

CHAPTER 13: THE NORTH EAST SECTOR

INTRODUCTION

- 13.1 The housing requirements of the 1993 Structure Plan require this Local Plan to provide for the development of Crawley's fourteenth neighbourhood . Policy H3A provides for this neighbourhood by the allocation of the North East Sector of Crawley. Paragraphs 7.24 and 7.28 indicate the reasons for the allocation and its contribution to Crawley's total housing provision.
- 13.2 A study of airport issues and the options for additional airport capacity, including at Gatwick Airport, is to be undertaken to contribute to the proposed new UK airports' policy. It is possible that this will encompass options for Gatwick Airport which could be prejudiced by or could prejudice development of the North East Sector for a new neighbourhood. Consequently, as indicated by Policy H3A, planning permission for housing development in the North East Sector will not be granted within three years of the adoption of the Plan unless, first, the Secretary of State has published the new national airports' policy and secondly, the development is compatible with that policy and the most up to date planning guidance on noise.
- 13.3 Previously, the North East Sector formed part of the Strategic Gap between Crawley and Gatwick Airport/Horley. The compelling reason for releasing it for development is the need to meet the Structure Plan's housing and neighbourhood requirements. However, the Sector may need to accommodate other developments provided that the requirements for a neighbourhood are not prejudiced. This Chapter sets out the planning requirements for development of the North East Sector.

THE NEIGHBOURHOOD CONTEXT FOR DEVELOPING THE SECTOR

- 13.4 Crawley has a reputation for good housing standards and a pleasant living environment, due to the sound planning and community development principles established by new town planning. One of these is the neighbourhood approach to developing residential areas. Eleven neighbourhoods have been built and two, Broadfield and Maidenbower, are nearing completion. The value of the neighbourhood approach to the provision of housing has been widely recognised. The Secretary of State has supported the principle in his decisions about development in Crawley, including when he approved the 1993 Structure Plan. Developments in other areas have been modelled on Crawley. Key elements of some new settlement proposals bear a similarity to those which make-up the neighbourhood concept.

STRATEGY AND OBJECTIVES

- 13.5 The neighbourhood principle is central to the Plan's Strategy and an important objective for housing. A residential neighbourhood is a generally self-contained area of housing with the size and variety of housing types and the layout necessary to create a satisfactory and sustainable local community. It has a range of local facilities and services to meet everyday needs and a pleasant living environment. Housing is separated from incompatible uses. Normally the road layout avoids traffic without an origin or destination in the area having to enter the neighbourhood. Many factors make up a successful neighbourhood and some of Crawley's neighbourhoods have not always achieved all set objectives. For instance, the amenity of some neighbourhoods, e.g. Pound Hill, is blighted by through traffic. Accordingly the following objectives have been set for the development of the Sector.

Objective 1

To secure the development of a complete new neighbourhood, setting new and higher standards in the quality of the housing, local facilities and residential environment provided.

- 13.6 The new neighbourhood will be the main source of new housing in Crawley in the next decade. Development should achieve the highest standards in all spheres, providing the best in modern living and creating a sound and self-supporting local community. Development should adopt and improve upon the successes of existing neighbourhoods and avoid their problems and inadequacies.

Objective 2

To ensure that all the housing requirements of the Structure Plan are met, that all necessary local facilities are provided and that both housing and services are easily accessible to all of the new community.

- 13.7 Provision of and access to a full range of local facilities and services can play a major part in the creation of a pleasant living environment and a successful new community. All sectors of the community should have ready access to the housing and facilities.

Objective 3

To safeguard as far as is practicable in a major new development, the interests of the existing residents and to integrate existing housing areas satisfactorily into the new neighbourhood.

- 13.8 The North East Sector contains nearly 100 houses and is home to several hundred people. Their interests must be respected in the development of the Sector.

Objective 4

To safeguard as far as is practicable in a major new development, the natural assets, of the area and to integrate them satisfactorily into the design and layout of the new neighbourhood and other developments in the Sector.

