.

⁴¹ (data from 'Emissions within the scope of influence of Local Authorities for 2005-11' from DECC: This data set excludes items deemed outside of LA control, such as: Land Use Change, Diesel train transport and Motorway road transport emissions.

- 7.35 Crawley was mainly constructed between 1950 and 1960, and has many properties of poor construction resulting in poor energy performance. Added to this the increasing number of fuel poor households, rising from around 4.0% of households in Crawley in 2006 to around 9.2% in 2009⁴² as a result of increasing fuel costs combined with relatively stagnant household incomes, the improvement of existing buildings to ensure everyone has access to affordable warmth is a high priority.
- 7.36 Actions to reduce emissions from energy use in buildings are most cost effective when undertaken during construction or renovation works. As such, development projects present the most appropriate and effective opportunity to mitigate the climate change impact of the borough. Therefore, the following hierarchy should be adopted by all development within the borough:
- Be Lean – *use less energy*
 - Be Clean – *use low carbon energy sources*
 - Be Green – *use renewable energy*
- 7.37 A number of objectives have been established that all developments are expected to achieve to ensure the borough remains a sustainable place in the coming years.

Policy ENV6: Sustainable Design and Construction

Proposals for new dwellings should as a minimum meet Code for Sustainable Homes Level 3, and new non-domestic buildings should adhere to BREEAM Excellent.

All development, including the alteration and extension of existing buildings, should achieve the following sustainability objectives:

- i. Take an active approach to reducing its need to consume energy;
- ii. Tackle the serious water stress in the borough (see Policy ENV9);
- iii. Support the establishment and integration of district energy networks within heat priority areas or near potential sources of waste energy (see Policy ENV7);
- iv. Utilise renewable and low carbon energy technologies where appropriate;
- v. Look at ways to improve the existing building when adding improvements or extensions;
- vi. Minimise the amount of carbon emitted throughout the implementation and construction process and ensure any existing embedded carbon onsite is retained;
- vii. Cope with future temperature extremes, and ensure it does not unduly increase the impact of heatwave events.

All development involving the creation of a new dwelling or the creation, change of use, or refurbishment of over 100sqm of internal floorspace should submit a Sustainability Statement demonstrating how the sustainability objectives above have been achieved during the design process, or will be achieved during the construction process.

Further details on how these objectives can be achieved can be found in the Planning and Climate Change SPD.

⁴² Data from DECC: "Fuel poverty 2009: sub-regional data" and "Local Authority fuel poverty levels, 2006"; see http://www.decc.gov.uk/en/content/cms/statistics/fuelpov_stats/archive/archive.aspx

Reasoned Justification

- 7.38 *The NPPF states that planning policy should play a key role in: shaping places to secure radical reductions in greenhouse gas emissions, planning for new developments in locations and ways that reduce greenhouse gas emissions, and supporting the delivery of renewable and low carbon energy and associated infrastructure. It also requires local planning authorities to actively support energy efficiency improvements to existing buildings, and to identify when there are opportunities for development to draw energy supply from decentralised renewable or low carbon energy supply systems.*
- 7.39 *Further to this local planning authorities should have a positive strategy to promote energy from renewable and low carbon sources and policies should maximise renewable and low carbon energy development, while ensuring adverse impacts (including cumulative landscape and visual impacts) are satisfactorily addressed.*
- 7.40 *The NPPF⁴³ also seeks to ensure that there are net gains across the economic, social and environmental dimensions of sustainable development. This Policy will make a substantial contribution towards both the social and environmental dimensions of this goal. It will also positively contribute towards the economic dimension as the energy savings alone can exceed any cost associated with the design and construction of a green building⁴⁴. The World Green Building Council report also goes on to show that over time buildings with better sustainability credentials enjoy increased marketability and are more easily able to attract tenants and to command higher rents and sale prices.*
- 7.41 *A number of borough-wide issues and opportunities have been identified in the evidence base and these form the objectives that all development is expected to address in this Policy.*
- 7.42 *Development should take an active approach to reducing a development's need to consume energy. This is paramount to tackling climate change and intrinsically linked with the NPPF.*
- 7.43 *The borough has serious water stress and as such development is expected to address this issue by achieving a better than standard level. This is to ensure the situation is not worsened and has been endorsed by the Environment Agency and other bodies during consultation.*
- 7.44 *Due to Crawley's compact urban nature, the use of district energy networks can ensure a low carbon future for the borough as required by the NPPF. Ensuring development utilises these networks is of particular importance to ensure they are a success.*
- 7.45 *Crawley Borough Council has undertaken an assessment⁴⁵ of the likely opportunities and constraints of a number of technologies across the borough. High radiant energy, a plentiful supply of a biomass fuel, and district energy network has been identified as the most suitable renewable energy resources available. It is therefore appropriate to utilise renewable and low carbon energy technologies where appropriate.*
- 7.46 *Existing buildings have embedded carbon; this is carbon that was emitted to construct it. It is vital that this already emitted carbon is not wasted through the*

⁴³ National Planning Policy Framework, paragraph 152 (DCLG, 2012)

⁴⁴ The Business Case for Green Building: A Review of the Costs and Benefits for Developers, Investors and Occupants, World Green Building Council (2013)

⁴⁵ Decentralised Energy Study (hurleypalmerflatt, 2011)

needless demolition of structures so applications will be required to demonstrate how onsite embedded carbon has been retained.

- 7.47 *Crawley is expected to experienced increased frequency and severity of heatwave events. Therefore, ensuring that new buildings will be fit for purpose under greater temperature extremes and minimising the contribution that new developments have towards the urban heat island effect will help manage this impact.*
- 7.48 *Existing buildings within the borough are responsible for a large proportion of our carbon emissions so improvements to all of these buildings are essential to curb our emissions over the Plan period. Therefore this policy relates to all development including alterations and extensions to existing buildings, as well as new developments. This will also help to tackle the high level of local fuel poverty by ensuring affordable warmth within the borough.*
- 7.49 *The Policy refers to Code for Sustainable Homes and BREEAM standards. Whilst the government's intention to adopt national standards is due to be adopted in summer 2014, as these are not yet adopted, the current standards will continue to be used to inform assessments.*

District Energy Supply

- 7.50 Energy supplied from the National Grid is relatively carbon intensive due to its ageing infrastructure and the need to transport energy over long distances. Despite the anticipated effect of national policies and strategies to decarbonise the supply of electricity from the national grid, there are more efficient ways to supply Crawley's needs.
- 7.51 Crawley, due to its relatively dense and compact urban character, its neighbourhood-based layout, and the quantity of new development expected over the coming years has a significant opportunity to develop district heating and/or cooling infrastructure. Through utilising this technology less energy will be lost in transit, and the waste heat created during electricity generation can be utilised to provide affordable warmth to residential and commercial buildings.

Policy ENV7: District Energy Networks

The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs.

Priority areas for the delivery of district energy networks are identified on the Local Plan Map.

Any Major Development that is located outside a priority area for district energy networks and all development proposals within a priority area for district energy networks that would involve the creation of a new dwelling or the creation of over 1000sqm of internal floorspace should:

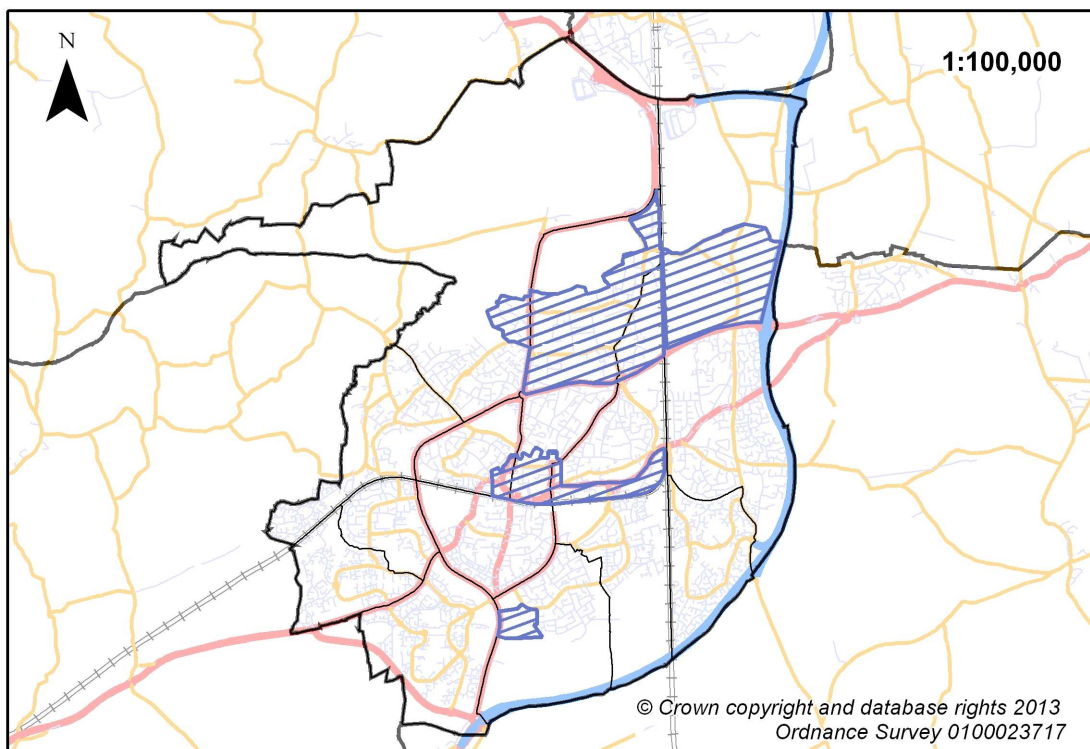
- i. where a network is in place: connect to an existing district energy network; or
- ii. where a network is not yet in place: development should install a new district heating and/or cooling network serving the development and be capable of serving a wider area. Any system installed should be compatible with a wider district energy network and ensure that connection to a wider network is not compromised by poor design or site layout; or
- iii. where a network is not yet in place, and where development cannot comply with the requirements above as it is not technically feasible or viable, by virtue

of the type of development proposed and its design, then the development should as a minimum requirement be “network ready”.

All development subject to the requirements of Policy ENV7, including justification of any exceptional circumstances, must be supported through the submission of a sustainability statement in compliance with the Climate Change SPD.

Reasoned Justification

- 7.52 *Crawley Borough Council has conducted a thorough assessment of the potential use of decentralised energy networks across the borough. This has included work by West Sussex County Council, the Energy Centre for Sustainable Communities, and hurleypalmerflatt consultancy.*
- 7.53 *When considering the opportunities for reducing CO2 emissions through the supply of low carbon heat, District Heating (DH) was identified as an alternative method of supplying heat to buildings, using a network of super insulated pipes to deliver heat to multiple buildings from a central heat source, such as a Combined Heat and Power (CHP) plant. A CHP plant is essentially a local, smaller version of a traditional power station but by being combined with heat extract, the overall efficiency is much higher (typically 80% - 85%). Whilst the electrical efficiency of smaller CHP systems is lower than large scale power generation, the overall efficiencies with heat use are much higher resulting in significant CO2 reductions.*
- 7.54 *A ‘heat map’ for Crawley has been created that identifies density of heat demand across the borough, the assessment identified a number of areas where the development of district heating schemes should be actively encouraged. These are identified as Priority Areas on the Local Plan Map. District energy networks are, however, encouraged throughout the borough, including outside of the identified areas.*



 Priority Areas for District Energy Networks (Policy ENV7)

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

Development and Flooding

7.56 Crawley's water environment has long been an important planning consideration, particularly from a perspective of managing flood risk, and will continue to remain so in planning for Crawley's future. The borough falls entirely within the upper reaches of the River Mole catchment, and the town's close proximity to the catchment has meant that several areas are identified by the Environment Agency as being at risk of flooding. The northward flow of the Upper Mole towards the Thames also has flood implications for Gatwick Airport and neighbouring authorities, in particular Reigate and Banstead.

7.57 It is, therefore, important that development is planned sustainably with flood risk in mind, both in terms of protecting current and future users of the development, and through ensuring that proposals do not increase flood risk elsewhere. To achieve this, the NPPF (and supporting PPG: Flood Risk and Coastal Change) categorises different development types according to their susceptibility to flood risk. Through applying the sequential test, the most vulnerable development types should be directed to the areas of lowest flood risk.

Policy ENV8: Development and Flood Risk

Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere. To achieve this, development will:

- i. be directed to areas of lowest flood risk, having regard to its compatibility with the proposed location in flood risk terms, and demonstrating (where required) that the sequential and exceptions tests are satisfied;
- ii. refer to the Environment Agency Flood Map for Planning and Crawley Strategic Flood Risk Assessment to identify whether the development location is situated in an area identified as being at risk of flooding;
- iii. where identified in the SFRA, demonstrate through a Flood Risk Assessment how appropriate mitigation measures will be implemented as part of the development to ensure risk is made acceptable on site, and is not increased elsewhere as a result of the development;
- iv. ensure that proposals on all sites of 1 hectare or greater are accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed;
- v. achieve all of the run-off requirements from both roofs and hard surfaces as set out in the Code for Sustainable Homes or BREEAM 'Surface Water Run Off' credits, and demonstrate the effective use of SuDS, unless it can be proven that it is not technically feasible or financially viable.

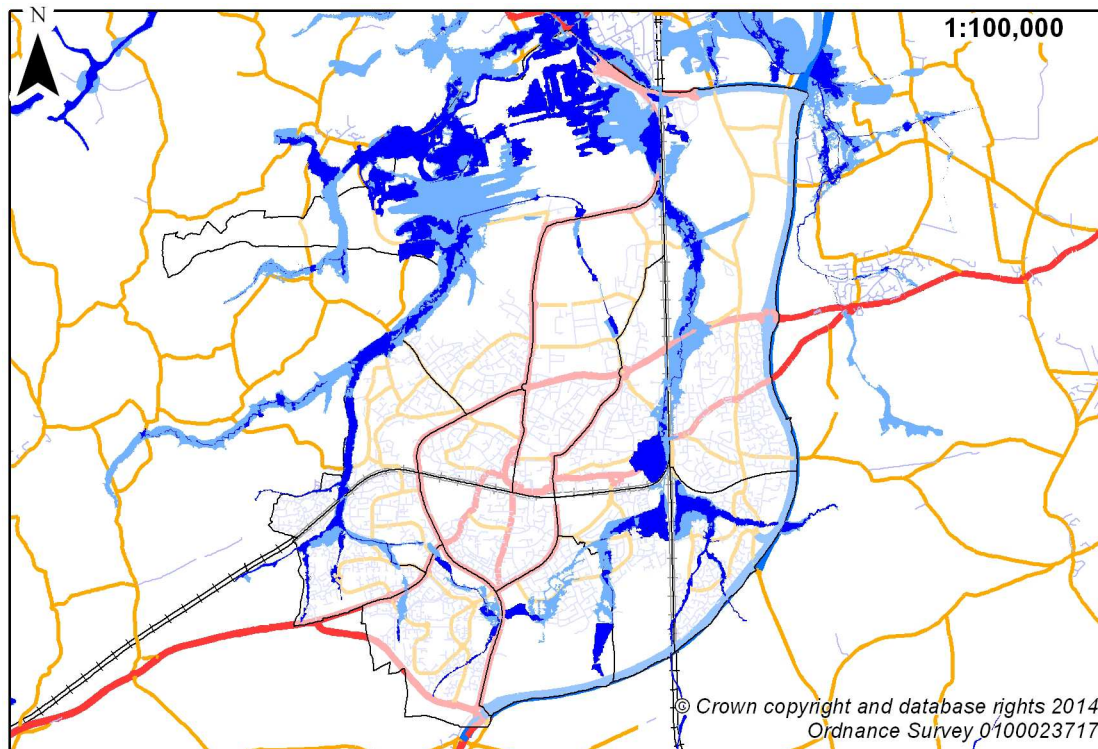
Reasoned Justification

7.58 *Flooding is a natural process that can happen at any time in a wide variety of locations, posing a risk to life, property and livelihoods. The risk of flooding posed to properties within Crawley arises from a number of sources including river flooding, localised runoff and sewer flooding.*

- 7.59 *Development in Crawley has the potential to increase the likelihood of flood risk if it is not carefully managed. Development on floodplains can play a significant role in increasing flood risk, particularly through placing people and properties in areas that are at a heightened risk of flooding. Climate change impacts are also expected to increase the risk of flooding over the coming decades, with an increase in the frequency of wet, mild winters anticipated. Therefore, it is essential that planning decisions are informed by, and take due consideration of, the flood risk posed to (and by) future development.*
- 7.60 *The NPPF requires local planning authorities to take a pro-active approach to managing impacts associated with climate change, including flood risk. To minimise risks to property, inappropriate development should be avoided in areas which are at greatest risk of flooding, and directed to sequentially preferable areas of lowest risk. Where development is necessary in areas of flood risk, care should be taken to ensure it can be made safe without increasing flood risk elsewhere.*
- 7.61 *To guide the location of development, the NPPF requires that local planning authorities undertake a Strategic Flood Risk Assessment (SFRA). The Crawley Strategic Flood Risk Assessment is a key tool, drawing upon the Environment Agency Flood Map for Development to identify areas in the borough where the risk of flooding is greatest. As required by the National Planning Policy Framework, the SFRA provides a local evidence base through which the sequential and exceptions tests will be assessed, and will, therefore, play a key role in guiding the most vulnerable forms of development away from areas where flood risk is greatest.*
- 7.62 *The NPPF recognises residential development as a 'more vulnerable' use which should be directed to Flood Zone 1 or Flood Zone 2, subject to demonstrating compliance with the sequential test and the acceptability of development through a Flood Risk Assessment. Residential development on land falling within Flood Zone 3a will only be acceptable where it can be demonstrated that the NPPF exceptions test is satisfied.*
- 7.63 *All housing sites identified in Local Plan Policy H2 have been found to be acceptable in terms of flood risk, and have been agreed by the Environment Agency and West Sussex County Council (WSCC) through early engagement on the Local Plan. Of the sites allocated by the Local Plan for residential development, four sites are situated in areas partially affected by Flood Zone 2 and/or Flood Zone 3a; these being: Breezehurst Drive, Bewbush; Bewbush West Playing Fields (Henty Close), Bewbush; WSCC Professional Centre, Tilgate; and Land adjacent Desmond Anderson, Tilgate. The principle of development at each of these sites has been agreed by the Environment Agency, subject to applicants demonstrating, through a Flood Risk Assessment, that proposals are acceptable in terms of flood risk. Further site-specific guidance has been agreed with the Environment Agency and WSCC and is set out in the Crawley SFRA.*
- 7.64 *Flash flooding from surface water run-off and/or sewer overload has also been an issue across the borough following heavy localised rainfall events. Surface water flooding is a specific issue across Crawley as the underlying clay soil and density of urban development reduces permeability and increases the levels and speed of surface water run-off. This can result in localised surfaces flooding, and can lead to rivers exceeding their storage capacity more quickly, often resulting in 'flash flooding'. To help identify locations where surface water flooding is likely to be a consideration, applications should refer to the SFRA and Environment Agency Flood Map for Surface Water to assess the potential*

risk of flooding from surface water sources, and effectively respond to identified risk through appropriate drainage design.

