

Crawley Local Plan
Employment (Business) Land Trajectory (2015-2030)

November 2014

Years 6-10 (2021-25) Subject to Safeguarding											
Site Ref	Site/Location	Available Site Area (Ha)	Business Floor space (Sq.m)	Suitable	Available	Achievable	Planning Status*	Planning Reference	Greenfield/Brownfield	Outside	Commentary
26	Land at Jersey Farm (Site C)	8.12		Uncertain	Yes	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is situated in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area, and impact in terms of environmental designation constraints and design & access would need to be considered. Flood risk would be a consideration. Planning Agent/Promoter View: The site is actively being promoted for development. Although the site is subject to the safeguarding area for Gatwick Airport 2nd runway, it is in a suitable location for business park development, being well located in relation to the strategic road network, proximity to Gatwick Airport and links to Manor Royal/County Oak, and within an area of strong demand for commercial property. It is advised that scope exists to achieve acceptable design and layout in accordance with the Upper Mole Rural Fringe policy, and noted that only a small area of the site is affected by flood risk. Access is considered achievable in association with adjoining land. Capacity exists for development up to 6,000 sqm off existing road network; further development dependent on improvements to Tushmore roundabout.
27	Land at Little Dell Farm (Safeguarded)	6.27	Unknown	Uncertain	Yes	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is situated in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area, and impact in terms of environmental designation constraints and design & access would need to be considered. Flood risk would be a consideration. Planning Agent/Promoter View: The site is actively being promoted for development. Although the site is subject to the safeguarding area for Gatwick Airport 2nd runway, it is in a suitable location for business park development, being well located in relation to the strategic road network, proximity to Gatwick Airport and links to Manor Royal/County Oak, and within an area of strong demand for commercial property. It is advised that scope exists to achieve acceptable design and layout in accordance with the Upper Mole Rural Fringe policy, and noted that only a small area of the site is affected by flood risk. Access is achievable either by a new junction with A23 or in association with adjoining land. Capacity exists for development up to 6,000 sqm off existing road network; further development dependent on improvements to Tushmore roundabout.
Total Site Area/Floorspace (Years 6-10)		14.39	0								

Years 11-15 (2026-30) Not Subject to Safeguarding											
Site Ref	Site/Location	Available Site Area (Ha)	Business Floor space (Sq.m)	Suitable	Available	Achievable	Planning Status*	Planning Reference	Greenfield/Brownfield	Outside	Commentary
	Not Applicable										
	Not Applicable										
Total (Years 11-15) Not Subject to Safeguarding		0	0								

Years 11-15 (2026-30) Subject to Safeguarding											
Site Ref	Site/Location	Available Site Area (Ha)	Business Floor space (Sq.m)	Suitable	Available	Achievable	Planning Status*	Planning Reference	Greenfield/Brownfield	Outside	Commentary
28	Gatwick Green Promoted Land	58.7		Uncertain	Yes	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is situated in countryside beyond the Built Up Area Boundary and within the North East Crawley Rural Fringe landscape character area, and impact in terms of environmental designation constraints and design & access would need to be considered. Planning Agent/Promoter View: The land is considered to be suitable, available, and achievable for business development, and could come forward from 2017/18-2030 subject to safeguarding. The site falls within the Area of Search for Future Employment under Policy EC1 - this confirms the council's view that the land is suitable in principle for employment development. The land can be developed in a manner that is acceptable in environmental terms including biodiversity and habitat provision, and engineering studies have shown that infrastructure and access can be satisfactorily provided. The land can be secured to enable it to be made ready for development. Evidence has been provided to demonstrate that land east of Balcombe Road is not needed for safeguarding, or is otherwise needed for ancillary facilities that do not represent airport operational uses. On this basis, and given the need for the council to review the safeguarding policy, the land could be made available. The site is deliverable within the period of the Local Plan to 2030. Evidence has demonstrated that development of a high quality business hub and innovation park can be delivered for which there is market demand - the development of the land can fund access and additional highway capacity; sustainable surface water management; foul water drainage; utility services; green infrastructure and biodiversity enhancement; on-site access roads; improved public transport services, and integration with London Gatwick Airport under a one or two runway scenario. The existing Public Safety Zone (PSZ) would be respected within the overall development concept. The development concept is therefore both feasible and viable, making a significant contribution towards the qualitative/quantitative need for additional employment land in the council's area; the current unmet need is about 35 ha, without taking account of the approximately 180,000 sqm of floorspace that would be displaced by a second runway.
29	Southways (Potential Intensification) Site One (Brookfield Nursery)	2.86		Uncertain	Uncertain	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is currently operating as Brookfield Nursery. It is situated in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area, and impact in terms of environmental designation constraints and design & access would need to be considered. Planning Agent/Promoter View: Further evidence is anticipated at the submission Local Plan stage.
30	Southways (Potential Intensification) Site Two	3		Uncertain	Uncertain	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is situated in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area, and impact in terms of environmental designation constraints and design & access would need to be considered. Planning Agent/Promoter View: The site adjoins Southways Business Park to the north which is in the same ownership and where there is an implemented permission for 2 new office buildings (ref: CR/2013/0008/192). Site 2 could be incorporated as an extension providing further office/employment floorspace and would utilise the existing vehicular access to the permitted office buildings to the north. The site is available now. Infrastructure is available via the existing Southways site and the development company is able to fund and develop a commercial scheme.
31	Hydehurst and Windyridge Farms (Safeguarded)	11.64	50,000	Uncertain	Yes	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is situated adjacent to the northern extent of Manor Royal, in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area. Impact in terms of environmental designation constraints and design & access would need to be considered. Flood risk would be a consideration at eastern extent of site. Planning Agent/Promoter View: This site would offer a more sustainable alternative to many of the sites considered within the Northern West Sussex Economic Growth Assessment. The site is located to the east of the A23, immediately to the north of a recently constructed access road, and is considered to represent a natural extension to Manor Royal. The 14 hectare site is of sufficient size to provide some 50,000 sqm of employment space with 1,000 jobs. It could accommodate a variety of employment-related uses, including business (B1/B2/B8 and supporting ancillary uses). Should the Airports Commission decide that Gatwick Airport is not an appropriate location to accommodate future airport capacity, safeguarding should be lifted to enable this land to become available for development.
32	Land at Rowley Farm	45.75		Uncertain	Yes	Uncertain			Greenfield	Outside	Initial Council View: Potential uncertain. The site is currently subject to Option 3 for Airport Expansion, and falls within the safeguarded area. The site is situated adjacent to the northern boundary of Manor Royal and western boundary of City Place, in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area. Impact in terms of environmental designation constraints and design & access would need to be considered. Flood risk would be a consideration at the western extent of site. Planning Agent/Promoter View: The site at Rowley Farm lies on the northern edge of Crawley and sits between the town and Gatwick Airport. The 45.75 hectare site is bounded by the A23 London Road to the north, Gatwick Road to the east and open fields to the west. It is agricultural land though is surrounded by predominantly commercial land uses and occupies an ideal location for rounding of the built up area boundary of Crawley and an extension to Manor Royal Business District. The land is currently within the Gatwick Safeguarding Area, which is safeguarded from development which would be incompatible with the expansion of the airport. However, should the plans for future expansion of Gatwick Airport and the status of its safeguarded land status change, the HCA would wish to discuss.
Total Site Area/Floorspace (Years 11-15) Subject to Safeguarding		121.95	50000								