- 13.9 The North East Sector contains many trees, several water areas and a number of areas of nature conservation interest. Although not of exceptional quality, the landscape and environment is generally pleasant. Whilst all natural assets cannot be retained, it is desirable for the development to use and build upon those assets to create a good standard living environment.

Objective 5

To secure a development which is more sustainable in its impact upon the environment and use of scarce resources than has hitherto been the case with other major developments.

- 13.10 No new development can be entirely sustainable. However, new ideas for development are continually coming forward which have the objective of securing a more sustainable and environmentally friendly impact. It is desirable that this major development pursues such objectives.

Objective 6

To use the opportunity of the development of the North East Sector to address certain traffic, amenity and environmental problems in the surrounding areas, and to identify sites for facilities serving the Borough as a whole.

13.11 Development of the North East Sector will inevitably have some impact upon parts of the surrounding areas, if only for a temporary period. Every effort should be made to avoid creating problems for these areas. Several nearby areas already suffer from certain problems, e.g. through traffic in Pound Hill, which it may be possible to address in the process of developing the Sector. The Sector is also an appropriate location for certain developments which would benefit the whole Borough.

POLICIES

General Requirements

Policy NES 1

Proposals for development within the North East Sector will only be permitted as part of a comprehensive and co-ordinated approach to the provision of:

- (i) a new residential neighbourhood together with all associated facilities and infrastructure; and**
- (ii) the non-neighbourhood uses identified by Policies NES 4, NES 5, and NES 10.**

13.12 The North East Sector is owned by a large number of public, private, institutional and development interests. It is subject to many constraints and factors which will influence how, where and when development can take place. A founding principle of the neighbourhood approach is that it is a complete, planned development. All housing and other uses which comprise a neighbourhood are planned for from the outset and arranged in an optimum manner given the characteristics of the site, irrespective of ownership. To ensure that a satisfactory neighbourhood is created, other non-neighbourhood uses are properly accommodated and environmental and sustainability objectives are achieved, will require a comprehensive and co-ordinated approach to development. To secure this, the Borough Council has, as part of its approach to implementation of the proposal:-

- (i) prepared a "Development Brief" giving detailed planning guidance on planning and other requirements for the Sector's development in the context of the Local Plan policies;
- (ii) prepared a "Master Plan" for the Sector prior to the commencement of the development;

The Borough Council will also require:

- (iii) the development of the North East Sector, in accordance with Policy GD36, to make satisfactory provision on and off site for all forms of infrastructure and other facilities necessary to meet the needs of the development, and any new or extra demands it places upon existing provision;

- (iv) satisfactory arrangements to be made for, the phasing of development in relation to the provision of infrastructure including, if necessary, the establishment of a community infrastructure fund.

13.13 The Development Brief, in accordance with the policies of this Local Plan, provides more details of the requirement for developing the neighbourhood and other uses identified for the Sector. It identifies the specific areas and features the Borough Council considers should be retained and improved as part of the development. It also identifies those constraints and other considerations which require further investigation as part of the process of preparing proposals for development. It states phasing and implementation requirements including any agreements necessary to secure a satisfactory comprehensive and co-ordinated development. The Development Brief has been subject to public consultation.

Implementation: Implementation of the proposals for the North East Sector including the new neighbourhood will require co-ordinated action by a wide range of parties drawn from the public, private and voluntary sectors. This will include CBC forward planning and development control processes. It is likely that joint action and partnership arrangements between parties from different sectors will be required in some instances. One of the tasks of the Development Brief and the Master Plan has been to clarify the responsible implementation agencies for each element of the proposal. In consequence, implementation agencies have not been attributed at this stage to this or the following policies.

Sustainable Development

Policy NES 2

Proposals for all development in the North East Sector will be required to adopt the most sustainable approach to the development and long-term use of the area reasonably available, having regard to current advice and good practice.