7.65 The Gatwick Water Cycle Study recognises surface water flooding as a material planning consideration, and recommends that sustainable drainage techniques should be implemented to control flood risk. As required by the Flood and Water Management Act (2010) the Department of Environment, Food and Rural Affairs (Defra) is drafting national standards for SuDS design that will apply across England and Wales, making SuDS a formal requirement of development. As the Lead Local Flood Authority and SuDS Approving Body, West Sussex County Council will be responsible for determining, adopting and maintenance of SuDS once the national SuDS guidance is adopted. Further guidance on masterplanning SuDS into development is set out in 'Water, People, Places' prepared by the Lead Local Flood Authorities in the South East.



■ Environment Agency Flood Zone 3 ■ Environment Agency Flood Zone 2

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Please note that this flood map is for indicative purposes only. Users should refer to the most recent Environment Agency Flood Map in interpreting Local Plan Policy ENV8

Tackling Water Stress

7.66 The South East, including Crawley, is an area of extreme water stress. It is amongst the most water stressed areas in the UK⁴⁶. It follows that more stringent water conservation measures need to be required from housing and commercial property development in Crawley.

7.67 In addition, changing climate conditions are expected to further aggravate water stress in Crawley. Drought is expected in increased frequency and severity and will put additional strain on reservoir and groundwater levels. Extreme rainfall events are also expected to become more frequent and to be more severe. Although seemingly counter-intuitive: increased risk of extreme rainfall can

⁴⁶ (see: <http://publications.environment-agency.gov.uk/PDF/GEHO1207BNOC-E-E.pdf>)

actually further aggravate water stress as most of this water does not soak through to recharge groundwater reserves but instead becomes surface water run-off – increasing the risk of flooding.

- 7.68 One method of helping to manage flood risk is to reduce stock levels in reservoirs (at the cost of increasing water stress) so that there is spare capacity that can be used to store excess surface water, during extreme rainfall events, that would otherwise cause flooding. Water efficiency should therefore be a key consideration for developments in Crawley.

Policy ENV9: Tackling Water Stress

All development should minimise its impact on the already serious water stress in the region, and on the natural water cycle.

All new dwellings and commercial buildings must, where viable and technically feasible, exceed the current minimum national standard for water efficiency by meeting the next level for minimum water efficiency from the Code for Sustainable Homes (in the case of dwellings) or the next level for minimum water consumption and monitoring requirements of BREEAM (in the case of non-domestic developments).

This requirement may be replaced by the most onerous nationally described standard relating to water consumption when they are introduced to combat the borough's serious water stress.

Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.

Reasoned Justification

7.69 *The NPPF requires local planning authorities to take a pro-active approach to managing impacts associated with climate change, including water stress.*

Ensuring that new development is highly water efficient and that, where appropriate, it makes use of rainwater harvesting and/or grey water recycling for uses which do not require water to be potable (such as WC flushing), will help to minimise the impact of development on water stress in the region.

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

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

7.71 *For new housing, the minimum national standard at the time of writing this Local Plan (as per the April 2010 update to Part G of the building regulations) is for internal potable water use not to exceed 120 litres per person per day (plus*

an allowance for 5 litres per person per day for outdoor water use)⁴⁷. This is calculated based on standardised assumptions for occupant behaviour using the “Water efficiency Calculator for New Dwellings” and compares to typical usage in existing buildings of 150 litres per person per day⁴⁸. The Code for Sustainable Homes (CfSH), which also uses this water calculator method, provides a framework for setting water efficiency standards that go beyond the national minimum standard where there is a local need (such as in Crawley). The CfSH also provides an indication of where building regulations may move in future.

7.72 *Crawley’s planning policy on water efficiency requires all new dwellings, including the subdivision of existing buildings into multiple dwellings to exceed minimum building regulations by achieving the next level of Code for Sustainable Homes (CfSH) water efficiency requirements. Therefore, if national building regulations require a maximum indoor potable water usage of 120 litres per person per day, the requirement in Crawley will be to achieve 105 litres per person per day; if national building regulations require a maximum indoor potable water usage of 105 litres per person per day, the requirement in Crawley will be to achieve 80 litres per person per day.*

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

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

7.74 *Non-domestic developments are required to install water meters and to meet the basic water efficiency requirements necessary for a BREEAM 2011 Good rating. It is also proposed that if national building regulations are adopted for building water efficiency that equal or exceed these BREEAM requirements, that Crawley will require major developments to meet the next most onerous level of water efficiency requirements in BREEAM.*

7.75 *Central government is currently consulting on introducing nationally described standards. When these are introduced, it is envisaged that they will replace the CfSH and BREEAM related targets set out within this policy. The council will adopt these standards when they are brought into effect.*

7.76 *The EU Water Framework Directive⁴⁹ establishes a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. It will ensure that all aquatic*

⁴⁷ (see: http://www.water-efficient-buildings.org.uk/?page_id=1794)

⁴⁸ (see <http://www.environment-agency.gov.uk/homeandleisure/beinggreen/117266.aspx>)

⁴⁹ The Water Framework Directive, European Union (Directive 2000/60/EC of the European Parliament and of the European Council of 23 October 2000)

ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands meet 'good status' by 2015. the council supports this work through the proper and sensible management of water in all new development.

Managing Pollution

7.77 Although Crawley is fortunate in having few areas that are subject to serious pollution, managing the impacts of environmental pollution remains an important objective. Although the principle mechanisms for achieving this is through the regulatory functions of Environmental Health, taking steps to facilitate a reduction of pollution and ensure that proposals are safe for future site users is still a legitimate matter for planning control.

Policy ENV10: Pollution Management and Land Contamination

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

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

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

Reasoned Justification

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

7.79 *The NPPF recognises that to prevent unacceptable risks from pollution and land instability, planning policies should ensure that new development is appropriate for its location, taking into account the effects (including cumulative effects) of pollution from development, or that arising as a result of development.*

Development and Noise

7.80 Due to the urban nature of Crawley noise levels vary from relatively quiet areas within Crawley's large parks to much noisier areas close to the M23 and Gatwick Airport. Unacceptable levels of noise can be a cause of health and stress related problems, amenity issues, and can result in negative impacts on productivity and learning. For these reasons it is fundamental that the relationship between noise sources and noise sensitive development is effectively and appropriately managed through the Local Plan. Key to this

approach will be a methodology of separating noise sensitive developments from noise generating sources.

Policy ENV11: Development and Noise

People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.

A. Noise Sensitive Development

Residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or planned uses.

i. Noise sensitive development affected by noise from transport sources:

Noise sensitive uses proposed in areas that are exposed to significant noise from existing or future transport sources (air, road, rail and mixed sources) will be permitted where it can be demonstrated that future users will not be exposed to an unacceptable noise impact. Levels set out in the Local Plan Noise Annex will establish if the proposal is acceptable in noise impact terms.

ii. Noise sensitive development affected by industrial or commercial noise sources:

Noise sensitive uses proposed in areas that are exposed to noise from existing or planned industrial or commercial sources will be permitted where it can be demonstrated that future users will not be exposed to an unacceptable noise impact that would result in creation of a statutory nuisance. The Local Plan Noise Annex will establish if the proposal is acceptable in noise impact terms.

B. Noise Generating Development

Noise generating development will be permitted where it can be demonstrated that any nearby noise sensitive uses (as existing or planned) will not be exposed to noise impact that will adversely affect the amenity of users of surrounding noise sensitive premises. Proposals will adhere to standards identified in the Local Plan Noise Annex to establish if the proposal is acceptable in noise impact terms.

C. Noise Impact Assessment

A Noise Impact Assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure. The Noise Impact Assessment will:

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

In preparing a Noise Impact Assessment, applicants will adhere to Planning Noise Advice Document: Sussex (2013) for further guidance.

D. Mitigating Noise Impact

Where proposals are identified as being subject to significant or unacceptable noise impact, either through noise exposure or generation, the best practical means of mitigation must be employed to mitigate noise impact to an appropriate level. Proposals that do not appropriately mitigate against unacceptable noise impact through the design and planning process will be refused.

Reasoned Justification

- 7.81 *To assist in the interpretation of Local Plan Policy, guidance is set out in the Local Plan Noise Annex to inform the use of Policy ENV11 in planning applications and decisions. Reference should also be made to the Local Plan Noise Annex, which delineates the estimated noise contours associated with a possible second wide-spaced runway at Gatwick Airport. The noise contours shown in the Local Plan Noise Annex reflect the latest published by the Civil Aviation Authority (CAA).*
- 7.82 *Given Crawley's unique noise environment, it is considered that locally-specific guidance is needed to ensure that national objectives are met, whilst ensuring that an approach that is consistent with adjoining local planning authorities is progressed.*
- 7.83 *The NPPF requires that Local Plan policies and development management decisions aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development, ensuring that where conflict does arise impacts are, as far as possible, mitigated against and reduced to a minimum. To ensure that the Local Plan appropriately manages and mitigates against issues of noise on a consistent basis, the policy approach draws on evidence base work.*
- 7.84 *Although Planning Practice Guidance: Noise provides broad policy guidelines, it is recognised that the revoking of PPG24 (Planning and Noise) has resulted in an absence of technical guidance relating to noise. Whilst PPG24 provided guidance in relation to situations in which the onset of noise impact becomes significant, Noise Planning Policy Statement for England (2010) – identified under the noise policy of the NPPF – outlines that Significant Observed Adverse Effect Level (SOAEL), the noise level above which significant adverse effects on health and quality of life occur, will vary depending on the situation and source of noise. For this reason, there is currently not a recognised value for SOAEL. However, given the diverse range of noise sources in Crawley (including the airport, motorway, and Manor Royal) it is considered that detailed technical guidance will be required to facilitate the interpretation of Local Plan Policy ENV11.*
- 7.85 *Detailed technical guidance is required to fill the policy gap left by the revocation of PPG24 to provide locally specific clarity in interpreting an appropriate noise response according to source. The recently published Planning Practice Guidance: Noise⁵⁰ recommends that local planning authorities may produce locally specific noise guidance.*
- 7.86 *Technical guidance on noise impact is set out in the Local Plan Noise Annex. This draws upon evidence and the PPG24 Noise Exposure Categories as a technical starting point, to provide guidance in assessing the acceptability of development proposals in noise terms. As part of the Local Plan, the Noise Annex will form a material planning consideration until such a time as its content is superseded by updated technical guidance from the government.*
- 7.87 *Where a Noise Impact Assessment is required, consideration should be given to Planning Noise Advice Document, Sussex (2013) which has been produced on a joint basis by East and West Sussex local authorities. This has been produced to provide clear and consistent guidance as to the level of information that should be submitted with planning applications for noise generating developments or noise sensitive developments, including guidance on when it*

⁵⁰ Planning Practice Guidance: Noise (DCLG, 2014)

is appropriate to submit a noise report and the required contents of such a report.

Air Quality

- 7.88 Crawley is a clean, urban borough, and is fortunate in having no seriously polluted areas. However, air quality across the town can be affected by pollution from different sources including local and major road traffic, airport related activities, and industry.
- 7.89 To ensure that quality of life is protected for the people who live in and visit the town European Legislation requires the council to monitor and assess air quality within its administrative area. Where monitoring shows that statutory air quality objectives are not being met an Air Quality Management Area (AQMA) will be declared and an Air Quality Action Plan prepared.
- 7.90 In 2013, Crawley identified its first AQMA along the A2011, Crawley Avenue, and surrounding areas. An Air Quality Management Plan is required to help address the pollution issues that have been identified. It is possible that other AQMAs may be identified over the Local Plan period, and it is important that the Local Plan is pro-active in promoting good air quality. Therefore, the Local Plan seeks to ensure that so far as possible the need to designate new AQMAs is avoided, and that development does not worsen, and where possible improves, air quality.
- 7.91 To help achieve this, the Local Plan draws upon 'Air Quality & Emissions Mitigation for Sussex Authorities' (2013), produced by Sussex Air Quality Partnership and signed up to by East and West Sussex local authorities. The document seeks to improve air quality across Sussex by providing cross-authority guidance to identify situations in which planning applications should be supported by an Air Quality Assessment to ensure any air quality impacts are appropriately mitigated.

Policy ENV12: Air Quality

Development proposals that do not result in a material negative impact on air quality will normally be permitted. In determining whether or not a development will have a material negative air quality impact, the local planning authority will refer to the criteria set out in *Air Quality and Emissions Mitigation Guidance for Sussex*.

To ensure that development is appropriate in air quality terms:

- a) Where identified in Air Quality and Emissions Mitigation Guidance for Sussex, development will be required to be supported by evidence detailing the air quality impact of the proposed development, and outlining an appropriate mitigation strategy that will be implemented to ensure that air quality is not materially worsened, and is where possible improved. This may be in the form of an Emissions Statement, Mitigation Statement, and/or Air Quality Statement, as appropriate.
- b) Development proposals within a declared Air Quality Management Area, will demonstrate how mitigation measures will be incorporated that help address objectives identified in the relevant Air Quality Action Plan.
- c) Development that may reasonably be considered to impact upon air quality beyond the borough boundary, will be expected to contribute towards achieving a reduction in levels of air pollution, and should demonstrate how this will be achieved through an Air Quality Assessment.

In all relevant cases, development that cannot demonstrate how material negative air

quality impacts will be mitigated may be refused.

Reasoned Justification

- 7.92 *Air quality in Crawley is generally good, with most of the borough meeting air quality objectives. However, some areas are close to exceeding recommended European Union limits, and it is possible that additional AQMAs may need to be designated over the plan period. The council has responsibility to ensure that air quality does not negatively affect the residents' health or the environment, both within and beyond the borough boundary, and for this reason it is important that the Local Plan is able to contribute to the improvement of air quality.*
- 7.93 *Emerging government proposals will make local authorities directly accountable for air quality breaches if it cannot be demonstrated that steps are being taken to prevent or reduce exceedence. Therefore, the Local Plan must take into account both the presence of AQMAs and cumulative impact from individual sites when planning for development. Reflecting the NPPF emphasis on early engagement, the identification of AQMAs by the council, and requiring an Air Quality Assessment where necessary in a planning application will ensure that issues are looked into at an early stage.*
- 7.94 *Policy ENV12 will prevent unacceptable risks by allowing new development where it is appropriate for its location, and ensure the effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, are taken into account. By taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas, the Local Plan will ensure that any new development in Air Quality Management Areas is consistent with the local Air Quality Action Plan.*

Infrastructure

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

Enabling people

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

Growing the town

By 2030 significant progress will have been made towards Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.

- 8.1 The retention of existing essential infrastructure and the provision of additional facilities and services to support new development is a key objective of the planning system. It is important to retain, and where possible enhance, existing essential infrastructure in the borough taking into account new innovations and the need to respond to climate change.
- 8.2 A complete picture of the provision of infrastructure in Crawley is contained in the Infrastructure Plan which supports the Local Plan. This demonstrates that the overall level of growth proposed by the plan can be supported by both existing and proposed infrastructure.
- 8.3 As significant parts of the town's infrastructure are not actually provided by the Borough Council, it is important that the council continues to work closely with West Sussex County Council and utility and service providers (such as water providers, communication companies etc.) to ensure that the necessary infrastructure is in place for the lifetime of the plan.

Chapter Content

- 8.4 This chapter sets out the Local Plan policies and approach to ensure sufficient infrastructure to meet the needs of the existing and future population. It covers all types of infrastructure provision, except green infrastructure which is covered in the Environment Chapter.

The Key Issues

- 8.5 Crawley's population is still growing, two new neighbourhoods are soon to be added to the town, and additional housing sites are proposed in this Local Plan. Growth in employment numbers and at Gatwick Airport is also anticipated and, therefore, it is important to ensure that the key transport, utility, service and community infrastructure facilities are improved and if necessary expanded to

meet the needs of the town. Some facilities can grow incrementally as additional funding is provided through taxes, rates and investment plans, but other infrastructure facilities will soon reach a critical point beyond which a major new facility is likely to be needed, this includes the cemetery and possibly the sewage treatment works. Given the constrained nature of the borough, some new infrastructure facilities which require larger sites may have to be provided outside the borough boundary.

Local Plan Policies

Infrastructure Provision

- 8.6 People that live and work in the town need to be supported by a wide range of infrastructure facilities and services to enable the town to function and to provide a high quality of life. This can be achieved by protecting existing infrastructure and ensuring that new development can make provision for any additional infrastructure it requires.

Policy IN1: Infrastructure Provision

Development will be permitted where it is supported by the necessary infrastructure both on and off site and would not have a severe detrimental impact on the existing infrastructure services.

Existing infrastructure services and facilities will be protected where they contribute to the neighbourhood or town overall, unless an equivalent replacement or improvement to services is provided.

The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.

Where appropriate and in line with the CIL regulations, s106 agreements will address site specific issues.

Reasoned Justification

- 8.7 *Infrastructure covers a wide range of services and facilities such as transport, affordable housing, education, health, social infrastructure, community facilities, cultural facilities, sport centres, open space, parks and play space, waste management and disposal, libraries, cemeteries, emergency services, places of worship, utility services, waste water treatment, telecommunications infrastructure and flood defences.*
- 8.8 *It is important that the necessary infrastructure and community services are made available for the whole community, for everyone to enjoy a high quality of life. The NPPF highlights the role that infrastructure can play in contributing to sustainable development and the role Local Plans can play to ensure that the appropriate infrastructure is delivered. The Infrastructure Plan sets out in more detail an assessment of infrastructure provision in Crawley. These facilities which make a contribution to the provision of infrastructure provision in the town will be protected unless alternative provisions are made.*
- 8.9 *It is a fact that new development will place additional demands on infrastructure provision and that developers will be expected to contribute to meeting the need for additional infrastructure generated by their development. Following the adoption of this Local Plan the borough council will charge developers the Community Infrastructure Levy (CIL) on appropriate development. The details of the charge are will be set out in a separate CIL Charging Schedule. Section*

106 agreements will address relevant site specific issues to mitigate impacts on infrastructure that are not covered by CIL. A revised Supplementary Planning Document will be prepared to provide additional guidance on the use of s106 agreements following the introduction of CIL.