	Non Safeguarded	Safeguarded	Total
Land Supply Years 0-5	44.13	0	44.13
Land Supply Years 6-10	5.41	14.39	19.8
Land Supply Years 11-15	0	121.95	121.95
LAND SUPPLY 2015-2030	49.54	136.34	185.88

Crawley Local Plan Employment Land Trajectory (November 2014)

Employment Land Trajectory

- Years 0-5 (Not subject to safeguarding)
- Years 6-10 (Not subject to safeguarding)
- Years 6-10 (Subject to safeguarding)
- Years 11-15 (Subject to safeguarding)

Local Plan

- Main Employment Area (Policy EC2, EC3, EC5, GAT4)
- Manor Royal (Policy EC2, EC3)
- Town Centre Boundary (Policy EC2, EC5, EC6, EC7, H2)
- Gatwick Airport Boundary (Policy EC2, GAT1, GAT3, & GAT4)
- Gatwick Safeguarded Land (Policy GAT2)
- Built-Up Area Boundary (Policy CH9)

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| <ul style="list-style-type: none"> 1 - Astral Towers/The White House, Betts Way 2 - Premiere House, Betts Way 3 - Former County Oak Business Centre, Betts Way 4 - Manor Royal Opportunity Area, Welland Medical Site 5 - Former GSK Site, Phase One (CR/2013/0255/FUL) 6 - Former GSK Site Phase Two (CR/2014/0415/ARM) 7 - SECAMB, Faraday Road, Manor Royal 8 - Former BOC Edwards Site, Manor Royal 9 - Former BOC Edwards Site (Residual Land) 10 - Thales, Gatwick Road 11 - Segro West, Manor Royal | <ul style="list-style-type: none"> 12 - E2 Crawley Business Quarter 13 - Former Pasta Reale Site, Fleming Way 14 - Former Mercedes Garage, County Oak Way 15 - Harwoods Jaguar and Land Rover, Crawley 16 - Southways (Planning Permission) 17 - Tilgate Forest Business Centre Vacant Plots 18 - Wingspan Club Residual Land 19 - Forge Wood (North East Sector) Employment Land 20 - Sutherland House 21 - Land at Russell Way 22 - Land at Jersey Farm (Site A) | <ul style="list-style-type: none"> 23 - Land at Jersey Farm (Site B) 24 - Land at Little Dell Farm (Not Safeguarded) 25 - Hydehurst and Windyridge Farms (Not Safeguarded) 26 - Land at Jersey Farm (Site C) 27 - Land at Little Dell Farm (Safeguarded) 28 - Gatwick Green Promoted Land 29 - Southways (Potential Intensification) Site 1 30 - Southways (Potential Intensification) Site 2 31 - Hydehurst and Windyridge Farms (Safeguarded) 32 - Land at Rowley Farm |
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