13.14 Achieving greater sustainability in development and the use of land and resources is a key part of the strategy of this Local Plan. Although new construction on a greenfield site can never be wholly sustainable, for it inevitably consumes and uses non-renewable resources, the development of a complete new Sector and neighbourhood offers a prime opportunity to adopt more sustainable approaches and practices. The Borough Council will expect all proposals for development in the Sector to demonstrate that the most sustainable options reasonably available have been taken, particularly with regard to the design and layout of the development, the use of land and materials, the protection of valuable natural resources, the creation of new natural areas and the priority attached to the different modes of transport for movement to and about the Sector.

Housing Requirements of the New Neighbourhood

Policy NES 3

Proposals for the new neighbourhood will be required to provide for the development of between 2,200 and 2,700 new houses, of which 1,800 houses should be completed by mid-2006.

13.15 Crawley's housing provision requirements and the limited availability of suitable development sites means that up to 1,800 houses need to be provided by the new neighbourhood. To develop a satisfactory neighbourhood with all social and other infrastructure, requires at least 1,750 houses. Ideally, the figure should be closer to 2,200 houses to allow for natural change in the community. Current estimates suggest that despite the constraints, the area allocated for the new neighbourhood could accommodate approximately 2,600 houses. However, at this stage it is not

possible to give a precise capacity figure. It is unrealistic to require more than 1,800 houses to be completed before mid-2006. The neighbourhood will therefore also provide housing in the period 2006 to 2011.

- 13.16 The neighbourhood will be the Borough's main source of new housing between 2001-2011 and must contribute significantly to meeting local housing needs rather than just sub-regional market demand. Proposals for the neighbourhood and individual areas within it, must conform to housing requirements elsewhere in this plan, including those for dwelling mix (Policy H6) and small, subsidised and low cost market housing (Policies H7 and H8). Opportunities will also be sought to meet other special needs, e.g. for hostels, shared accommodation, sheltered housing and nursing homes (Policies H9, H10 and H11). Guidance on local housing needs will be drawn from several sources especially the "Housing Needs Survey". Everyone should have the potential for access to the new housing and therefore Policies H12 and H13 concerned with the availability of mobility and wheelchair housing will be regarded as important.
- 13.17 Crawley has a reputation for good standard of housing in a pleasant environment, accessible to a good range of local facilities and services. Proposals for the neighbourhood and individual housing areas within it, must meet the requirements of a variety of general development and design and housing policies. Policies GD1 and GD2 and paragraph 3.22 concerned with the design and layout of new development and the provision of adequate services are particularly relevant. Likewise the requirements of Policies H20, H22 and paragraph 7.86 will be applied to all new housing development.

Other Development in the North East Sector

Policy NES 4

Proposals for the North East Sector will be required to include a site or sites suitable for the development of 5,000 sq m of Use Class B1, B2 and B8 employment floorspace in addition to any limited business floorspace included in the neighbourhood centre.

- 13.18 This employment floorspace is part of the provision made to meet Structure Plan requirements. Even though the neighbourhood will be convenient to the main employment centres of the town centre, Manor Royal/Gatwick Road and Gatwick Airport, some employment in the Sector could provide jobs for residents who wish to work close to home. It can also be served by a new rail station if this is provided as part of the development of the Sector (see Policy NES10). It is, however, not appropriate to provide for major employment generating development for this could add to infrastructure requirements and adversely affect the amenity of the neighbourhood. The development should be sited to be accessible to all the neighbourhood by a range of modes of transport. Any floorspace proposed for Use Classes B2 and B8 should be located so as not to have any significant adverse effect on adjoining or nearby uses.