Telecommunications and Broadband Provision

8.10 The government's objective for the planning system is to facilitate the growth of new and existing telecommunication systems. Advanced, high quality communications infrastructure is essential for economic growth. The development of high speed broadband technology and other communications networks also play a vital role in enhancing the provision of local community facilities and services.

Policy IN2: Strategic Delivery of Telecommunications Infrastructure

All proposals for new residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.

Reasoned Justification

- 8.11 *The provision of high speed broadband can help attract businesses and foster economic growth. Exclusion from access to broadband can also reduce access to public services and employment opportunities, cause social isolation and mean that people may not be able to benefit from discounts for online billing or payments.*
- 8.12 *'Superfast' connections are available via cable in Crawley with broadband connections starting from 30 Mbps. Crawley also has access to superfast broadband via the Next Generation Access (NGA) network. A West Sussex County Council project – West Sussex Better Connected is aiming to ensure that recent funding from the government will mean that 90% of West Sussex will have access to superfast broadband by April 2015. Work is on-going to ensure that the market can provide connections to a superfast broadband service. Where it is not already provided WSCC has secured government funds to help finance improvements where these are not being met by the market. The funding can contribute towards the installation of new cabinets across the district to ensure that existing households and businesses can connect to the network. The installation of cabinets introduces the potential for cables to be directly connected up to individual households and businesses.*
- 8.13 *Retrofitting superfast broadband into existing development is a costly and disruptive process, therefore measures to incorporate the fibre optic cables directly into new development, as part of the construction process, should be encouraged.*

Sustainable Transport

8.14 New developments normally generate additional traffic and create new access requirements. The location of new developments and the intensity of the usage are the two crucial variables that will ultimately determine whether new developments are sustainable in terms of the local or regional transport network. Therefore, new developments, if positioned in sustainable locations, can provide tangible opportunities to improve the wider transport network.

- 8.15 Furthermore, the NPPF states that plans should endeavour to minimise the need to travel and maximise the use of sustainable transport modes. In Crawley, the public transport system is accessible and extensive, and moreover, the distances needed to travel are relatively short, owing to the compact nature of the town. This provides an opportunity for cycling and walking to be an attractive form of transport.

Policy IN3: New Development and Requirements for Sustainable Transport

Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.

Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated.

In order to consider such impacts, developments that generate significant amount of movements (thresholds as outlined in the Local List) should be supported by a:

- a) Transport Statement, which assesses the impact of a development with relatively small transport implications; or a
- b) Transport Assessment, which assesses the impact of a development when there are significant transport implications, and a Travel Plan, which identifies how the development will maximise the usage of sustainable modes of transport as opposed to the private motor vehicle.

The applicant should view the Local List of Planning Requirements (or any subsequent document) to ensure that they submit an appropriate Transport Statement or Transport Assessment with their planning application.

Reasoned Justification

- 8.16 *In line with the current NPPF, this policy reflects the approach that developments which generate a significant amount of movement should be situated in sustainable locations. Sustainable locations are defined as sites which minimise the need to travel, such as the town centre, and also takes advantage of the opportunities to utilise public transport and both the cycling and walking network. As a consequence, it is considered appropriate that large retail, commercial, employment or leisure developments should be concentrated in locations where an existing transport infrastructure can sustain such developments for the long-term. It is envisaged that such a policy will encourage modal change, particularly to public transport, cycling and walking which will subsequently reduce greenhouse gas emissions and the use of private motor vehicles.*
- 8.17 *Importantly, developers play a key role as part of this overall approach since developments should meet the access needs of the new developments. This should either be through the direct improvement of transport infrastructure associated with it, or through wider transport infrastructure enhancements and/or improvements to public transport, cycling and walking facilities. Indeed, it is for the developer to meet such needs either through a Section 106 Agreement (to mitigate specific site matters relating to the development in question) and/or, in the future, through CIL as set out in Policy IN1. This can include improvements to the public transport, cycling and the walking network. In meeting the transport need that the development generates reference should*

be made to any existing strategies and priorities that have been identified, e.g. cycle schemes.

Parking

- 8.18 Parking standards are essential in terms of ensuring that new developments have a satisfactory provision of car parking spaces and cycle parking spaces, but also to ensure that other more sustainable uses of transport are still utilised.
- 8.19 In addition, the older residential neighbourhoods, where modern parking needs of residents were not foreseen when the neighbourhoods were first developed, have limited on-street car parking spaces available. However, owing to the limitations of the highway network and the ever increasing need to retain environmental assets and open space, it is believed that policies contained within the Local Plan should still concentrate on more sustainable modes of transport in order for the town to accommodate a growing travel demand.

Policy IN4: Car and Cycle Parking Standards

New development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

Parking standards for other types of developments will be based on the particular usage of the premises, which will take account of the intensity and requirements of each employment usage and the accessibility of an area by public transport and other sustainable modes.

Reasoned Justification

- 8.20 *In accordance with the NPPF, it is contended that the Local Authority should seek to enhance the quality of parking, particularly in the Town Centre, to ensure that it's convenient, safe and secure. This policy will seek to improve parking throughout the town via the assessment of parking standards for new developments (or existing developments that increase floor space and/or intensify the permitted usage), which ensures that the appropriate level of cycle and car parking will accompany all planning applications that are permitted.*
- 8.21 *Parking standards for both residential and non-residential development are included in the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) adopted in 2008. In line with the NPPF, the parking standards take into account the accessibility of the extended or new development through the use of zones and reflect the ability of certain areas to accommodate further parking spaces. In addition, the particular type, mix and usage of the site will have a bearing on the number of parking spaces that any planning application will require. With these parking standards, an appropriate number of both cycle and car parking spaces will be provided, alleviating congestion.*

New Infrastructure Provision

- 8.22 The Infrastructure Plan provides an assessment of infrastructure in Crawley and whether new or additional facilities will need to be provided to support the town and its growth.

Policy IN5: The Location and Provision of New Infrastructure

The council will support the provision of new or improved Infrastructure in appropriate locations where the facilities are required to support new development or where they add to the range and quality of facilities in the town.

Major facilities which serve the whole town or wider area should be located in the most sustainable locations accessible by a variety of means of transport.

Local community facilities should be located close to neighbourhood centres.

Reasoned Justification

8.23 *The NPPF highlights the need to plan for the provision of infrastructure to support residents and businesses. As has been identified earlier infrastructure covers a wide range of services and facilities. Where new facilities and services are provided, consideration needs to be given to their location depending on the number of trips generated and the use of the facility. The proposals will also need to be assessed against general development management policies.*

8.24 *Infrastructure facilities which generate a significant number of trips should be located in the most sustainable location where they can benefit from good public transport access and other suitable forms of transport.*

8.25 *Infrastructure which serves a neighbourhood catchment should be located close to neighbourhood centres. This will help maximise the accessibility of the site by foot and cycle as well as by public transport.*

8.26 *Other forms of infrastructure facilities which provide services but do not generate significant number of trips should be located in the most appropriate location, taking into account their impact on adjoining uses.*

Rail Stations

8.27 The main rail stations provide highly sustainable opportunities for major development and are fundamental to ensuring that sustainable modes of transport are utilised. However, it is important that such development opportunities should reflect the function and operation of the particular stations concerned. The key stakeholder operating the rail stations, Network Rail, is also committed to improving all four rail stations over the plan period, with major improvements already underway at Three Bridges rail station.

Policy IN6: Improving Rail Stations

Any improvements or developments at or within the vicinity of railway stations will be expected to enhance the specific roles of the individual stations, the sustainable access to individual stations, and:

- a) at Gatwick Station, support its function as an airport-related interchange and provide opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses;
- b) at Three Bridges Station, support its role as a potential parkway station and as a major interchange between the rail, bus and highway network;
- c) at Crawley Station, support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station;
- d) at Ifield Station, strengthen its role as a local suburban station meeting the needs of residents in the west of the town.

Reasoned Justification

8.28 *This policy endeavours to ensure that the specific function of each rail station within the borough is enhanced:*

- *Gatwick rail station is in a highly strategic location for transport, not only within the borough, but for the wider South East region. It is important to seize opportunities for any possible improvements for broadening the function of the station to include further surface travellers, particularly those who use sustainable modes of transport, such as rail or buses.*
- *Three Bridges rail station is a major rail junction for both the Brighton main line and the Bognor Regis/Southampton rail line. As a major transport interchange for commuters, it is envisaged that the station can better serve those using buses, cycles and the highway network.*
- *Crawley rail station acts as a major gateway into the Town Centre, and thus, it is important to support the station's integration into the main shopping area through environmental improvements and high-quality urban design.*
- *At Ifield rail station, the development of the Kilnwood Vale neighbourhood (in Horsham district) to the west of the town means it is important to strengthen the role of this suburban rail station in order to meet the needs of any increases in rail patronage.*

8.29 *The NPPF states that it is important to support strategies that are necessary for the sustainable growth of airports, and subsequently, it is considered that improvements to Gatwick rail station's concourse and access will help ensure the sustainable growth of the airport in the future. In addition, the NPPF states that Local Plans should allow authorities to identify priority areas for infrastructure provision and/or environmental enhancements to build sustainable economic growth. It is integral for both Crawley and Three Bridges rail stations to have improvements or new developments within the locality, in order to ensure that opportunities are exploited for the use of sustainable transport, which coincides with Policy IN2.*

Crossovers

8.30 Crossovers are created where a vehicle driveway is required to cross a pavement or verge to access a parking area within the curtilage of a residential property. In certain circumstances these crossovers require planning permission.

Policy IN7: Crossovers

Proposals for crossovers to access hardstandings in front gardens will only be permitted where highway safety and the amenity of the street scene are not adversely affected; and the proposal will not result in the unacceptable loss of public on-street parking spaces.

Reasoned Justification

8.31 *As a result of its development as a new town in the 1950s and 1960s a significant number of properties in the town were not built with drives or garages within the curtilage of their property, and there are limited on-street parking opportunities. Some residents therefore seek to provide hardstanding within their front garden to provide a parking space. Whilst the change of use of the garden to a hardstanding does not always require planning permission itself, the crossing of a pavement or verge to access the space, if the property*

is on a classified road or the land crossed is not designated as highway, does require planning permission. The creation of a crossover can lead to the loss of on-street parking spaces so it is important that the level of this impact is assessed. Any proposal will also need to be considered with regards to highway safety. Hardstandings can also have a detrimental impact on the amenity of the street scene.

Gatwick Airport

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

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

- 9.1 Gatwick Airport lies within the borough of Crawley and is the busiest single runway airport in the world. It is currently used by around 34 million passengers per annum (mppa), in 2013, which is expected to rise to 40 mppa by 2020 and potentially up to 45 mppa by 2030.
- 9.2 Gatwick Airport generates a significant number of economic benefits both directly through its own employment requirements but also, indirectly, through the wider benefits to the regional and local economy which make Crawley and the wider Gatwick Diamond area attractive to employers and businesses. On the other hand, it is also important that the environmental impacts of the airport are considered.
- 9.3 The borough council is consulted on any developments which the airport operator proposes to undertake under its permitted development rights. The council as the Local Planning Authority also determines any planning applications for more significant developments which are not classified as permitted development.
- 9.4 The council's planning policies support the growth of the airport to a throughput of 45 mppa with a single runway and two terminals. This policy has been supported by legal agreements, which contain measures to help ensure that the environmental impact of this level of growth is mitigated. The latest agreement signed in 2008 is based upon a throughput of 40 mppa and the borough council will work with the airport to review the agreement at the appropriate time to mitigate the impact of a throughput of 45 mppa.
- 9.5 A key issue in relation to future planning policies regarding Gatwick Airport is the nature of national policy in relation to aviation and runway capacity. The government is currently in the process of investigating national aviation policy through the independent Airport Commission chaired by Sir Howard Davies. Until there is a new national policy on airport development issued by the government, the National Aviation Policy Framework published in March 2013 makes it clear that land outside existing airports which may be required for airport development in the future, needs to be protected against development which would be incompatible with the potential development of future runways.
- 9.6 As the work of the Airports Commission was ongoing at the time of writing this Plan, future changes may need to reflect any findings of the reports of the Airports Commission. An interim report was published by the Airports Commission in December 2013 confirming Gatwick Airport as one of three shortlisted options for further consideration. A final report is anticipated in the summer of 2015.

- 9.7 The 1979 legal agreement between West Sussex County Council and Gatwick Airport Limited (GAL) prevents the building of a second runway at Gatwick before 2019.

Chapter Content

- 9.8 This chapter combines the planning policy considerations which are specifically relevant to the future development of Gatwick Airport.

The Key Issues

- 9.9 The presence and operation of an international airport within the borough generates specific planning issues which need to be addressed by local planning policies. As well as the consultation responses there are also number of key evidence based documents which will also need to be taken into account including the national policy background in terms of airport growth and runway issues.
- 9.10 The main evidence based documents are:
- Aviation Policy Framework (DfT, March 2013)
 - 2008 Legal Agreement between CBC, WSCC and the airport operator
 - 2008 Gatwick Airport SPD
 - 2012 Gatwick Master Plan
 - Airports Commission Guidance Documents and Discussion Papers
- 9.11 More details on these documents are included in the Reasoned Justifications for the policies.

Local Plan Policies

Development of the Airport

- 9.12 The Local Plan will need to continue to reflect the development required to support the agreed development of the airport up to 40 mppa which is anticipated will be reached in 2020. The Gatwick Master Plan 2012 produced by the airport operator and covering the period to 2020 sets out how the airport will meet the needs of a passenger throughput of this level. However, the latest passenger forecasts predict that demand for growth will continue after 2020, to approximately 45 mppa by 2030. This is considered an appropriate level of growth to maximise the capacity of the airport with a single runway.

Policy GAT1: Development of the Airport with a Single Runway

Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum provided that:

- The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
- Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding, surface access, visual impact and climate change; and
- The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of an additional wide spaced runway.

Reasoned Justification

- 9.13 *A Section 106 agreement was signed in 2008 which contains a wide range of legal obligations which help ensure that the environmental impact of the growth of the airport to 40 mppa is mitigated. The 2008 agreement covers the period until 2015 and discussions regarding its re-negotiation will need to take into account the implications of the work of the Airports Commission.*
- 9.14 *The way in which the Local Plan deals with the potential for growth beyond 40 mppa level also needs consideration, as Gatwick as a two terminal, one runway airport would cater for up to 45 mppa. The latest passenger forecasts predict that the throughput would reach 40 mppa by 2020 and grow beyond this level to 45 mppa by 2030. The principle of the growth of the airport to this higher level of throughput is accepted subject to there being appropriate measures in place to mitigate the environmental impact of this growth, which would need to be addressed by a new legal agreement.*
- 9.15 *Proposals that contribute to the safe and efficient operation of the airport are considered to include a range of uses which used to be contained in Annex B of PPG13 (now revoked). Such uses can be operational (e.g. terminals, runway facilities, aircraft maintenance, freight handling facilities); directly related development including transport interchanges, admin offices and parking; as well as less directly related development (e.g. hotels, conference and leisure facilities, offices and retail) where the relationship to the airport is explicitly justified and is of an appropriate scale relative to airport activities.*

Future Runway Development and Need for Safeguarding

- 9.16 The Aviation Policy Framework (March 2013) outlines that land outside existing airports that may be required for airport development in the future needs to be protected against incompatible development until the government has established any relevant policies and proposals in response to the findings of the Airport Commission, which is due to report in summer 2015.

Policy GAT2: Safeguarded Land

Safeguarding for a second runway

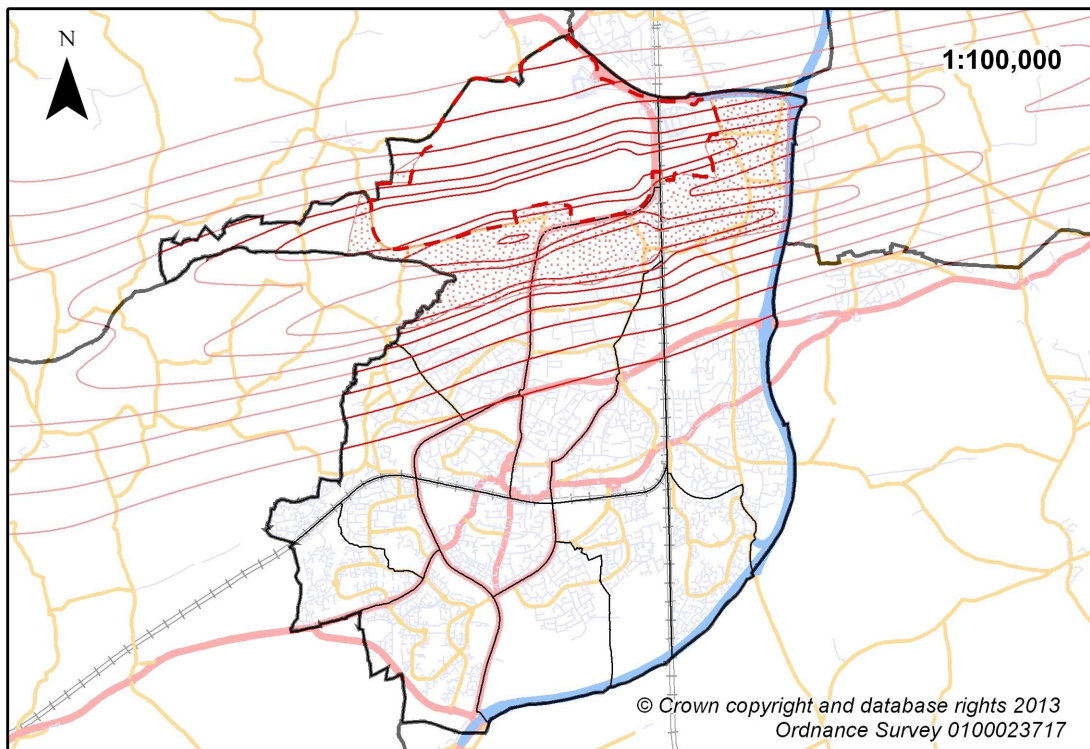
The Local Plan Map identifies land which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.




Minor development within this area, such as changes of use and small scale building works, such as residential extensions will normally be acceptable. The airport operator will be consulted on all planning applications within the safeguarded area.

Reasoned Justification

- 9.17 *The original requirement to safeguard land for a second runway at Gatwick was contained in the 2003 Aviation White Paper. The Aviation Policy Framework (March 2013) clarified the position in paragraph 5.9 with regards to safeguarding in that land surrounding existing airports should be protected against incompatible development which may be required to meet future airport needs. The land shown as safeguarded for a second runway on the Local Plan Map reflects that shown in the 2012 Gatwick Airport Master Plan, which is based on the need to cater for a wide spaced parallel runway as required by the 2003 Aviation White Paper.*

- 9.18 *The Airports Commission is considering proposals for additional airport capacity, including at Gatwick, but the Local Plan can only reflect the latest available national policy position at the time of writing. It is difficult to pre-empt what recommendations the Airports Commission will make on the issue of runway capacity as the final report of the Commission is not expected until the summer of 2015. Depending on the recommendations of the Airports Commission, the policies may need to be reviewed to reflect the latest national aviation policy. This may need to include, if relevant, the future use of currently safeguarded land if it is concluded at a national level that there is no requirement to safeguard it for additional runways. It should also be remembered that other policies such as countryside policies often also apply to proposals in the safeguarded area. Other policies such as noise and employment may also be subject to review.*
- 9.19 *Incompatible development within safeguarded land is regarded as development which would add constraints or increase the costs or complexity of the development or operation of an additional runway. The airport operator will be consulted on all applications within the safeguarded area for a second runway.*
- 9.20 *The issue of runway safeguarding should be distinguished from that of aerodrome safeguarding which considers the impact of proposals on the operation of aircraft. For the purposes of clarity it is noted here that, in accordance with Circular 01/2003, the airport operator is also consulted on applications which fall within areas shown on the aerodrome safeguarding map which ensures that the height, design and landscaping of buildings does not interfere with the operational integrity and safety of the airport.*



-  Gatwick Airport Boundary (Policy GAT1, GAT3, & GAT4)
-  Gatwick Safeguarded Land (Policy GAT2)
-  Gatwick Noise Contour 2 Runway Scenario (Policy GAT1 & ENV11)

Long Term Gatwick Related Car Parking

9.21 Passengers that fly in and out of Gatwick need to be able to travel to and from the airport by a variety of means of surface transport. The airport operator is required to prepare a surface access strategy to help address the surface access need of aircraft passengers and staff. Controlling the extent of airport related parking helps encourage the use of alternatives whilst ensuring sufficient parking is available to passengers who have no other option.

Policy GAT3: Gatwick Airport Related Parking

The provision of additional or replacement airport parking will only be permitted within the airport boundary.

All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

Reasoned Justification

- 9.22 *In the context of the current legal agreement, whilst Gatwick's operator has a target of 40% of passengers at a throughput of 40 mppa travelling to the airport by public transport, this still requires the provision of significant parking facilities for those who chose to drive to the airport by private car. The Airport operator has updated its parking strategy to demonstrate the amount of car parking that needs to be provided as passenger throughput grows to 40 mppa but is still commensurate with a target of 40% of passengers travelling to the airport arriving by public transport. This percentage figure is expected to be carried forward in the new legal agreement supporting growth to 45 mppa.*
- 9.23 *A significant number of these spaces are provided within the airport boundary and there are also a number of well established businesses with the appropriate planning consents which provide long-stay Gatwick related parking in off-airport locations.*
- 9.24 *However, there are also a number of businesses which offer car parking services to airport passengers which use sites that do not have planning permission for airport related car parking. These could be both sites in the countryside or previously developed sites which have been used for employment or other purposes which are currently vacant. Such sites are not in the most sustainable locations, may not be appropriate for parking and would lead to the loss of the site for employment or the other uses.*
- 9.25 *It is considered that sites within the airport boundary provide the most sustainable location for the additional long stay parking which needs to be provided as passenger throughput grows whilst still supporting the public transport target. Sites within the airport boundary are close to the terminals and can help reduce the number and length of trips. The Airport operator is responsible for meeting the modal split target for passenger and the level of provision of car parking spaces makes an important contribution to meeting this target. It is therefore important that the provision of car parking spaces is appropriately managed in the most sustainable way.*

Employment Uses at Gatwick

9.26 A number of office developments at the airport had conditions placed on them when they were permitted to restrict them to airport-related uses. These are uses which contribute to the safe and efficient operation of the airport such as

airlines, handling agents and the airport operator, who are involved in the direct provision of services relating to the operation of the airport.

Policy GAT4: Employment Uses at Gatwick

Permission for the loss of airport-related office floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the operational needs of the airport as it expands.

Permission for the creation of any non-airport related commercial floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the needs of the airport as it expands and will not have an unacceptable impact on the roles and function of Crawley Town Centre or Manor Royal.

Reasoned Justification

- 9.27 *Recent years have seen an increasing level of vacant office property at the airport, due in part to the changing needs of airlines and airport businesses which require less office space than previously required. The borough council has recently allowed the temporary relaxation of conditions for a period of three years on some office developments at the airport. Whilst recognising the changing nature of airport operations and the economic growth needs of the borough, it is important that the airport continues to be able to cater for operational needs without requiring, in the future, the development of additional land to meet its operational needs as it expands.*
- 9.28 *In addition to existing office floorspace, there may also be scope for other buildings and sites within the airport boundary which, with on-going changes in airport operational trends and efficiencies, could be used for other purposes. It is important though that non-airport uses do not prejudice the current and future operational requirements of the airport as its passenger throughput increases. It is also important that the impact of non-airport related commercial development at the airport does not have a detrimental impact on the policy objectives for Crawley Town Centre and Manor Royal. Any proposals would also be tested against all other relevant policies in the Plan for development of this nature.*

Local Plan Monitoring & Implementation

| Objectives & Delivery | |
|--|--|
| <p>Crawley 2030: A Vision <i>“Crawley will be a modern, vibrant town that stands proud of its achievements and uses its strengths to reach its potential. Its strong and diverse communities, neighbourhood structure, sustainable economic growth and excellent connections within and beyond the region will make it a place that people enjoy and want to live, work and visit.”</i></p> | |
| Objective 1: | <p>To make Crawley an attractive town where people will want to live, work and spend their leisure time supported by well designed neighbourhoods, strengthened employment areas and a vibrant and attractive town centre and neighbourhood centres.</p> |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Satisfaction of local residents, visitors, employers and employees in Crawley with the town (monitored by Corporate Policy Unit, Asset Management Plans and Economic Strategy) and liaison with Local Economic Action Group (LEAG), Manor Royal Business Improvement District and business groups and residents forums. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • All policies in the Plan |
| | <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ monitored individually for their implementation & reported at least annually in the Authority’s Monitoring Report (AMR). |
| <p>Crawley the Place: <i>“As a progressive town, Crawley will strive to be distinctive from other towns in West Sussex. It will be the premier town between London and the south coast providing jobs, learning and development opportunities and a leisure and cultural offer that draws visitors from across the south east. As a town within a countryside setting that is very much valued by local people it will be safe and well cared for. The rich heritage which has shaped what the town is today will be respected, protected and enhanced. The people who live here, regardless of their ability, age, sex or ethnicity, will be proud, confident and self-reliant, working together and with others for the good of the town.”</i></p> | |
| Objective 2: | <p>To reinforce Crawley’s role as a competitive sub-regional shopping destination by delivering expansion in the range and quality of retail and other town centre priorities through encouraging mixed-use development in the town centre core.</p> |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Results of the Vitality and Viability survey. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • EC1: Sustainable Economic Growth • EC5: Town Centre Uses • EC6: Town Centre and Edge-of-Centre Development Sites • EC7: Retail Development outside the Primary Shopping Area |
| | <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Total amount of floorspace for ‘town centre uses’. ○ Successful delivery of key opportunity development sites within the Town Centre for town centre uses and residential. |
| Objective 3: | <p>To reduce crime and fear of crime in Crawley through protecting and improving community safety in the borough.</p> |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Reported crime rate reduction over plan period/per annum (monitored by other mechanisms). |

| | |
|--|--|
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • CH2: Urban Design Objectives • CH3: Normal Requirements of All New Development <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ % of planning permissions granted meeting secure by design standards: number and type of developments receiving a Secured by Design award. ○ Ensure all major proposals consider community safety issues/All major developments undertake a major community safety audit of their proposals. |
| <p>Objective 4:</p> | <p>To protect and enhance the valued built environment and character within the borough through high quality new design and the protection of culturally valuable areas and buildings (SA Objective).</p> <p>Key Indicator:</p> <p>Primarily delivered through Local Plan Policies:</p> <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • CH1: Neighbourhood Principle • CH2: Principles of Good Urban Design • CH3: Normal Requirements of All New Development • CH4: Comprehensive Development and Efficient Use of Land • CH5: Standards for New Housing Development • CH6: Tree Planting and Replacement Standards • CH7: Structural Landscaping • CH8: Important Views • CH9: Development outside the Built-Up Area • CH12: Heritage Assets • CH13: Conservation Areas • CH14: Areas of Special Local Character • CH15: Listed Buildings and Structures • CH16: Locally Listed Buildings • CH17: Historic Parks and Gardens • EC4: Employment Development and Residential Amenity • ENV1: Green Infrastructure • ENV10: Pollution and Land Instability • ENV11: Development and Noise • ENV12: Air Quality <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number of new or extended Conservation Areas designated ○ Number of buildings benefiting from locally listing policy. ○ Number of Conservation Area Consents granted as part of re-development proposal. ○ Number of Listed Buildings/ archaeological sites lost or damaged as a result of development. ○ % of applications for Listed Building Consent submitted with a detailed heritage impact assessment. ○ Number of appeals allowed where design is the main issue. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Number of Listed Buildings on the national buildings at risk register. |
| <p>Living in Crawley:</p> <p><i>“By 2030, about 5,000 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town’s unique development and design principles and preserve the most valued of the town’s environmental features. Local communities will be directly involved in planning how the town grows and develops in order to achieve the best outcome for all concerned; particularly where difficult choices have</i></p> | |

to be made.

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

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| Objective 5: | To meet as much of the agreed housing need as possible within the borough boundary, in light of constraints; by supporting the delivery of 326no. homes (net) each year from 2015 to 2030. |
| | Key Indicator: <ul style="list-style-type: none"> • Net number of residential dwellings completed. |
| | Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • CH4: Comprehensive Development and Efficient Use of Land • H1: Housing Provision • H2: Key Housing Sites • H3: Future Housing Mix • H4: Affordable and Low Cost Housing • H5: Gypsy, Traveller and Travelling Showpeople Sites • H6: Shared Housing |
| | Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ Maintenance of 5-year housing land supply & 5% additional land supply buffer (Years 1-5). ○ Net number of planning permissions granted for residential developments. ○ % residential development on brownfield land. ○ Number/hectares of Amenity Green Spaces lost per annum to meet housing development needs. Monitored through other mechanisms: <ul style="list-style-type: none"> ○ Homelessness ○ Household sizes ○ House prices in relation to local incomes |
| Objective 6: | To provide a good choice of well designed housing in terms of tenure, type, size and location. |
| | Key Indicator: <ul style="list-style-type: none"> • Tenure, Type and Size of dwellings permitted compared to local needs. |
| | Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • CH2: Principles of Good Urban Design • CH5: Standards for New Housing Development • H1: Housing Provision • H2: Key Housing Sites • H3: Future Housing Mix • H4: Affordable and Low Cost Housing • H5: Gypsy, Traveller and Travelling Showpeople Sites • H6: Shared Housing |
| | Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ Maintenance of 5-year housing land supply & 5% additional land supply buffer (Years 1-5). ○ Number of appeals allowed which do not meet the council's internal and external space standards. ○ Net additional pitches (Gypsy & Traveller). |
| Objective 7: | To ensure that 40% of new housing development is affordable. |
| | Key Indicator: <ul style="list-style-type: none"> • Gross affordable housing completions. |
| | Primarily supported through Local Plan Policies: |

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| | <ul style="list-style-type: none"> • H4: Affordable and Low Cost Housing <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number of affordable housing units permitted as a % of total completions. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Homelessness ○ Household sizes ○ House prices in relation to local incomes |
| | <p>Working in Crawley: <i>“Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.</i></p> <p><i>Redeveloping and revitalising the town centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the south east. Gatwick Airport will continue to support the economic growth of the town.</i></p> <p><i>Additional jobs will have been created for people living in and around the Crawley area across a diverse range of sectors. Access to jobs will be supported by learning and development opportunities giving people a real choice about the work they can and want to do.”</i></p> |
| Objective 8: | <p>To improve the business offer and to maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy (SA objective).</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • % change in number of VAT (registrations less de-registrations) in the area (monitored through other mechanisms). <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • EC1: Sustainable Economic Growth • EC2: Economic Growth in Main Employment Areas • EC3: Manor Royal • EC4: Employment Development and Residential Amenity • EC5: Town Centre Uses • EC6: Town Centre and Edge-of-Centre Development Sites • EC7: Retail Development outside the Primary Shopping Area • EC8: Neighbourhood Centres • EC9: Rural Economy <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number of planning permissions for new commercial developments. ○ Number/Floorspace of new commercial developments by type completed. ○ Total amount of additional floorspace. ○ Employment land available by type. ○ Amount of designated employment land lost to other uses. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Level of commercial floorspace vacancy. |
| Objective 9: | <p>To support Gatwick Airport to maximise its potential as a 1-runway, 2-terminal airport; increasing passenger throughput up to 45 million passengers per annum subject to satisfactory legal agreements.</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • Passenger throughput (Gatwick Airport monitoring). <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • GAT1: Development of the Airport with a Single Runway • GAT2: Safeguarded Land • GAT3: Airport Related Parking |

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| | <ul style="list-style-type: none"> • GAT4: <i>Employment Uses at Gatwick</i> |
| | <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ <i>Signing of legal agreement.</i> ○ <i>Amount of non-airport related employment floorspace at the airport.</i> |
| | <p>Experiencing Crawley:</p> <p><i>“By 2030, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley’s parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors.</i></p> <p><i>The revitalised town centre will be the heart of the town, providing a central point for local people and others from across the region to enjoy social activities, shopping, culture and entertainment both during the day and at night. It will be a welcoming and attractive family friendly environment.</i></p> <p><i>Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed along with informal green spaces for all to enjoy. The spirit and pride of individual communities will continue to be harnessed to make neighbourhoods the focus of local celebration.”</i></p> |
| Objective 10: | <p>To ensure the protection & enhancement of valued open spaces.</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • <i>Net loss or gain of open space</i> <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • <i>CH1: Neighbourhood Principle</i> • <i>CH2: Principles of Good Urban Design</i> • <i>CH3: Normal Requirements of All New Development</i> • <i>CH7: Structural Landscaping</i> • <i>CH8: Important Views</i> • <i>ENV1: Green Infrastructure</i> • <i>ENV2: Biodiversity</i> • <i>ENV3: Local Green Space</i> • <i>ENV4: Open Space, Sport and Recreation</i> • <i>ENV5: Provision of Open Space, Sport and Recreational Facilities</i> <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ <i>% of planning permissions granted for development of existing open space for non-recreation or open space use.</i> ○ <i>Amount of new open space and landscaping as part of new development.</i> ○ <i>Number of Tree Preservation Orders served during the monitoring year.</i> <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ <i>Number of enhancement schemes for existing open spaces.</i> |
| Objective 11: | <p>To facilitate and support the provision of new leisure facilities.</p> <p>Key Indicator:</p> <ul style="list-style-type: none"> • <i>Amount and type of new leisure and recreational floorspace provided.</i> <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • <i>SD1: Presumption in Favour of Sustainable Development</i> • <i>EC2: Economic Growth in Main Employment Areas</i> • <i>EC5: Town Centre Uses</i> • <i>EC6: Town Centre and Edge-of-Centre Development Sites</i> • <i>ENV3: Open Space, Sport and Recreation</i> • <i>IN1: Infrastructure Provision</i> • <i>IN5: The Location and Provision of New Infrastructure</i> <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ <i>Amount and type of leisure and recreational floorspace lost to other uses.</i> |
| | <p>To facilitate and support the provision of new cultural facilities.</p> |

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| Objective 12: | To facilitate and support the provision of new cultural facilities. |
| | Key Indicator: <ul style="list-style-type: none"> • Amount and type of new cultural facilities floorspace provided. |
| | Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • EC5: Town Centre Uses • EC6: Town Centre Development Sites • IN1: Infrastructure Provision • IN5: The Location and Provision of New Infrastructure |
| | Monitored through other mechanisms: <ul style="list-style-type: none"> ○ Provision of new museum. |
| Growing Crawley: <i>“Growth will be sustainable and supported by an infrastructure plan that complements development enabling people to live a long and happy life”.</i> | |
| Objective 13: | To ensure the provision of sufficient infrastructure to meet the requirements of the borough (SA objective). |
| | Key Indicator: <ul style="list-style-type: none"> • Provision of identified priority infrastructure schemes (monitored through the Community Infrastructure Levy and Infrastructure Plan) |
| | Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN2: Strategic Delivery of Telecommunications Infrastructure • IN3: New Development Requirements for Sustainable Transport • IN4: Parking Standards • IN5: The Location and Provision of New Infrastructure • IN6: Improving Rail Stations |
| | Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ To maintain an up-to-date Infrastructure Plan. ○ Amount of financial contribution secured through Community Infrastructure Levy and s106 Agreements directed to projects on the CIL Regulation 123: Priority Infrastructure List. ○ Provision of Community Infrastructure |
| Growing the People: <i>“Crawley will continue to improve the quality of life for its residents throughout every stage in their life. Excellent early years’ provision will support children’s development, which will be further assisted by the provision of good primary, secondary and tertiary education. Education, for both young and old, should unlock potential, giving people a real choice about what they do in their working life. People will be encouraged to stay fit and active and as they grow older will be able to age with confidence.”</i> | |
| Objective 14: | To support the provision of quality education – including supporting and facilitating, where appropriate, the improvement of skills levels. |
| | Key Indicator: <ul style="list-style-type: none"> • Education attainment levels in Crawley. |
| | Primarily supported through Local Plan Policies: <ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN5: The Location and Provision of New Infrastructure |
| | Local Plan Policy Monitoring Indicators: <ul style="list-style-type: none"> ○ % or amount of CIL towards education provision and establishments. |
| Objective 15: | To promote healthy, active, cohesive and socially sustainable communities (SA objective). |
| | Key Indicator: <ul style="list-style-type: none"> • ENV1: Green Infrastructure • ENV3: Local Green Space • ENV4: Open Space, Sport and Recreation |