Policy NES 5

Proposals for the North East Sector will be required to provide opportunities for the development in a location convenient for gaining access to, and egress from, Crawley Avenue of:

- (i) a Fire Station;**
- (ii) a Park and Ride car park and interchange with a capacity for at least 400 cars.**

13.19 The development of Crawley and increased traffic congestion around the town centre and on the north and east sides of the town, are creating problems for the Fire and Ambulance Services to meet response time obligations. Development of the North East Sector, the Beehive, Gatwick Airport and Maidenbower will increase the need for emergency service coverage for these areas. The provision of an extra fire station within the North East Sector where it can cover north and east Crawley, Gatwick Airport and the M23 is the preferred solution. The future transport strategy for Crawley, proposals for which are being developed in the emerging transport plan for Crawley, may include Park and ride services for incoming commuter traffic from surrounding areas. The main access point for traffic from the east and north is Junction 10 on the M23. Park and ride provision needs to intercept this traffic before it enters the urban road network. Development of the North East Sector with a junction on Crawley Avenue provides an opportunity to reserve an area for a Park and Ride facility. Guidance on each facility in terms of location, site premises and services will be detailed in the Development Brief. The mode of provision and means of financing these facilities, the need for which is, at most only partly related to the development of the new neighbourhood, will be a matter for discussion with the local planning authority and service operators in the context of agreeing proposals for the development and implementation of the area.

Facilities for the New Neighbourhood

Policy NES 6

Proposals for the new neighbourhood will be required to include provision for the development of a neighbourhood centre comprising in the order of 1,250 - 2,500 sq m of retail floorspace including at least one unit of 300 sq m or greater, a number of other smaller retail units and other complementary public and private facilities. This centre should be easily accessible by a variety of transport modes including cycling and walking from the majority of the housing areas.

13.20 A neighbourhood centre with local shops is essential to meet many shopping and service needs and for the development of the local community. Ideally all housing should be within a half mile walking range of the centre. For most neighbourhoods, one centre has been able to meet this requirement. Where a significant number of houses are more than half a mile from the main centre, the Borough Council has sought minor centres to serve these areas. Although the new neighbourhood will not be as large as others it may not be possible to site a single centre within half a mile of all housing. If this is the case, a minor centre may be needed to serve distant housing areas.

Provision of Social Infrastructure

Policy NES 7

Proposals for the new neighbourhood will be required to make provision for the full range of local social infrastructure facilities needed to serve the development. The requirements will include:

- (i) site and building for first and middle schools with outdoor play areas and playing fields;**
- (ii) public playing fields, open space for play, children's playspace and a playcentre;**
- (iii) site and buildings for a community centre;**
- (iv) site for a practice centre for G.P.'s and minor clinic;**
- (v) sites for premises for youth, local and religious groups;**
- (vi) opportunities to establish nursery schools, day nurseries or pre-school playgroups;**
- (vii) opportunities to establish a dental practice, pharmacy and local police office.**

13.21 The availability of adequate local social infrastructure facilities and services is a key feature of a neighbourhood and can play an important part in the satisfactory development of its community. They can also contribute to sustainability objectives by reducing the need to travel, especially by car. Moreover local facilities add interest and variety to the urban scene and, in the case of playing fields and open space, contribute to the environmental qualities of the area. The requirement for provision to be made for local facilities is implicit in the Structure Plan's requirement that new housing in Crawley should be in a new neighbourhood. The facilities which normally comprise a neighbourhood's social infrastructure are well established locally. The size of the neighbourhood is sufficient to justify the provision of a full range of facilities and to ensure key facilities are efficiently provided and used. The range of facilities, including playing fields and playspace should aim to meet the needs of all sectors of the community. In accordance with Policies GD26 and 36, provision must be made for the infrastructure and facilities; the need for which directly arises from the new neighbourhood. Details of the facilities to be provided and their mode of provision will be a matter for discussion with the local planning authority and service operators in the context of preparing and agreeing proposals for the development and implementation of the area. In some instances it may be acceptable for several elements to be provided for in dual or multi-purpose facilities. For example, it may be possible to make provision for several of the facilities required by Policy NES7 by the development of a multi-functional community centre complex. Opportunities for others may be provided by the neighbourhood centre required by Policy NES6.