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| | <ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN5: The Location and Provision of New Infrastructure <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ % or amount of CIL or s106 Agreement contributions towards local neighbourhood social and health facilities. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ GP provision per 1000 population: 100% of major developments to include satisfactory GP access. |
| <p>Growing the Town: “By 2030 significant progress will have been made in Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.”</p> | |
| Objective 16: | To work towards ensuring Crawley is a Carbon Neutral town by 2050. |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Per capita carbon emissions. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • CH6: Tree Planting and Replacement Standards • ENV6: Sustainable Design and Construction • ENV7: District Energy Networks • ENV9: Tackling Water Stress • IN3: New Development Requirements for Sustainable Transport • IN6: Improving Rail Stations |
| | <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number of network ready planning permissions granted. ○ Renewable energy generation. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Significant increase in proportion of waste being recycled. ○ Significant reduction in emissions from council vehicle fleet. |
| Objective 17: | To ensure new developments will be of high quality and sustainable design and construction in line with national standards; with new buildings being built to a high energy efficiency standard to ensure warmth continues to be affordable to all residents and meet the challenges to work towards becoming Carbon Neutral. |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • % of new residential developments meeting Code for Sustainable Homes. • % of non-domestic buildings meeting the BREEAM rating. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • CH3: Normal Requirements of All New Developments • ENV6: Sustainable Design and Construction • ENV7: District Energy Networks • ENV11: Tackling Water Stress |
| | <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Reduction in fuel poverty. |
| Objective 18: | To ensure all businesses have access to good quality technological connections. |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Superfast Broadband coverage. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • IN1: Infrastructure Provision • IN2: Strategic Delivery of Telecommunications Infrastructure |

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| Objective 19: | To reduce car journeys and promote sustainable and alternative methods of transport, whilst ensuring sufficient transport infrastructure is delivered to meet the requirements of the borough (SA objective). |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Increase in proportion of journeys to work by walking, cycling and public transport. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • SD1: Presumption in Favour of Sustainable Development • IN3: New Development Requirements for Sustainable Transport • IN6: Improving Rail Stations • GAT3: Gatwick Airport Related Parking |
| | <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Modal split for journeys to work in Crawley. |
| Objective 20: | To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough (SA objective). |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Change in areas of biodiversity importance (losses, enhancements and gains). |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • CH2: Principles of Good Urban Design • CH3: Normal Requirements of All New Development • CH6: Tree Planting and Replacement Standards • CH7: Structural Landscaping • CH8: Important Views • CH9: Development Outside the Built-Up Area • ENV1: Green Infrastructure • ENV2: Biodiversity • ENV3: Local Green Space • ENV4: Open Space, Sport and Recreation • ENV5: Provision of Open Space, Sport and Recreational Facilities |
| | <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Number and type of planning applications permitted on designated sites. <p>Monitored through other mechanisms:</p> <ul style="list-style-type: none"> ○ Number of new Biodiversity Action Plans agreed. |
| Objective 21: | To adapt to the effects of climate change by reducing the negative consequences on people and/or the environment, such as reducing flood risk, future proofing the built environment and the positive management of natural resources (SA objective). |
| | <p>Key Indicator:</p> <ul style="list-style-type: none"> • Number of planning permissions granted contrary to the Environment Agency advice on flooding and water quality grounds. |
| | <p>Primarily supported through Local Plan Policies:</p> <ul style="list-style-type: none"> • CH3: Normal Requirements of All New Developments • ENV1: Green Infrastructure • ENV2: Biodiversity • ENV6: Sustainable Design and Construction • ENV8: Development and Flood Risk • ENV9: Tackling Water Stress |
| | <p>Local Plan Policy Monitoring Indicators:</p> <ul style="list-style-type: none"> ○ Percentage of new developments meeting water efficiency requirements. |

Appendix A: Statutory and General Consultees

Specific Consultation Body listed in the 2012 Regulations

Coal Authority (not applicable to Crawley Borough)
Environment Agency
English Heritage
Marine Management Organisation (not applicable to Crawley Borough)
Natural England
Network Rail Infrastructure Limited
Highways Agency
Adjoining Local Planning Authorities
County Council and Adjoining County Council
Parish Councils
Local Police Authority
Relevant Electronic Communication Companies
Strategic Health Authority
Relevant Gas and Electricity Companies
Sewerage and Water Undertakers
Homes and Communities Agency

General Consultation Bodies listed in the 2012 Regulations

Voluntary Bodies active in the Local Planning Authority area
Interest Groups – racial, ethnic or national groups
Interest Groups – religious groups
Interest Groups – disabled persons
Interest Groups – business groups

Appendix B: Sustainability Objectives

1. To minimise climate change, by taking actions to reduce the concentration of greenhouse gasses in the atmosphere.
2. To adapt to the effects of climate change, by reducing the negative consequences of changes in the climate on people and the environment, or by achieving a positive outcome from the effects of climate change.
3. To protect and enhance the valued built environment and character within the borough through high quality new design and the protection of culturally valuable areas and buildings.
4. To ensure that everyone has the opportunity to live in a decent and affordable home.
5. To maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.
6. To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough.
7. To reduce car journeys and promote sustainable and alternative methods of transport, whilst ensuring sufficient transport infrastructure is delivered to meet the requirements of the borough.
8. To ensure the provision of sufficient infrastructure to meet the requirements of the borough.
9. To promote healthy, active, cohesive and socially sustainable communities.
10. To ensure everyone has the opportunity to participate in sport and to encourage active lifestyles.

Sustainability Appraisal summary tables are provided in a separate document for each of the Local Plan policies to highlight the options considered as part of the preparation of the document – the results of this assessment are laid out in the table below.

| Local Plan Policy | SA Objective | | | | | | | | | |
|-------------------|--------------|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| SD1 | ++ | ++ | ++ | + | + | ++ | ++ | ++ | ++ | ++ |
| CH1 | ++ | + | ++ | ++ | + | + | ++ | ++ | ++ | ++ |
| CH2 | + | + | ++ | + | + | + | + | + | + | + |
| CH3 | ++ | ++ | ++ | + | + | + | ++ | + | + | + |
| CH4 | + | + | + | ++ | ++ | + | + | + | + | / |
| CH5 | + | + | ++ | ++ | 0 | + | 0 | 0 | + | + |
| CH6 | ++ | ++ | ++ | / | / | ++ | + | / | + | + |
| CH7 | + | + | + | + | + | ++ | + | + | + | + |
| CH8 | + | + | ++ | ? | ? | ++ | + | + | + | + |
| CH9 | + | ? | + | ? | / | + | + | ? | + | + |
| CH10 | ? | ? | + | ? | ? | ++ | 0 | + | + | + |
| CH11 | 0 | 0 | + | 0 | 0 | + | ++ | + | + | ++ |
| CH12 | / | / | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CH13 | / | / | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CH14 | / | / | ++ | ? | 0 | 0 | 0 | 0 | 0 | 0 |
| CH15 | / | / | ++ | ? | 0 | 0 | 0 | 0 | 0 | 0 |
| CH16 | / | / | ++ | ? | 0 | 0 | 0 | 0 | 0 | 0 |
| CH17 | 0 | 0 | + | -? | 0 | + | 0 | 0 | 0 | + |
| EC1 | ? | ? | 0 | + | ++ | ? | ++ | + | + | 0 |
| EC2 | + | + | 0 | + | ++ | 0 | + | + | 0 | + |

| Local Plan Policy | SA Objective | | | | | | | | | |
|-------------------|--------------|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| EC3 | + | + | ++ | 0 | ++ | 0 | + | + | + | + |
| EC4 | 0 | 0 | ++ | ++ | ++ | ? | ++ | + | ++ | ++ |
| EC5 | 0 | 0 | + | + | ++ | 0 | ++ | + | ++ | + |
| EC6 | + | + | + | ++ | ++ | 0 | ++ | + | ++ | + |
| EC7 | ++ | + | ++ | 0 | ++ | 0 | ++ | + | + | 0 |
| EC8 | + | + | + | ? | + | 0 | + | + | + | 0 |
| EC9 | + | 0 | + | 0 | ++ | 0 | - | 0 | + | 0 |
| H1 | 0 | + | + | - | + | + | + | 0 | + | 0 |
| H2 | 0 | + | + | + | 0 | + | + | + | + | 0 |
| H3 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 |
| H4 | 0 | 0 | 0 | ++ | 0 | 0 | 0 | 0 | ++ | 0 |
| H5 | 0 | 0 | ? | + | 0 | - | 0 | 0 | ? | 0 |
| H6 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | + | 0 |
| ENV1 | + | + | + | 0 | 0 | + | 0 | + | + | ++ |
| ENV2 | + | + | + | / | / | ++ | 0 | + | + | + |
| ENV3 | + | + | 0 | 0 | 0 | ++ | 0 | ++ | ++ | ++ |
| ENV4 | ? | ? | ? | + | 0 | + | + | + | + | + |
| ENV5 | + | + | + | -? | + | + | 0 | ++ | ++ | ++ |
| ENV6 | ++ | ++ | + | + | 0 | 0 | 0 | 0 | + | 0 |
| ENV7 | ++ | + | + | + | 0 | 0 | 0 | ++ | + | 0 |
| ENV8 | 0 | ++ | ++ | ? | ? | ++ | 0 | + | + | 0 |
| ENV9 | ++ | ++ | + | + | 0 | + | 0 | + | 0 | 0 |
| ENV10 | ++ | ++ | ++ | + | 0 | + | 0 | 0 | ++ | 0 |
| ENV11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 |
| ENV12 | ++ | ++ | 0 | 0 | 0 | ++ | 0 | 0 | ++ | 0 |
| IN1 | + | / | / | / | / | 0 | + | ++ | ++ | + |
| IN2 | + | + | 0 | 0 | + | 0 | + | ++ | 0 | 0 |
| IN3 | + | + | + | ? | ? | 0 | ++ | + | + | + |
| IN4 | + | + | ? | ? | ? | - | + | + | 0 | 0 |
| IN5 | ++ | 0 | 0 | 0 | + | 0 | ++ | + | + | + |
| IN6 | + | + | + | 0 | + | 0 | ++ | + | + | 0 |
| IN7 | ? | - | ? | 0 | 0 | + | - | 0 | 0 | 0 |
| GAT1 | - | - | 0 | 0 | ++ | / | - | + | 0 | 0 |
| GAT2 | ? | ? | ? | 0 | ? | / | ? | ? | - | 0 |
| GAT3 | - | - | 0 | 0 | / | 0 | -- | / | 0 | 0 |
| GAT4 | 0 | 0 | 0 | 0 | + | 0 | + | 0 | 0 | 0 |

Key:
++ Significant positive impact on the sustainability objective
+ Positive impact
+? Possible positive or slight positive impact on the sustainability objective
0 No impact on the sustainability objective
/ Neutral impact on the sustainability
? Uncertain impact on the sustainability objective
- Negative Impact on the sustainability objective
-- Significant negative impact on the sustainability objective

Appendix C: Local Plan Objectives & Planning Policy Context

The table below highlights the interaction of the Local Plan objectives with the wider planning policy context.

| Local Plan Objective | Crawley Local Plan Sustainability Appraisal Objectives | NPPF: Twelve Core Planning Principles | Duty to Co-operate: identified Strategic Issues | Gatwick Diamond Local Strategic Statement | Crawley Borough Council Corporate Plan Priorities | Crawley Economic Strategy Priorities | Crawley Carbon Reduction Strategy |
|---|--|---------------------------------------|---|---|---|--------------------------------------|-----------------------------------|
| <i>Crawley's Vision: Crawley the Place</i> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 1. To make Crawley an attractive town where people will want to live, work and spend their leisure time supported by well designed neighbourhoods, strengthened employment areas and a vibrant and attractive town centre and neighbourhood centres. | | ✓ | | ✓ | 3 | 1-5 | |
| 2. To reinforce Crawley's role as a competitive regional shopping destination by delivering a significant expansion in the range and quality of retail and other town centre priorities through encouraging step-change retail offer in the town centre core. | 5 | ✓ | | ✓ | 1 | 1 | |
| 3. To reduce crime and fear of crime in Crawley through protecting and improving community safety in the borough. | 3 | ✓ | ✓ | | 2 | | |
| 4. To protect and enhance the valued built environment and character within the borough through high quality new design and the protection of culturally valuable areas and buildings. | 3 | ✓ | | | 7 | | ✓ |
| <i>Crawley's Vision: Living in Crawley</i> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 5. To meet as much of the agreed housing need as possible within the borough boundary, in light of constraints; by supporting the delivery of 326no. homes each year from 2015 to 2030. | 4 | ✓ | | | 7 | 4 | |
| 6. To provide a good choice of well designed housing in terms of tenure, type, size and location. | 4 | ✓ | ✓ | | 7 | 4 | ✓ |
| 7. To ensure that 40% of new housing development is affordable. | 4 | ✓ | ✓ | | 7 | 4 | |
| <i>Crawley's Vision: Working in Crawley</i> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| 8. To improve the business offer and to maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy. | 5 | ✓ | | ✓ | 1 | 1-5 | |
| 9. To support Gatwick Airport to maximise its potential as a 1-runway, 2-terminal airport; increasing passenger throughput up to 45 million passengers per annum subject to satisfactory legal agreements. | 5 | | ✓ | ✓ | 1 | 1 | |
| <i>Crawley's Vision: Experiencing Crawley</i> | ✓ | ✓ | | | ✓ | | |
| 10. To ensure the protection and enhancement of valued open spaces. | 8 | ✓ | | | 6 | | |
| 11. To facilitate and support the provision of new leisure facilities. | 8 | ✓ | | | 6 | | |

| Local Plan Objective | Crawley Local Plan Sustainability Appraisal Objectives | NPPF: Twelve Core Planning Principles | Duty to Co-operate: Identified Strategic Issues | Gatwick Diamond Local Strategic Statement | Crawley Borough Council Corporate Plan Priorities | Crawley Economic Strategy Priorities | Crawley Carbon Reduction Strategy |
|--|--|---------------------------------------|---|---|---|--------------------------------------|-----------------------------------|
| 12. To facilitate and support the provision of new cultural facilities. | 8 | ✓ | | | 2 | | |
| <i>Crawley's Vision: Growing Crawley</i> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 13. To ensure the provision of sufficient infrastructure to meet the requirements of the borough. | | ✓ | ✓ | ✓ | 9 | 4 | |
| <i>Crawley's Vision: Enabling People</i> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| 14. To support the provision of quality education – including supporting and facilitating, where appropriate, improving skills levels. | 8 | ✓ | | ✓ | 1 | 3 | |
| 15. To promote healthy, active, cohesive and socially sustainable communities. | 9 | ✓ | | ✓ | 5 | 3 | |
| <i>Crawley's Vision: Growing the town</i> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 16. To work towards ensuring Crawley is a Carbon Neutral town by 2050. | 1 | ✓ | | ✓ | 8 | 5 | ✓ |
| 17. To ensure new development will be of high quality and sustainable design and construction in line with national standards; with new buildings being built to a high energy efficiency standard to ensure warmth continues to be affordable to all residents and meet the challenges to work towards becoming Carbon Neutral. | 1 | ✓ | ✓ | | 8 | 5 | ✓ |
| 18. To ensure all businesses have good access to good quality technological connections. | 5 | ✓ | ✓ | ✓ | 1 | 1 | |
| 19. To reduce car journeys and promote sustainable and alternative methods of transport, whilst ensuring sufficient transport infrastructure is delivered to meet the requirements of the borough | 7 | ✓ | ✓ | | 8 | 4 | ✓ |
| 20. To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the borough. | 6 | ✓ | ✓ | | 7 | | |
| 21. To adapt to the effects of climate change through the reduction of the risk of flooding and the amount of waste water; sustainable design of developments and effective management of water resources. | 2 | ✓ | ✓ | | 2 | 5 | ✓ |

Appendix D: Supporting Guidance Documents

Crawley Borough Council Guidance Documents

Brighton Road Conservation Area Statement, 2009

Dyers Almshouses Conservation Area Statement, 1998

Forestfields and Shrublands Conservation Area Statement, 1998

Hazelwick Road Conservation Area Statement, *to be prepared*

High Street Conservation Area Statement, 1998

Ifield Village Conservation Area Statement, *to be prepared*

Malthouse Road Conservation Area Statement, *to be prepared*

St Peter's Conservation Area Statement, 2005

Southgate Neighbourhood Centre Conservation Area Statement, *to be prepared*

Sunnymead Flats Conservation Area Statement, 2004

Worth Conservation Area Statement, 2003

Air Quality Management Plan, *to be prepared*

HMO Space Standards, 2013

Housing Trajectory, 1 April 2014 and subsequent updates.

Town Centre Wide Supplementary Planning Document, 2009

Manor Royal Design Guide Supplementary Planning Document, 2013

Manor Royal Public Realm Strategy, 2013

Planning Obligations and s106 Agreements Supplementary Planning Document, 2008

Strategic Flood Risk Assessment, (adapted from Jacobs) 2014

Local Plan Noise Annex, 2013

Other Professional Guidance Documents

National Planning Policy Framework DCLG, 2012

Planning Practice Guidance DCLG, 2014

Planning Policy for Traveller Sites DCLG, 2012

By Design – Urban Design and the Planning System DETR

Secured By Design

Building for Life Criteria CABE at the Design Council, Design for Homes and Home Builders Federation 2012

Understanding Historic Buildings: A guide to good recording practice English Heritage, 2006

BREEAM New Construction: Non-Domestic Buildings Technical Manual BRE Global Ltd, 2011

Code for Sustainable Homes: Technical Guidance – November 2010 Department for Communities and Local Government, 2010

LEED 2009 for New Construction and Major Renovations Rating Systems U.S. Green Building Council, 2009

Environment Agency Flood Maps Environment Agency, updated quarterly

Planning Noise Advice Document: Sussex East and West Sussex Authorities, 2013

Air Quality and Emissions Mitigation Guidance for Sussex Sussex Air, 2013

Housing Standards Review Consultation Department for Communities and Local Government, 2013-10-11

West Sussex Energy Study AECOM Limited, 2013

Background Studies & Evidence Base Documents

Development Strategy

European Directive 2001/42/EC

Localism Act 2011

Planning and Compulsory Purchase Act 2004

Town and Country Planning Act 1990

The Town and Country Planning (Local Planning) (England) Regulations 2012

Environmental Assessment of Plans and Programmes Regulations 2004

National Planning Policy Framework (2012) Department for Communities and Local Government

Gatwick Diamond Local Strategic Statement (2011) Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead District Council.

Gatwick Diamond Local Strategic Statement Memorandum of Understanding (2011) Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead District Council, Tandridge District Council.

Gatwick Diamond Local Strategic Statement Sustainability Appraisal/Strategic Environmental Assessment Statement (2011) Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead District Council, Tandridge District Council.