Development Requirements for the North East Sector

Environmental Impact

13.22 There is no mandatory requirement to prepare a full Environmental Assessment of a development such as a new neighbourhood. Whether one is required is discretionary, having regard to the information available about the development's potential impact. Policy GD22 indicates that even where an EA cannot be justified, it may be necessary for details to be made available of the environmental implications for and of a development. The development of the Sector will impact significantly upon the environment and a variety of environmental factors will influence the proposals. Account has been taken of these in preparing this Local Plan and allocating the Sector for development. Nevertheless further assessments will be required of several aspects to prepare the development proposals and to determine their precise environmental implications. The Development Brief specifies the appraisals that are needed.

Existing Buildings

13.23 There are already buildings, mostly houses in the Sector. Seven buildings are listed and others are of some local historic or architectural interest. Several areas of buildings have also been identified as having special and valued environmental qualities. Policies GD1 and GD2 seek to ensure that development does not harm, and relates sympathetically to, its surroundings. Policy H1 seeks to protect existing housing resources and Policies BN10, 11 and 16 protect valued buildings and areas.

Natural Features

13.24 Parts of the North East Sector already have extensive tree cover and there are also several areas of water, e.g. the Gatwick Stream. Many of these are important landscape features. A few areas have some nature conservation value and historical interest and the water features are important to local land drainage. Policies BN19 and 20 and GD5 and 6 indicate that as much as possible of the area's existing tree cover and natural features should be retained and enhanced. Changes may have to be made and features may have to be lost, however such changes should be kept to a minimum. As many as possible of the trees should be retained not only because of their own value but also because they can help create a pleasant mature environment, add to leisure areas and screen and separate uses. Compelling justification will be required for proposals which would result in the loss of areas of semi-natural woodland which are worthy of retention.

Policy NES 8
Proposals for development of the North East Sector, the new neighbourhood or any individual development within the area will be subject to the prior approval of a Structural Landscaping Strategy for the Sector.

13.25 Policy GD5 requires all developments to include appropriate landscaping proposals. To achieve a satisfactory, co-ordinated, comprehensive approach to development of the area, landscaping proposals for individual sites should be drawn up in the context of an overall Structural Landscaping Strategy. This Strategy should include the protection of existing trees, woodland and water areas and their integration into the development, the creation of amenity open space, screen planting and planted buffer zones. The Strategy should include proposals for advanced tree planting in locations where it is necessary to provide at an early stage landscape settings for development or new or strengthened tree screens and buffer zones.

Potential Noise and Pollution Considerations

13.26 The North East Sector is affected by air traffic noise, road traffic noise from the M23 and A2011, rail noise from the London to Brighton line and noise from industrial plant

to the west of the railway. Policy GD17 indicates that the latest advice regarding planning and noise will be applied to all new development. Current information indicates that the noise levels affecting most of the Sector are not such as to prevent development. However, noise will be an important consideration in the preparation of development proposals. Noise mitigation and amelioration measures could be required for noise sensitive development in a significant portion of the Sector. In some locations noise bunds etc could be necessary to make sites developable. Even with such measures, some areas may only be suitable for uses which are not noise sensitive.

- 13.27 Within or adjacent to the Sector are four premises which have the potential for producing pollution which may make nearby areas unsuitable for some forms of development. Policy GD16 indicates that pollution sensitive development will not be permitted in affected areas unless measure can be taken to reduce or eliminate the effect of the pollution. Current advice is that sensitive development should not be permitted within 250 metres of the four premises. The potential for pollution will need careful consideration when preparing proposals for development. Pollution reduction measures may be required and some forms of development may have to be prohibited in some areas.
- 13.28 At present within the Sector are two very noticeable elements of utility service infrastructure: a gas-holder station and a high voltage electricity overhead line (towerline). Even though many people regard both as potential sources of hazards, current advice is that neither represents a serious problem on this count. Account should be taken of their presence when preparing development proposals. Both may be felt to be detrimental to the amenity of some forms of development and could adversely affect the marketability of housing. In accordance with Policy GD18, the Borough Council will take into account current advice regarding development in the vicinity of electricity lines and similar features.

Public Utility and Service Infrastructure

- 13.29 Development of the Sector and new neighbourhood will be the largest undertaking of its kind in the Borough in the next decade. It is important that all the potential requirements for utility and service infrastructure are properly provided and installed in a planned and co-ordinated fashion to avoid unnecessary disruption within and outside the Sector. Policy GD3, paragraph 3.22 and GD36 set out the Borough Council's main policy requirements in this respect.

Recycling

- 13.30 A useful contribution to sustainability objectives can be made by increasing the collection and re-use of recyclable material. GD15 requires all major developments to provide facilities for the collection of such material. This will apply to all development in the Sector, both major facilities like the neighbourhood centre and individual housing areas.

Providing for Movement and Access

- 13.31 Satisfactory proposals for providing for the movement and access needs to developing the Sector are a fundamental requirement. At present, the access arrangements for the Sector are inadequate to provide for the whole development. In addition if the movement and travel demands of the development were to be satisfied solely or largely by use of the private car, the traffic and environmental consequences for areas surrounding the sector could be unacceptable. To provide for all the potential demands of the development to use the car, could require significant on and off site improvements to the road network. Some of the required works could be extraordinarily expensive and difficult to undertake. In some cases the works could probably be environmentally unacceptable. For the development to be able to proceed in an environmentally sustainable and acceptable manner, there is a need for

it to include measures which can help reduce the need to travel and the demands to use the private car. The provision of local facilities and employment opportunities within easy walking and cycling range of homes can assist in this task. The provision of good facilities on-site and off-site, connections for public transport, cycling and walking will provide opportunities to use more sustainable modes than the car. If good facilities are provided for public transport, walking and cycling there may be some scope for reducing the highway requirements of the development in terms of both on and off-site infrastructure improvement works and the provision to be made within individual developments, e.g. road and parking space, for car traffic.

Public Transport Services

Policy NES 9

Proposals for meeting the transportation requirements of developing the North East Sector should give priority to the establishment of efficient and effective public transport services for both movement within the North East Sector and movement between it and the main destinations in the Crawley area.

13.32 For the development to proceed in an environmentally sustainable and acceptable manner, public transport and other modes of transport will need to cater for an appreciable percentage of the development's access and movement demands. Efficient and effective public transport services which can compete with use of the private car for short and medium distance journeys will be required to reduce the demand for use of the car and to produce more sustainable development. To achieve this, priority should be given to ensuring that the facilities and support needed by public transport are provided when drawing up and implementing proposals for development of the Sector. A proportion of the investment which would normally be made in providing new or improved roads to cater for full car-borne traffic demands could be directed towards providing facilities and support for public transport and other alternative modes.

Provision for a New Railway Station

Policy NES 10

Proposals for meeting the transportation requirements of the North East Sector shall include detailed investigation of the feasibility and viability of a new railway station to the south of Tinsley Green. Subject to the results of these investigations, the proposals should provide an opportunity for such a station to be sited and connected so as to serve the new neighbourhood and the employment areas to the west of the railway.

13.33 Provision of a railway station with good pedestrian and cycle links into the new neighbourhood and the employment areas to the west, could help ensure that the development is more sustainable with a choice of travel modes for new residents and employees. Moreover, a new railway station could help manage future traffic demands upon the local road network and assist in catering for part of the road improvement demands which might otherwise arise from the development. Presently many employees in Manor Royal travel by car from areas for which train services to the new station could provide a convenient alternative, transferring their travel demand from local roads. Likewise, many of the neighbourhood's residents will work in centres which could be served by services from the new railway station. In both cases these services could help relieve the demands upon the A23, M23 and A2011/A264. Preliminary enquiries suggest that a new railway station south of Tinsley Green could be technically feasible. It could also be viable in terms of service provision although other options for providing public transport services for the Sector

and for providing access to rail services may be more achievable. The Borough Council is keen to promote providing the Sector with new rail services and would support the provision of a new station and new rail services if viable and achievable. Investigations into the feasibility and viability of the station should be undertaken with rail service operators and other interested and relevant parties. The extent to which the developers should contribute towards development of a station is a matter for negotiations in the context of the total package of transportation measures agreed for the Sector.