Duty to Cooperate Statement (2014) Crawley Borough Council

Infrastructure Plan (2014) Crawley Borough Council

Crawley Submission Local Plan Sustainability Appraisal (2014) Crawley Borough Council

Crawley Submission Local Plan Habitat Regulations Screening Report (2013) Crawley Borough Council

Sustainability Appraisal of the Local Plan Preferred Strategy Additional Sites Consultation Document (2013) Council Borough Council

The Crawley Borough Council Local Plan 2014 – 2029 Preferred Strategy Consultation Draft (2012) Crawley Borough Council

Crawley Borough Council Sustainability Appraisal/Strategic Environmental Assessment: Draft Sustainability Report for Consultation with Local Plan Preferred Strategy (2012) Crawley Borough Council

Sustainability Assessment Scoping Report (2011) Crawley Borough Council

Local Plan Consultation Statement & Appendices 1 – 4 (2013) Crawley Borough Council

Local Plan (Crawley “2029”) Consultation Summary & List of Appendices (2012) Crawley Borough Council

Local Plan (Crawley “2029”) Preferred Strategy Consultation Summary & List of Appendices (2012) Crawley Borough Council

Local Plan (Crawley “2029”) Additional Sites Consultation Summary & List of Appendices (2012) Crawley Borough Council

Crawley Borough Council’s Local Plan Local Development Scheme 2014 – 2016 (2014) Crawley Borough Council

Creating a Successful Future for Crawley: Corporate Plan 2010-2015 (2010) Crawley Borough Council

Getting Involved... Crawley’s Statement of Community Involvement (2011) Crawley Borough Council

Getting Involved... in planning: An appendix to Crawley’s Statement of Community Involvement (2011) Crawley Borough Council

Community Infrastructure Levy, SHLAA and Affordable Housing Viability Assessment (2013) Nationwide CIL Service

Character

Building for Life – Evaluating Housing Proposal Step by Step

Crawley Baseline Character Assessment (2009)

Crawley ASEQs and Locally Listed Buildings Heritage Assessment (2010) Alan Baxter

Historic Parks and Gardens Review (2013) Sussex Gardens Trust

Crawley Extensive Urban Survey (2008) English Heritage, West and East Sussex

By Design – Urban Design and the Planning System, DETR

Secure by Design

PPS5 Good Practice Guide

Crawley Built Up Area Boundary Review (2012) Crawley Borough Council

Crawley Landscape Character Assessment (2012) Crawley Borough Council

Urban Rural Fringe Study for Crawley (2006)

A Strategy for West Sussex Landscape (2005) West Sussex County Council

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

West Sussex Rights of Way Improvements List

High Weald Area of Outstanding Natural Beauty Management Plan 2014 – 2019 (2013) AONB Unit

Economic Growth

Economic Growth Assessment (2014) NLP

Economic Growth Assessment: Crawley Emerging Findings Paper (2013) NLP

Employment Land Review Part 1 (2009) GL Hearn

Employment Land Review Part 2 (2010) GL Hearn

Retail Capacity Update (2013) DTZ

Crawley Retail Capacity and Impact Study (2010) DTZ

Crawley Town Centre Strategy (2008) Crawley Borough Council

Town Centre Wide Supplementary Planning Document (2009) Crawley Borough Council

Manor Royal Supplementary Planning Document and Public Realm Strategy (2013) Crawley Borough Council

Manor Royal Masterplan (2010) GVA

Crawley Manor Royal: Final Report (2008) Regeneris
Crawley's Economic Plan (2011-2016): In Support of Prosperity Crawley Borough Council
Crawley's Economic Plan (2011-2016): Measuring Prosperity Crawley Borough Council

Housing

Planning Policy for Traveller Sites (2012) Department for Communities and Local Government
Identifying the Local Housing Markets of South East England (2004), DTZ Peida Consulting on behalf of South East Regional Assembly and Homes and Communities Agency
Northern West Sussex Strategic Housing Market Assessment (2009) GVA Grimley
North West Sussex – Crawley: Strategic Housing Market Update (2012) GVA
Crawley Borough Council Locally Generated Housing Needs Assessment (2011) Nathaniel Lichfield & Partners
Crawley Strategic Housing Land Availability Study (2013) Crawley Borough Council
Crawley Housing Trajectory, 1 April 2014 (2014) Crawley Borough Council
Housing Implementation Strategy (2013) Crawley Borough Council
Household Interim Projections (2011 to 2021) in England (9 April 2013) Department for Communities and Local Government
Interim 2011-based Subnational Population Projections for England (28 September 2012) Office for National Statistics
Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013) Crawley Borough Council
New Market Town Study (2010)
West Sussex Bio City (2010) Bio City Development Company
At Crawley Study (2009) GL Hearn
The Housing Strategy 2009-2013 (2009) Crawley Borough Council
Crawley Borough Council Urban Capacity Study (2013) Crawley Borough Council
Crawley Borough Council Urban Housing Potential Study (2004) Baker Associates
Crawley Borough Council Community Infrastructure Levy, SHLAA and Affordable Housing Viability Assessment (2013) NCS Nationwide CIL Service

Environment

Planning & Energy Act 2008
Housing Standards Review Consultation (2013) Department for Communities and Local Government
The Business Case for Green Building (2013) World Green Building Council
Technical Guidance to the National Planning Policy Framework (2012) Department for Communities and Local Government
Zero Carbon Homes – Impact Assessment (2011) Department for Communities and Local Government
Building Regulations Part L
Code for Sustainable Homes: Technical Guidance – November 2010 (2010) Department for Communities and Local Government
BREEAM New Construction: Non-Domestic Buildings Technical Manual (2011) BRE Global Ltd

Decentralised Energy Study for Crawley (2011) Hurley Palmer Flatt
 Planning and climate change in Crawley (2007) Energy Centre for Sustainable Communities
 Policy Review Document (2009) Energy Centre for Sustainable Communities
 Crawley Carbon and Waste Reduction Strategy (2012) Crawley Borough Council
 Crawley Borough Council Corporate Climate Change Strategy (2008) Crawley Borough Council
 EU Water Framework Directive
 Environment Agency Flood Maps (2013) Environment Agency
 Crawley Borough Council Strategic Flood Risk Assessment (SFRA) (2012) Crawley Borough Council
 Gatwick Sub-Region Water Cycle Study Crawley update (2013) Entec UK Limited
 Gatwick Sub-Region Water Cycle Study (2011) Entec UK Limited
 Gatwick Sub Region Joint Water Cycle Study Scoping Study (2010) Crawley Borough Council, Horsham District Council, Mid Sussex District Council, and Reigate and Banstead Borough Council
 Annex 1 PPG24: Planning and Noise
 Planning Noise Advice Document: Sussex (2013) East and West Sussex Authorities
 Air Quality and Emissions Mitigation Guidance for Sussex (2013) Sussex Air
 Crawley Borough Local Air Quality Management Progress Report (2012)
 Crawley Borough Local Air Quality Management Detailed Assessment of Air Quality (2007)
 Green Infrastructure Discussion Document (2012) Crawley Borough Council
 South East Green Infrastructure Framework (2009)
 Natural England Standing Advice
 Natural Environment and Rural Communities Act 2006
 Biodiversity 2020
 Review of CBC's Sites of Nature Conservation Importance Management Plans (2010) Crawley Borough Council
 Biodiversity Action Plans – Woodland, Urban (Sussex Wildlife Trust)
 Crawley PPG17 Open Space, Sport and Recreation Assessment (2008) PMP
 Crawley Borough Play Strategy and Development Plan 2007-2010 Crawley Borough Council
 Crawley Borough Playing Pitch Strategy for Outdoor Sports (2005) Crawley Borough Council
 Crawley Open Space Study (2013) JPC Strategic Planning and Leisure Limited
 Crawley Playing Pitch Assessment (2013) JPC Strategic Planning and Leisure Limited
 West Sussex Energy Study (2013)

Infrastructure

Infrastructure Plan (2013) Crawley Borough Council
 Transport Modelling Part 1 (2012) Amey Consulting
 Transport Modelling Part 2 (2014) Amey Consulting
 West Sussex County Council draft Transport Strategy
 Gatwick Sub-Region Water Cycle Study Crawley update (2013) Entec UK Limited

Gatwick Sub-Region Water Cycle Study (2011) Entec UK Limited
Gatwick Sub Region Joint Water Cycle Study Scoping Study (2010) Crawley
Borough Council, Horsham District Council, Mid Sussex District Council, and Reigate
and Banstead Borough Council
Community Infrastructure Levy, SHLAA and Affordable Housing Viability Assessment
(2013) Nationwide CIL Service

Gatwick Airport

2003 Aviation White Paper
Aviation Policy Framework (DfT, March 2013)
2008 Legal Agreement between CBC, WSCC and the airport operator
2008 Gatwick Airport SPD
2012 Gatwick Master Plan
2003 Published Noise Contours for Second Runway Circular 01/2003 Aerodrome
Safeguarding

Glossary

Definitions

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| Affordable Housing | <p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>See also: Affordable Rented Housing; Intermediate Housing; and Social Rented Housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p> |
| Affordable Rented Housing | <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> |
| Air Quality Management Area | <p>An area designated by the council because it is likely not to achieve national air quality objectives by the relevant deadlines.</p> |
| Albedo | <p>The proportion of the incident light or radiation reflected by a surface, typically that of a planet or moon.</p> |
| Ancient Woodland | <p>An area that has been wooded continuously since at least 1600AD</p> |
| Areas of Special Local Character | <p>Designated areas that are considered to be of distinctive character or quality and therefore worthy of protection through rigorous control of new development, yet do not quite comply with the criteria for designation as Conservation Areas.</p> |
| Article 4 Direction | <p>A direction which withdraws automatic planning permission granted by the General Permitted Development Order.</p> |
| B Use Classes/ Business floorspace. | <p>Business: B1a, B1b, B1c; General Industry: B2; and Storage or Distribution: B8, as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).</p> |
| Building Energy | <p>Computerised systems that control mechanical,</p> |

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| Management Systems | electrical, plumbing, and many other systems within a building to control its internal environment. A properly installed BEMS can substantially reduce a building's energy requirements. |
| BRE Environmental Assessment Method (BREEAM) | A BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use. The measures used represent a broad range of categories and criteria from energy to ecology. They include aspects related to energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes |
| Building Regulations | National Standards, separate to the planning system designed to uphold standards of public safety, health, and construction |
| Built Up Area Boundary | This is the boundary around the area defined in the Local Plan as being built up, distinguishing it from the countryside. |
| Business Uses | Uses that, as defined by the Use Classes Order fall within Class B1, B2 and B8. |
| Carbon Neutral | The term given to achieving net zero carbon emissions by balancing the amount of carbon released with an equivalent amount sequestered or offset. |
| Climate change adaptation | Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunity. |
| Climate change mitigation | Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. |
| Code for Sustainable Homes (CfSH) | A framework that rates the environmental sustainability of new housing. |
| Commission for Architecture and the Built Environment (CABE) | The organisation was the government's advisor on architecture, urban design and public space in England. Its function was to influence and inspire those making decisions about the built environment. It championed well-designed buildings, spaces and places; ran public campaigns; and provided expert, practical advice. In April 2011 the Design Council and CABE came together as one organisation. |
| Community Infrastructure Levy | A levy allowing local authorities to raise money from owners or developers of land undertaking new building projects in their area in order to fund improvements to local infrastructure. |

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| Conservation (for heritage policy) | The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance. |
| Conservation Area | Areas of special architectural or historical interest, the character or appearance of which it is important to preserve or enhance. |
| Consequential improvements | Making energy efficiency improvements to an existing building as a consequence of carrying out works on it, for example creating an extension. |
| Core Strategy | The central planning document in the Local Development Framework. This system of planning policy was replaced when the NPPF was published. |
| Countryside | The area outside of the built up area boundary. |
| Council | Where the “council” or the “borough council” is used it generally relates to Crawley Borough Council, unless it is specified otherwise. |
| Crawley | Where "Crawley" is used, it generally relates to the area that is within Crawley Borough Council's administrative boundary. |
| Crossovers | A vehicular access from the highway over a pavement or verge to the curtilage of a property. |
| Decentralised/District Energy Networks | Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies. |
| District Heating Priority Areas | Designated areas within Crawley that have particular potential for the establishment of decentralised energy networks. |
| ECO (Energy Companies Obligation) | An energy efficiency programme that was introduced into Great Britain at the beginning of 2013. It places legal obligations on the larger energy suppliers to deliver energy efficiency measures to domestic energy users. |
| Edge of centre | For retail policy purposes, edge-of-centre sites are locally defined as those sites falling outside of the Primary Shopping Area, though within the Town Centre Boundary, as identified on the Local Plan Map. For all other Main Town Centre Uses, the NPPF definition of edge of centre applies. |
| Energy shock | Any changes that may occur in the energy market due to its potential instability/uncertainty. This can be in relation to cost, shortages, or other unforeseen circumstances. |
| Exceptionally significant development | Development which is of national importance. |
| Embedded carbon/ | The carbon emissions generated in the supply chain |

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| greenhouse gasses | for that item/product, in order to both create it and move it to where it will be used or sold. It includes the emissions created in extracting and transporting the raw materials required to make the product, the emissions from the manufacturing process, and sometimes also the emissions generated in transporting the final product to the point of sale or use. |
| Employment Uses | Uses as defined within the Use Classes Order that generate employment such as leisure, retail and all B use class development. This does not include any residential uses. |
| Exception Test | <p>The Exception Test should be applied if, following application of the Sequential Test (Flood Risk), it is not possible for the development to be located in zones with a lower probability of flooding. For the Exception Test to be passed it must be demonstrated that:</p> <ol style="list-style-type: none"> 1. The development provides wider sustainability benefits to the community that outweigh flood risk; and 2. That the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. |
| Farm diversification | The broadening of a farms economic activity to include non-agricultural activities not traditionally associated with farming to help sustain the farm holding. |
| Frontages | These have been identified locally to help maintain the balance between retail and non-retail uses in the town centre. |
| Fuel Poverty | A fuel poor household is one that cannot afford to keep adequately warm at reasonable cost. This is generally defined as households that need to spend 10% or more of their annual income on energy to keep their home adequately warm. |
| Functional Floodplain | Undeveloped land and open space that falls within Zone 3 of the Environment Agency Flood Map. Any areas of the borough that are identified as Functional Floodplain are at the greatest risk of flooding, and fairly regular inundation should be expected. |
| Gatwick Airport Boundary | The boundary of operational land within the airport. |
| Green Deal | A scheme introduced by central government designed to help people make energy efficiency improvements to buildings by allowing them to pay the costs through their energy bills rather than upfront. |
| Green Infrastructure | A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local |

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| | communities. |
| Greenhouse Gas | Gases that act to trap heat within the earth's atmosphere, they are produced by burning fossil fuels but do also occur naturally. |
| Gypsy, Traveller and Travelling Showpeople | <p>Gypsies and Travellers are persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.</p> <p>Travelling Showpeople are members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.</p> |
| Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment | The Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (GTAA) is a technical study that forms part of the evidence base for the Local Plan. As required by the Housing Act (2004) this document assesses the accommodation needs of Gypsies, Travellers and Travelling Showpeople and outlines how their needs will be met. |
| Heritage Assets | A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing) |
| Heritage Impact Assessments | A document that is required as part of a planning application when the development affects a heritage asset, these were previously known as a Heritage Statement. |
| Historic Parks and Gardens | Areas that encompass aesthetic, philosophical, botanic and scientific heritage and embody shared values of landscape and place. |
| Housing Implementation Strategy | A Housing Implementation Strategy provides a summary of the council's approach to managing the delivery of housing over the Plan period and sets out how a 5-year supply of housing will be maintained to meet the planned target. |
| House in Multiple Occupation | A house in multiple occupation (HMO) is a property that is occupied by a number of individuals who share facilities, or do not have exclusive occupation of the |

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| | whole property. HMO's generally compromise accommodation where two or more individuals share basic amenities (bath/shower, WC or kitchen). |
| Housing Market Area | This is a geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home i.e. a large percentage of people settling in the area will have sought a house only in that area. |
| Important Views | Specific long or panoramic views of the town as identified through a character assessment of the Borough. |
| Infrastructure | Includes transport facilities; such as roads, rail stations and bus stations; water supply; wastewater and its treatment; telecommunications; community infrastructure such as educational facilities and medical facilities; sports and recreational facilities and open space. |
| Infrastructure Plan | Local Planning Authorities are expected to work with other Local Authorities and infrastructure providers to assess the quality and capacity of infrastructure within the area, and its ability to meet forecast demands. The Infrastructure Plan will confirm the capacity of infrastructure required to meet the demands of growth within the town anticipated through the Local Plan, and moreover, any mitigation that may be required. |
| Infrastructure providers | Organisations responsible for the provision of certain types of infrastructure. |
| Intermediate Housing | Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definitions. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. |
| Leadership in Energy and Environmental Design | A building standards certification system introduced by the US Green Building Council. Building projects satisfy prerequisites and earn points to achieve different levels of certification. |
| Listed Buildings | Buildings which appear on a national list due to their special architectural or historic importance. The buildings are protected by law. |
| Local Biodiversity Action Plans | Each individual Species or Habitat Action Plan has a number of objectives, and details actions to be carried out in order to conserve and enhance populations of particular animal and plant species, or to protect and enhance valuable habitats. |
| Local Plan | Is the term given to this document. In law this is described as a development plan document adopted |

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| | <p>under the Planning and Compulsory Purchase Act 2004. It guides development of the local area for the future and was drawn up by the local planning authority in consultation with the community.</p> |
| Local Planning Authority | <p>The public authority whose duty it is to carry out specific planning functions for a particular area. In this document it tends to refer to Crawley Borough Council.</p> |
| Locally Listed Buildings | <p>Buildings, or structures worthy of protection in the local context due to their historic interest, architectural interest, group and townscape value, intactness, and/or communal value.</p> |
| Low Carbon Energy | <p>A term attributed to energy generated in a way that produced very low levels of carbon per unit in relation to conventional energy generation techniques.</p> |
| Low Cost Housing | <p>Market housing that is made available to first time home buyers intended as their primary place of residence and offered as a fixed equity at an agreed percentage below open market value.</p> |
| Low/Zero Carbon Development | <p>Zero carbon developments achieve no net emissions by reducing carbon emissions through use of on-site renewable energy generation, and balancing any imports with exports to the National Grid to achieve a zero balance. Low carbon developments are similar to zero carbon developments, the only difference being that they need to achieve at least a 50% reduction in emissions (where this applies specifically to energy use in buildings).</p> |
| Main Town Centre Uses | <p>As defined by the NPPF: retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</p> |
| Manor Royal Business District | <p>Manor Royal Business District is the biggest business park of Crawley, West Sussex and the Gatwick Diamond. It is situated two miles from London Gatwick Airport, mainline rail stations and major motorway networks, and has become the centre for a diverse range of business activities, accommodating 500 firms, and 30,000 employees.</p> |
| Modal change | <p>The shift towards the utilisation of sustainable transport methods that minimise the negative impacts on the environment, such as public transport, walking or cycling, instead of the motor vehicle.</p> |