Provision for Pedestrian and Cycle Routes

Policy NES 11

Proposals for meeting the transportation requirements of developing the North East Sector should include proposals for the establishment of a comprehensive network of pedestrian and cycle routes for movement within the Sector and movement between it and neighbouring areas, and appropriate destinations such as the Town Centre and Gatwick Airport.

13.34 Cycling and walking are sustainable modes of transport for short distance movements, but are often not used to their full potential because there are few convenient and safe routes for cyclists and pedestrians. The development of a new Sector provides an opportunity to ensure that the need for a safe and convenient network of routes is taken into account at the outset and given priority over the needs of vehicular traffic. The network should provide all housing areas with good connections to all local facilities such as the neighbourhood centre, school and business area. New cycle and pedestrian connections to the main surrounding destinations such as the town centre, Hazelwick School, Manor Royal and Gatwick Airport will provide alternatives to use of the car and could reduce the scale of off-site highway improvements required.

Road Safety Management

13.35 Policy T20 requires all major developments to include traffic calming or road safety management measures. The development of a new Sector of the town including a new neighbourhood, with effectively a new road network, offers a unique opportunity to ensure that proper and effective traffic calming measures are incorporated into proposals from the outset. In some cases measures may not only be justified by traffic calming and road safety reasons but may also be used to emphasise the priority to be given to providing for public transport, walking and cycling.

Highway and Access Requirements

Policy NES 12

Proposals for meeting the transportation requirements of developing the North East Sector will, subject to taking into account proposals for improvement to other modes of transport serving the sector, be required to include proposals for new and improved roads and junctions on and off-site to meet the reasonable and necessary access and highway requirements of the development. These works may need to include:

- (i) a new or improved Tinsley Green Overbridge and new or improved roads either side;**
- (ii) a new junction on Crawley Avenue (A2011) providing a new access point for the neighbourhood;**
- (iii) the provision of a new route through the Sector, around the new neighbourhood connecting up points (i) and (ii);**
- (iv) the diversion of the Balcombe Road around the new neighbourhood connecting up point (iii) with Balcombe Road north of its junction with Radford Road, and its closure as a through-route on its existing alignment;**
- (v) urban road safety management measurements for at least Balcombe Road through Pound Hill;**
- (vi) capacity, safety or traffic management improvements at affected junctions in Gatwick Road, Crawley Avenue, Hazelwick Avenue, Northgate Avenue and on the M23.**

13.36 The Highway Authority is assessing further the movement and access implications of the development and its implications for traffic and roads in and around the Sector. A number of conclusions have however already been reached. Notwithstanding the priority which ought to be given to providing the development with good public transport services and facilities for pedestrians and cyclists, it will still be necessary to undertake a range of works on and off site to provide the demands of vehicular traffic generated by the development and the effect the development has upon existing movement patterns in the area. The development will need good road connections from at least three directions. Balcombe Road from the north and Tinsley Green overbridge could provide two of these connections although improvement may be needed to each. At present it is thought that the third connection should be provided by a new junction from Crawley Avenue. The road network and new connections must also cater for existing traffic through the area and for any new traffic which wishes to use the new or improved routes created. Ideally, no traffic without an origin or destination within the neighbourhood should pass through the area of the neighbourhood itself. Consequently new distributor roads and

roads connecting the access points to the Sector should pass around the main areas of housing. If neighbourhood housing is to be developed on both sides of Balcombe Road, it will be necessary to divert this road around the housing areas and to close it as a through route on its existing alignment for most forms of traffic. Finally to meet the traffic and access requirements and to cater safely for its consequences, improvements and urban road safety measures are likely to be required for roads and junctions in the surrounding areas, particularly to the west and south of the Sector and at Junction 10 on the M23. The proposals for addressing the traffic and access requirements of the development will be the subject of publicity and consultation at an appropriate stage.

Monitoring

- 13.37 Implementation of the policies and proposals for the new neighbourhood will require regular and detailed monitoring. This will be undertaken in association with the Borough Council's development control processes.