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| National Planning Policy Framework | Sets out the Government's planning policies for England and how these are expected to be applied to produce distinctive local and neighbourhood plans that reflect the needs and priorities of their communities. |
| Nationally described standards | A series of standards that will be introduced at the national level for Local Authorities to adopt. |
| Neighbourhood | Crawley has grown up on a neighbourhood-by-neighbourhood basis known as the neighbourhood principle. Each neighbourhood is a large planned development, predominantly consisting of housing with a central shopping parade, supported by other facilities, services, and open space to meet the day-to-day needs of the people who live and work there. |
| Neighbourhood Centres | The area at the centre of a neighbourhood that forms a small economic and cultural core providing facilities for the residents of that neighbourhood. |
| Neighbourhood Plans | A plan prepared by a Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). At present, there are not any neighbourhood plans being progressed in Crawley. |
| New Town | Crawley is known as a New Town, a product of the New Towns Act 1946. The New Towns consisted of a new community that was carefully planned from its inception and is typically constructed in previously undeveloped areas, or by merging several smaller built up areas. This contrasts with settlements that evolve over a long time period. |
| Northern West Sussex | Primarily consisting of the three administrative areas of Crawley Borough, Horsham District and Mid Sussex District. As a Housing Market Area a small area of the southern part of Reigate and Banstead Borough also falls within this description. |
| Objectively Assessed Housing Need | The amount of new housing required over the Plan period which meets household and population projections and takes account of migration and demographic change (births and deaths). |
| Open Space Study | An assessment of the needs for open space, sports and recreation facilities and opportunities for new provision. |
| Open Spaces | Open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. |

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| Out of centre | Locations that are situated beyond the Town Centre Boundary, as identified on the Local Plan Proposals Map, are defined as out-of-centre. |
| Planning Condition | A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. |
| Planning Obligations | A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. |
| Playing Field | The whole of the site that encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010. |
| Pollution | Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light. |
| Previously developed sites | A site which is or was occupied by a permanent structure, including the curtilage of developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. |
| Primary Shopping Area | A defined area where retail development is concentrated. In Crawley, this comprises the Primary Shopping Frontages, and Secondary Shopping Frontages which are adjoining and closely related to the Primary Shopping Frontage. |
| Public transport | The term used to refer to trains and buses and other communal forms of transport. |
| Radiant energy | The term is used particularly when radiation is emitted by a source into the surrounding environment. In this document it refers to the energy from the sun. |
| Renewable & low carbon | Includes energy for heating and cooling as well as |

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| energy | generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). |
| s106 Agreement | An agreement under Section 106 of the Town and County Planning Act which contains legally enforceable obligations to mitigate the impact of development proposals. |
| Safeguarded Land | Land that is required to be safeguarded by the Airports White Paper 2003 for the building of a second runway should it be required. |
| Safeguarded Zone | An area defined in Circular 01/03: Safeguarding of aerodromes. This enables the potential impact of development proposals on navigation systems and the safe operation of aircraft to be assessed. |
| Sequential Test (Flood Risk) | A national planning policy requirement that seeks to steer new development to areas with the lowest probability of flooding. In demonstrating that the requirements of the sequential test have been met, proposals should refer to the NPPF and NPPF Technical Guidance, and the Environment Agency Flood Map. |
| Sequential Test (Main Town Centre Uses) | This applies to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. The test requires applications for main town centre uses to be located in town centres, then in edge-of-centre locations and only if suitable sites are not available should out of centre sites be considered. |
| Sites of Nature Conservation Importance | Locally important sites of nature conservation adopted by local authorities for planning purposes and identified in the local development plan. |
| Social Rented Housing | Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. |
| Strategic Housing Land Availability Assessment | The Strategic Housing Land Availability Assessment (SHLAA) is a technical study that forms part of the Evidence Base for the Local Plan. It identifies potential housing sites and assesses whether these sites are developable, how many housing units could be accommodated on them and when they could be |

delivered.

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| Strategic Housing Market Assessment | The Strategic Housing Market Assessment is an evidence base document which assesses the housing needs of the area. The Strategic Housing Market Assessment identifies the scale and mix of housing and range of tenures that residents require. |
| Supplementary Planning Documents/Supplementary Planning Guidance Notes | Documents which expand upon identified Local Plan policies to provide more detailed guidance on how the policy should be interpreted and applied. |
| Sustainability Appraisal | Under the regulations of the Planning and Compulsory Purchase Act 2004, Crawley must undertake a Sustainability Appraisal (SA) of the Local Plan to satisfy independent examination to allow the Plan to be formally adopted. The SA is an ongoing process, which endeavours to identify the social, environmental and economic impacts of planning policies or allocations within a Local Plan. |
| Sustainable Development | Development that meets the social, economic and environmental needs of the present without compromising the needs of the future. |
| Sustainability Statement | A document submitted as part of a planning application that sets out how the development has or will achieve the objectives set out in Policy ENV6. The Planning & Climate Change Supplementary Planning Document provides detailed guidance on what should be included in the statement and the level of detail it contains will vary depending on the type and scale of the proposed development. |
| Sustainable Transport | Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport. |
| Sustainable Drainage Systems | Designed to control surface water runoff close to where it falls and mimic natural drainage as closely as possible. |
| Thermal Comfort | Human satisfaction with the thermal environment, ensuring the ambient temperature is always comfortable to be in. |
| Thermal Mass | A term that refers to a building technique utilising a high specific heat capacity, and/or density. |
| Three Bridges Corridor | An area between Three Bridges Station and Crawley Town Centre that offers a selection of older and smaller employment units. |
| Town Centre | In retail policy terms, the town centre is represented by the Primary Shopping Area as identified on the Local Plan Map and defined above. |

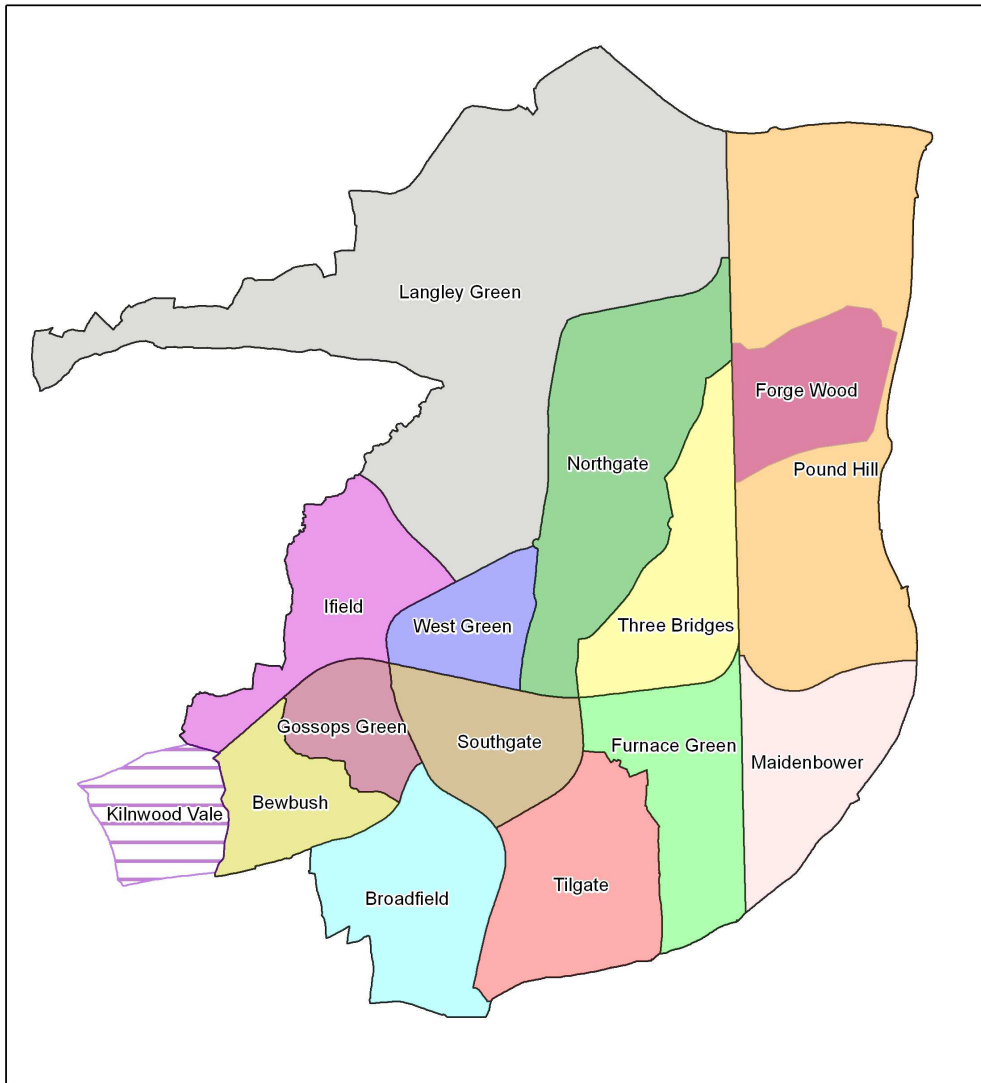
| | |
|----------------------|--|
| Town Centre Boundary | The town centre boundary is shown on the Local Plan Map, and defines the area within which main town centre uses are focused. It encompasses the Primary Shopping Area and edge-of-centre locations. |
| Tranquil Areas | Areas sufficiently remote from the visual or audible intrusion of development or traffic to be considered unspoilt by urban influences |
| Transport Modelling | A Transport Modelling Assessment is a technical study that forms part of the evidence base for the Local Plan, which assesses the future traffic impact resulting from traffic growth and development on the operation of roads, junctions and transport systems. |
| Urban Capacity Study | A technical study that forms part of the evidence base for Crawley's Local Plan. The document is used to assess potential employment and housing sites within the town. |
| Use Class | Land uses as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended). |
| Viability | Where the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements, when taking account of normal cost of development and mitigation, provide competitive returns to a willing landowner to enable the development to be deliverable. |
| Water Stress | Water stress occurs when the demand for water exceeds the available amount or when poor quality restricts its use. |
| Windfall Sites | Windfall sites are potential housing sites which have not been specifically identified as available in the Local Plan process. They normally comprise of sites that have unexpectedly become available for a residential use. |

Abbreviations

| | |
|--------|---|
| ASLC | Area of Special Local Character |
| AQMA | Air Quality Management Area |
| BREEAM | BRE Environmental Assessment Method |
| BUAB | Built-Up Area Boundary |
| CAA | Civil Aviation Authority |
| CABE | Commission for Architecture and the Built Environment |
| CCHP | Combined Cooling, Heat and Power |
| CfSH | Code for Sustainable Homes |
| CHP | Combined Heat and Power |
| DCLG | Department for Communities and Local Government |
| DECC | Department of Energy and Climate Change |
| Defra | Department of Environment, Food and Rural Affairs |
| DPD | Development Plan Document |
| EA | Environment Agency |
| ECO | Energy Companies Obligation |
| EGA | Economic Growth Assessment |
| EU | European Union |
| FRA | Flood Risk Assessment |
| HER | Historic Environment Record |
| HMO | Houses in Multiple Occupation |
| HMA | Housing Market Area |
| LDS | Local Development Scheme |
| LEED | Leadership in Energy and Environmental Design |
| LEP | Local Enterprise Partnership |
| mppa | Million Passengers Per Annum |
| NPPF | National Planning Policy Framework |
| NWS | Northern West Sussex |

| | |
|--------|--|
| PPG | Planning Practice Guidance |
| s. 106 | Section 106 Agreements (see “Planning Obligations” definition) |
| SA/SEA | Sustainability Appraisal/Strategic Environmental Assessment |
| SCI | Statement of Community Involvement |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SPD | Supplementary Planning Document |
| SuDS | Sustainable Drainage Systems |
| WSCC | West Sussex County Council |

NEIGHBOURHOOD MAP



CRAWLEY LOCAL PLAN NOISE ANNEX

1.0 **Introduction**

- 1.1 Crawley is home to Britain's largest single-runway airport, a key sub-regional employment destination at Manor Royal Business District, and a major motorway (M23). Noise therefore represents an important planning consideration in the town.
- 1.2 The revocation of Planning Policy Guidance 24 (Planning and Noise) has resulted in an absence of detailed technical guidance at the national level to guide the relationship between development and noise. This Annex therefore draws upon evidence to provide policy context and establish locally specific guidance through which the approach of Local Plan Policy ENV11: Development and Noise should be applied.

2.0 **Planning Policy Context**

2.1 **National Policy Objectives**

- 2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's key planning objectives, recognising the need to reduce pollution as one of its 12 key principles. It requires the planning system to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of pollution (Paragraph 109). Paragraph 123 provides more detail, outlining that local plan policies and development management decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. Where conflict does arise, impacts must as far as possible be mitigated against and reduced to a minimum.
- 2.1.2 The NPPF supersedes previous national level Government planning guidance. This included Planning Policy Guidance 24: Planning and Noise, which outlined measurable numeric noise categories through which the relationship between development and noise could be assessed.
- 2.1.3 With PPG24 having been revoked, the NPPF identifies the Explanatory Note of the Noise Policy Statement for England (DEFRA, 2010) as guidance for interpreting the level at which noise is considered give rise to significant adverse impact. This does not however identify measurable noise values to identify the 'Significant Observed Adverse Effect Level', the noise exposure level above which significant adverse effects on health and quality of life occur.
- 2.1.4 The Government has since published *Planning Practice Guidance: Noise* (DCLG, 2013). This outlines that local authorities should take account of the acoustic environment in plan making and decision taking, and in doing so should consider:
- whether or not a significant adverse effect is occurring or likely to occur;
 - whether or not an adverse effect is occurring or likely to occur; and
 - whether or not a good standard of amenity can be achieved.
- 2.1.5 In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of noise exposure is,

or would be, above or below the Significant Observed Adverse Effect Level (SOAEL), and the Lowest Observed Adverse Effect Level for the given situation (LOAEL). The Planning Practice Guidance does not provide technical guidance to establish the levels at which SOAEL or LOAEL occur. It does however identify that local planning authorities may produce local plan specific noise standards to apply to various forms of proposed development and locations in their area.

2.2 Local Policy

- 2.2.1 The key objective of Local Plan Policy ENV11 is to guide the relationship between noise sensitive development and noise sources to ensure that a good quality of life is maintained for current and future residents.
- 2.2.2 This Local Plan Noise Annex identifies locally specific noise thresholds comprised of measurable value ranges through which noise impact from transport sources can be determined in order to support Policy ENV11. These are based on the noise exposure hierarchy set out in *Planning Practice Guidance: Noise* and are discussed in detail in Section 4.1 of this Annex.
- 2.2.3 This Annex also provides guidance where proposals for noise sensitive development may be affected by industrial/commercial noise sources (Section 4.2), and on Noise Generating Development (Section 4.3).
- 2.2.4 Local Plan Policy ENV11 also refers to the '*Planning Noise Advice Document: Sussex*' (2013), to assist in the preparation of Noise Impact Assessments. This document has been produced on a joint basis by East and West Sussex local planning authorities to provide clear and consistent guidance as to the level of information that should be submitted with planning applications for noise generating developments or noise sensitive developments, including guidance on when it is appropriate to submit a noise report and the required contents of such a report.

3.0 Understanding When Noise Could Become a Concern

- 3.1 *Planning Practice Guidance: Noise* identifies a noise exposure hierarchy which provides broad guidance on the levels at which noise exposure could become a concern.
- 3.2 At the lowest extreme, when noise is not noticeable, there is by definition no effect. As noise exposure increases, it crosses the **No Observed Effect Level**. This is the stage at which noise becomes noticeable, though it has no adverse effect as it does not cause any change in behaviour or attitude. If the noise is at this level, no specific measures are required to manage the acoustic environment.
- 3.3 As noise exposure increases it crosses the **Lowest Observed Adverse Effect Level**, and may reach the **Observed Adverse Effect Level**. At this level noise can start to cause small changes in behaviour and attitude. For example, this could cause people to turn up the volume on the television or needing to speak more loudly to be heard. The noise level starts to have an adverse effect where consideration needs to be given to mitigating and minimising those effects.

- 3.4 Continued increase in noise exposure will at some point cause the **Significant Observed Adverse Effect Level** to be crossed. Above this level, noise causes a material change in behaviour, for example necessitating that windows are kept closed most of time. If noise exposure is above this level, the planning process should be used to prevent this effect from occurring, by use of appropriate mitigation, for example through design and layout.
- 3.5 At the highest extreme, noise exposure would cause extensive and sustained changes in behaviour, without an ability to mitigate the effect of noise. At this level, the impacts on health and quality of life are such that regardless of the benefits of the activity causing the noise, the situation should be prevented from occurring.

4.0 Managing Noise in Crawley: Guidance to Support Local Plan Policy ENV11

4.1 Noise sensitive development affected by noise from transport sources

- 4.1.1 Local Plan Policy ENV11 outlines that noise sensitive uses will only be permitted where users of the development will not be exposed to unacceptable noise disturbance from existing or proposed uses.
- 4.1.2 This section provides guidance to determine the threshold at which noise exposure from transport-based sources (air, road, rail, and mixed sources) is considered to become significant or unacceptable in a Crawley context.
- 4.1.3 Building on the noise exposure hierarchy identified in *Planning Practice Guidance: Noise*, and using the guidance of PPG24 and evidence identified in Section 6, the Annex identifies measurable local values through which to determine the acceptability of noise sensitive proposals where noise exposure from transport is a factor.
- 4.1.4 In particular, it identifies a measurable threshold for the Significant Observed Adverse Effect Level (SOAEL), i.e. the noise level at which significant adverse effects on health and quality of life occur. It also outlines a measurable threshold to identify the level at which noise exposure is considered to become unacceptable.
- 4.1.5 In determining the acceptability of noise sensitive proposals where noise exposure from transport source is a factor, the standards set out in Table 1 (below) will be applied.

TABLE 1: Standards for noise sensitive development affected by noise from transport sources⁵¹.

| | Examples of Outcomes | Daytime (07:00 – 23:00) Threshold | Night time (23:00 – 07:00) Threshold |
|---|--|---|--|
| No Observed Adverse Effect Level (NOAEL) | Noticeable but not intrusive: Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area, but not such that there is a perceived change in the quality of life. | <45dB $L_{Aeq,16hr}$ <70dB $L_{A_{smax}} (1)$ | <40dB $L_{Aeq,8hr}$ <55dB $L_{A_{smax}} (1)$ |
| Lowest Observed Adverse Effect Level (LOAEL) | | 45dB $L_{Aeq,16hr}$ 70dB $L_{A_{smax}} (1)$ | 40dB $L_{Aeq,8hr}$ 55dB $L_{A_{smax}} (1)$ |
| Observed Effect Level | Noticeable and intrusive: Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; closing windows some of the time because of the noise. Potential for non-awakening sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life. | Between 43db and 55dB $L_{Aeq,16hr}$ (43 to 57dB for Air Traffic) > 70dB $L_{A_{smax}} (1)$ | Between 42dB and 45dB $L_{Aeq,8hr}$ (42 to 48dB for Air Traffic) > 55dB $L_{A_{smax}} (1)$ |
| Significant Observed Adverse Effect Level (SOAEL) | Noticeable and disruptive: Noise causes a material change in behaviour and/or attitude, e.g. having to keep windows closed most of the time, avoiding certain activities during periods of intrusion. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening, and difficulty getting back to sleep. Quality of life diminished due to change in acoustic character of the area. | Between 55dB and 69dB $L_{Aeq,16hr}$ (57dB to 69dB for Air Traffic) > 70dB $L_{A_{smax}} (1)$ | Between 45dB and 63dB $L_{Aeq,8hr}$ (48 to 63dB for Air Traffic) 58dB to 82dB $L_{A_{smax}} (1)$ |
| Unacceptable Adverse Effect | Noticeable and very disruptive Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening, loss of appetite, significant medically definable harm. | greater than 69dB $L_{Aeq,16hr}$ | greater than 63dB $L_{Aeq,8hr}$ > 82dB $L_{A_{smax}} (1)$ |

4.1.6 All the above levels would include the predicted noise from any proposed or required changes in transportation noise including the potential 2nd wide spaced runway at Gatwick Airport as set out in the 2003 White Paper and any

⁵¹ $L_{A_{smax}}$ applies for 2+ events per hour during the night (23:00 – 07:00). All above levels are external free-field levels.

forthcoming replacement policy document. Detail of the predicted noise contours associated with a possible wide-spaced second runway at Gatwick Airport are set out in Figure 1 of this Noise Annex, which draws upon the noise contours published by the Civil Aviation Authority (CAA) in their report: ERCD report 0308. Figure 1 of the Noise Annex will be updated should these contours be superseded by subsequent guidance issued by the CAA.

- 4.1.7 In interpreting the categories for the purposes of Local Plan Policy ENV11, noise exposure is considered to be significant at the Significant Observed Effect Level (SOAEL) of between 57dB $L_{Aeq,16hr}$ and <69dB $L_{Aeq,16hr}$ and between 45dB and 63dB $L_{Aeq,8hr}$ at night.
- 4.1.8 Unacceptable Adverse Effect is considered to occur where noise exposure is above 69dB $L_{Aeq,16hr}$ (63dB $L_{Aeq,8hr}$ at night).
- 4.1.9 For private amenity areas (private and communal gardens), Unacceptable Adverse Effect is considered to occur at 63dB $L_{Aeq,16hr}$ for Roads, and 66dB $L_{Aeq,16hr}$ for Aircraft and Rail noise. This is so that they can be enjoyed as intended.
- 4.1.10 For significant noise sensitive developments (greater than 100 dwellings) that would be affected by aircraft noise, the unacceptable adverse effect level is considered to occur inside the predicted 66dB $L_{Aeq,16hr}$ contour for Gatwick Airport.
- 4.1.11 Where noise exposure is significant (SOAEL), a Noise Impact Assessment will be required in support of planning applications to demonstrate how noise impact will be made acceptable. For further information on the requirements of a Noise Impact Assessment, please see Section 5 of this Annex, and *Planning Noise Advice Document: Sussex (2013)*.

4.2 Noise sensitive development affected by industrial or commercial noise sources

- 4.2.1 Local Plan Policy ENV11 outlines that noise sensitive uses proposed in areas that are exposed to noise from existing or planned industrial or commercial sources, will only be permitted where future users will not be exposed to an unacceptable noise impact that would result in creation of a statutory nuisance.
- 4.2.2 This is based on the recognition that to introduce new noise sensitive receptors into locations where they may be affected by noise from established businesses can create conflict between those two uses.
- 4.2.3 NPPF paragraph 123 (bullet point 3) expands, recognising that development will often create some noise, and outlining that existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

- 4.2.4 It is also recognised that some industrial or commercial uses may be planned, in the sense that they are subject to an extant planning permission, or have been identified for economic use through the Local Plan. For this reason, the policy approach also has regard to future planned developments.
- 4.2.5 To ensure that proposed noise sensitive uses do not conflict with existing or planned industrial/commercial uses, noise sensitive development will only be considered acceptable where future users would not be exposed to noise impact that would result in a statutory nuisance.
- 4.2.6 Where there is risk that noise sensitive proposals would be affected by statutory nuisance, a Noise Impact Assessment will be required in support of planning applications to demonstrate how noise impact will be made acceptable. For further information on the requirements of a Noise Impact Assessment, please see Section 5 of this Annex, and *Planning Noise Advice Document: Sussex (2013)*.
- 4.2.7 If it cannot be demonstrated that appropriate mitigation will be provided to manage significant or unacceptable noise impacts to an acceptable level, the proposal will be refused.
- 4.3 *Noise generating development*
- 4.3.1 Local Plan Policy ENV11 outlines that noise generating development will be permitted where it can be demonstrated that any nearby noise sensitive uses (as existing or planned), will not be exposed to noise impact that will adversely affect the amenity of users of surrounding noise sensitive premises.
- 4.3.2 To ensure that proposals are acceptable in noise terms, development should comply with BS4142 *Method for Rating industrial noise, affecting mixed residential and industrial areas*.
- 4.3.3 Around the Town Centre, Neighbourhood Parades and mixed use commercial/residential areas, the high density of industrial plant and air-handling Units (including kitchen extracts, air-condition units and refrigeration plant) has a cumulative effect of increasing the overall background noise level. To prevent this level continually increasing to the detriment of the local residential amenity in those locations there will be an expectation that all new noise sources would be expected to operate at a Rating Level (BS4142) of 10dB below the background noise level measured as a L_{A90} .
- 4.3.4 Where there is risk that development would adversely affect the amenity of users in surrounding noise sensitive premises, a Noise Impact Assessment will be required in support of planning applications, to demonstrate how noise impact will be made acceptable. For further information on the requirements of a Noise Impact Assessment, please see Section 5 of this Annex, and *Planning Noise Advice Document: Sussex (2013)*.
- 4.3.5 If it cannot be demonstrated that appropriate mitigation will be provided to manage noise impact to an acceptable level, the proposal will be refused.

5.0 Noise Impact Assessment

- 5.1 As identified in Part C of Local Plan Policy ENV11, a Noise Impact Assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure.
- 5.2 The Noise Impact Assessment will be required to assess the impact of the proposal as a noise generator or receptor, as appropriate.
- 5.3 It will also be required to demonstrate in full how the development will be designed, located, and controlled to mitigate (as appropriate) the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.
- 5.4 In all cases, the best practical means of mitigation will be required to mitigate noise impact to an appropriate level, and in liaison with Crawley Borough Council Environmental Health.
- 5.5 If it cannot be demonstrated that appropriate mitigation will be provided to manage significant or unacceptable noise impacts to an acceptable level, the proposal will be refused.
- 5.6 In preparing a Noise Impact Assessment, applicants should adhere to *Planning Noise Advice Document: Sussex* (2013), which supports Local Plan Policy ENV11 and this accompanying Annex.

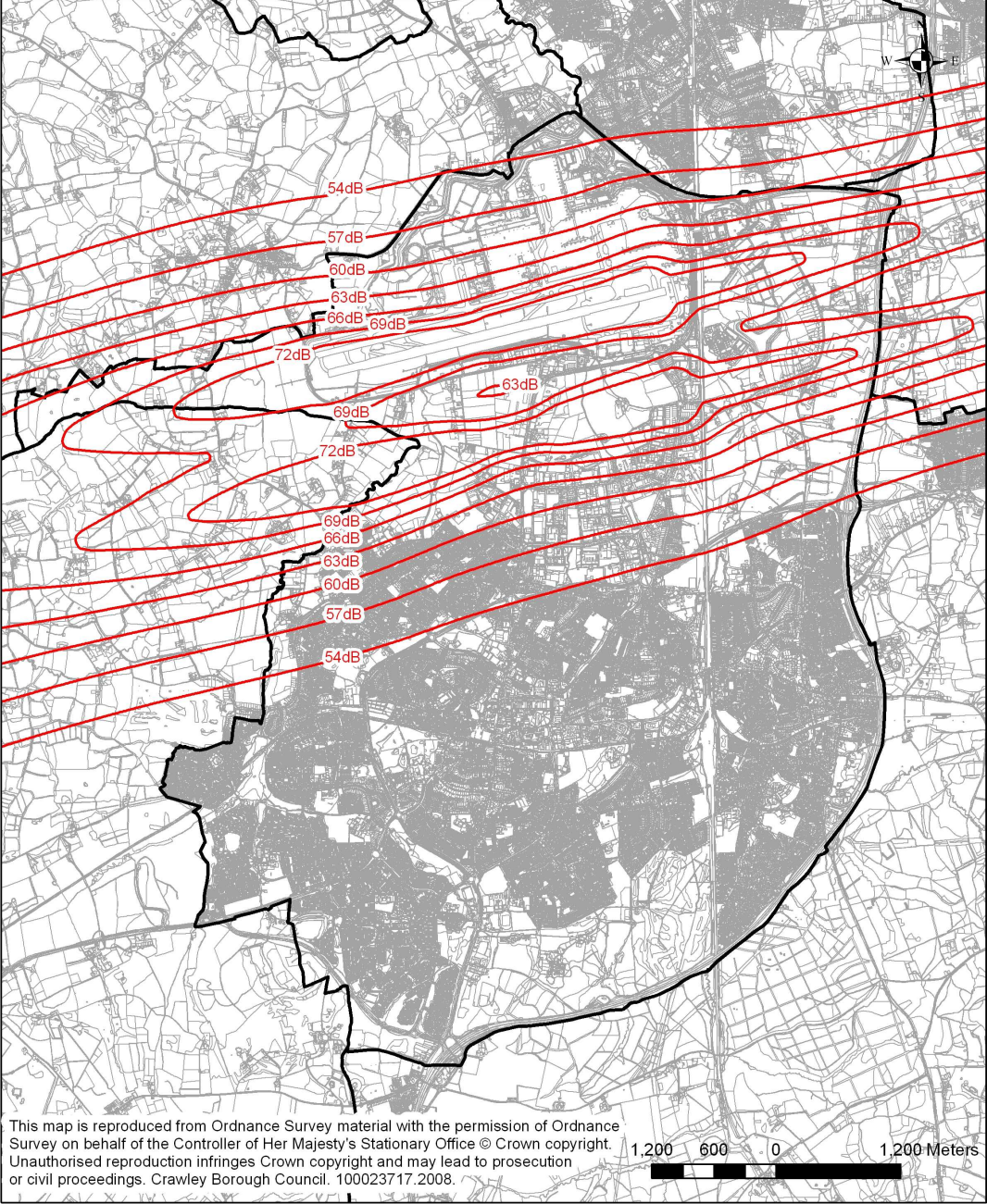
6.0 Further Reference

- 6.1 Where development proposals are likely to be affected by noise, either as a source or receptor, applicants are strongly encouraged to liaise with Crawley Borough Council Environmental Health prior to submitting an application.
- 6.2 To contact Environmental Health please email environmentalservices@ Crawley.gov.uk or call (01293) 438247.

Gatwick Noise Contour 2 Runway Scenario (Policy GAT1 & ENV11)



Based upon ERCD report 0308
published by CAA (2003)



TECHNICAL APPENDIX: SUPPORTING EVIDENCE IN RELATION TO NOISE FROM TRANSPORT SOURCES

1.0 Introduction

- 1.1 There is a growing amount of research relating to the health impacts of noise, and on the dose response (reaction to increasing noise exposure) relationship between noise and health.
- 1.2 Recent studies have identified a number of causal links between noise exposure and health impacts. These themes are drawn together in key two documents; The Health Protection Agency (HPA) summary document *Environment Noise and Health in the UK* (2010); and through the work of the Government-appointed Airports Commission in *Discussion Paper 5: Aviation Noise* (2013).
- 1.3 Through these documents, it is possible to identify three specific areas in which adverse effects of noise exposure can impact on populations and individuals; Amenity/Quality of Life, Health, and Learning.

2.0 Effects on Amenity and Quality of Life

- 2.1 This form of noise impact may typically affect people in two ways; annoyance, and sleep disturbance.
- 2.2 Annoyance is considered to manifest itself when noise impact disturbs a person's daily life, for example, through interrupting a conversation or causing distraction whilst resting (Airports Commission, 2013). As such, annoyance will typically increase as noise exposure increases, though changes in pitch and intermittency can also increase annoyance.
- 2.3 The *Aviation White Paper* (2003) found the onset of community annoyance to occur at 57dB LAeq16hr, a figure that originates from the 1982 Aircraft Noise Index Study (ANIS).
- 2.4 Over time individual aircraft have become quieter but have increased in number and *Attitudes to Noise from Aviation Sources in England* study (ANASE), DfT, 2007) demonstrated that the number of aircraft had a greater impact on annoyance than increasing average noise levels⁵². This suggests that the level for the onset of community annoyance may actually occur below 57dBA, and that the impact of higher levels of noise may be greater than previously thought. This follows research published by the European Commission with the Environmental Noise Directive (END) in 2002 which showed that equivalent levels of Aircraft Noise created greater annoyance than other modes of transport.
- 2.5 Sleep disturbance is one of the most common impacts described by people living with high levels of noise exposure. It can have a significant impact on quality of life, and people can typically feel a strong resentment where it is felt that their sleep has been disturbed.

⁵² Some aspects of the ANASE methodology have been questioned at peer review.

2.6 The Airports Commission (2013) cited a well-established evidence base which has found noise-induced awakenings to have an adverse effect. It is however less clear as to what extent and level of noise exposure can result in a harmful loss of sleep, and whether lesser reactions to noise that do not involve awakening, can affect well-being. It does appear that even though some adaptation to night noise does occur, complete habituation does not occur, particularly for heart rate (See Physiological Health). It also appears that children are less likely to wake but their physiological reaction is greater.

3.0 Effects on Physical and Psychological Health

3.1 There are two significant ways in which this form of noise impact may affect people; hypertension, and mental health.

3.2 The links between noise and hypertension are fairly well established, with research finding that exposure to noise events can place the body under stress, even if there is no conscious reaction to the noise. When stressed, the body releases hormones that may to varying degrees increase heart rate and blood pressure, with the link between high blood pressure and cardiovascular diseases, strokes, chronic renal failure, and heart attack, already well-established. Acute noise exposure has also been linked to other forms of physiological activation including peripheral vasoconstriction with relative withdrawal of blood from the skin, and increased peripheral vascular resistance.

3.3 The European wide Hypertension and Exposure to Noise Near Airports study (HYENA, 2008) examined links between noise from aircraft and road traffic and Hypertension, finding there to be direct links between increased noise exposure and increased hypertension.

3.4 Other research has shown that increased noise may have an exacerbating effect on existing coronary heart disease conditions⁵³. Dose-response relationship data has also found that risk of myocardial infarction increases above 60dBA and is significant at 70dBA, with an increased risk of coronary heart disease associated with sound levels above 65-70dBA.

3.5 Links between noise exposure annoyance and mental health have also been hypothesised, with studies identifying anxiety and depression as the most likely psychological symptoms⁵⁴. However, it is acknowledged that further research is needed in this area.

4.0 Productivity and Learning Effects

4.1 Noise has been linked to impacts in two particular ways; cognitive impairment in children, and loss of productivity.

4.2 The most consistent observed effects of noise on children (particularly for children at primary school age) are recognised as being cognitive impairments.

⁵³ Noise: Babish, 2006; Smoking: Prescott et al. (1998); and lack of exercise: Hu et al. (2005) and Li et al. (2006).

⁵⁴ Stansfeld, et al. (1993). Road traffic noise, noise sensitivity and psychological disorder; Hiramatsu, K., et al. (1997). A survey on health effects due to aircraft noise on residents living around Kadana airport in the Ryukyus'; Hardoy, M.C., et al. (2005). Exposure to aircraft noise and risk of psychiatric disorders.

- 4.3 Research has established a number of negative impacts in this regard, and tasks which involve central processing and language comprehension, such as reading, attention, problem solving and memory appear to be most affected by noise exposure. Links between chronic noise exposure and children's cognition have also been suggested, including teacher and pupil frustration, learned helplessness, impaired attention, increased arousal, indiscriminate filtering out of noise during cognitive activities resulting in loss of attention, noise annoyance, and sleep disturbance⁵⁵.
- 4.4 It has been shown that there is an association between high noise exposure and poor long-term memory and reading comprehension amongst children living around airports. Research has also suggested that the source of noise may be a factor, with the European RANCH study finding road traffic to have no observed effect of children's reading or memory, whilst observing impaired reading comprehension and recognition memory in children exposed to aircraft noise.
- 4.5 The Airports Commission (2013) notes that the productivity impacts of noise are more secondary in nature, and are linked to effects previously discussed, including sleep disturbance, health impact, links between academic performance and noise, and impacts in terms of workplace distraction.

5.0 Other Technical Guidance

Aircraft Noise

- 5.1 The Airports Commission (2013) observes that the metrics used to measure the long-term impact of aircraft noise has recently become a subject of some discussion. UK policy has historically identified 57_{Aeq16h} as the threshold at which daytime noise marks the onset of significant community annoyance. However, it has been argued that the 57_{Aeq16h} contour does not necessarily reflect the day-to-day experience of people living within the contour, who will tend to experience short bursts of intense sound, rather than a constant sound.
- 5.2 Further, it has been noted that significant annoyance may be experienced outside of the 57_{Aeq16h} contour, as acknowledged in the Department of Transport's 2012 Draft Aviation Policy Framework (APF), although in responding to comments on the draft APF the Government has decided against using a lower value to mark the onset of significant community annoyance (Airports Commission, 2013).
- 5.3 With all forms of transportation in the UK, there are sound insulation schemes in place to help homes affected by noise. For aircraft noise, sound insulation schemes are triggered at $63dB L_{Aeq,16hr}$. Gatwick Airport also operate the Gatwick Home Relocation Scheme, which is designed to allow those affected by noise levels above $69dB L_{Aeq,16hr}$ to move home without losing money, as Gatwick Airport will cover all the costs, including the devaluation of the property price due to the increased noise.

Noise from Other Transport

⁵⁵ Airports Commission (2013)

- 5.4 Sound insulation grant schemes are in place in relation to other forms of transport. For Road Traffic Noise⁵⁶, the grant is given when the façade level of road noise exceeds 68dB $L_{A10,18hr}$ which is the equivalent to a free-field level of 63dB $L_{Aeq,16hr}$. For Railway noise it is 66dB $L_{Aeq,16hr}$.

⁵⁶ Noise Insulation Regulations, 1975: SI 1975:1763

