Crawley Borough Local Plan 2024-40: Department for Transport Circular 01/2022 compliance matrix

Reference (para. in circular)	Plan-making requirements	Relevant Local Plan Text/Evidence	Weblinks	Compliance status
11	The company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations.	The definition of 'sustainable development' in the Circular is similar to the 'three dimensions' definition in the NPPF, including economic, social, and environmental objectives. This is referenced in Para. 3.1 of the draft Local Plan and reflected in **Policy SD1: 'Presumption in Favour of Sustainable Development'**	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant
12	New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas	**Policy ST1: 'Development and Requirements for Sustainable Transport'** sets out that 'Development should be located and designed so as to encourage travel via the walking and cycling network and public transport routes, while reducing dependency on travel by private motor vehicle'. Policy requirements include 'Phasing the development process to that walking and cycling infrastructure forming part of the development is in place and usable at the point of first occupation'. Together with the **Planning Obligations Annex** the Policy sets a requirement for major schemes to make a financial contribution towards sustainable transport infrastructure. **Policy CL3: 'Movement Patterns, Layout and Sustainable Urban Design'** is concerned with the linkages between movement patterns and design. It sets out that development should seek to: 'Use land more efficiently and sustainably, integrating land uses and movement networks. It should build upon, connect to, enhance and extend sustainable movement, in turn maximising opportunities for compact development and sustainable travel and increased levels of sustainable transport mode share'; and 'Put people before traffic and encourage walking and cycling' through appropriate design. **Policy CL4: 'Compact Development - Layout, Scale and Appearance'** sets density standards which are explicitly connected to accessibility by sustainable modes. **Policy IN2: 'The Location and Provision of New Infrastructure'** (subject to proposed amendment) sets out that 'Major facilities providing services on sites which are accessed by the whole town or wider area should be located in the most sustainable locations accessible by public transport and/or active travel routes', and that 'Local community facilities should be located close to neighbourhood centres, in the Town Centre, or at suitable locations near Three Bridges Station.' **Policy EC4: 'Strategic Employment Location'** (the only strategic allocation in the plan) includes requirement to demonstrate 'through a comprehensive Mobility Strategy how the development will include measures and improvements to maximise sustainable access to the site, focusing on how the development will optimise the usage of sustainable modes of transport as opposed to the private vehicle'. The spatial strategy is supported by evidence provided in the **Crawley Transport Study** and the **Compact Residential Development Study**	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf Crawley Transport Study: https://crawley.gov.uk/sites/default/files/2022-07/Crawley%20Transport%20Study%20Report%20June%202022.pdf Compact Residential Development Study: https://crawley.gov.uk/sites/default/files/2023-05/19.%20Compact%20Residential%20Development%20Study%20May%202023.pdf	Fully Compliant
13	As set out in the Transport Decarbonisation Plan, Gear Change, Bus Back Better and the second Cycling and Walking Investment Strategy, walking, wheeling, cycling and public transport must be the natural first choice for all who can take it. However, where developments are located, how they are designed and how well delivery and public transport services are integrated has a huge impact on people's mode of travel for short journeys. The company will therefore expect strategic policy-making authorities and community groups responsible for preparing local and neighbourhood plans to only promote development at locations that are or can be made sustainable and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified	See response on para. 12 above		Fully Compliant

Reference (para. in circular)	Plan-making requirements	Relevant Local Plan Text/Evidence	Weblinks	Compliance status
15	The Transport Decarbonisation Plan and the Future of Freight Plan also recognise that local planning and highway authorities need help when planning for sustainable transport and developing innovative policies to reduce car dependency. This includes moving away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage'). The company will support local authorities in achieving this aim through its engagement with their plan-making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and/or location.	The **Crawley Local Plan**, **Crawley Transport Strategy** and **Infrastructure Plan** reflect precisely this approach. The **Crawley Transport Strategy** includes 'A vision for 21st century Crawley' in which 'Walking and cycling routes are safe, direct, attractive and popular. Buses are smart, with zero emissions, traffic signal priority and WiFi, using new bus shelters with live information and serving all neighbourhoods. We are keen to be more active, more productive and healthy, so the first choice for going to work, particularly to Manor Royal, Gatwick or the town centre, is to walk, cycle or take a bus.' The **Crawley Transport Study** states (paras. 7.6.1-7.6.2): 'The operation of the junctions ... have been considered further to understand whether the capacity shortcomings could be addressed through further consideration of sustainable travel mitigation connected with the Crawley Transport Strategy and to minimise as far as possible the need for highway capacity mitigation. This is in line with the borough's aspiration for a mitigation that will encourage sustainable travel and Virtual Mobility rather than promote highway capacity mitigation that will encourage car use and undermine the uptake of sustainable modes of travel.' 'Given the long-term nature of the Draft Crawley Local Plan and inherent uncertainties thereof, it is considered that instead of planning for large highway infrastructure schemes, a Manage and Monitor approach is better adopted. Such an approach would involve continually reviewing the requirements for infrastructure and only consider building large highway mitigation when there is compelling evidence to do so.' **Policy CL2: 'Making Successful Places - Principles of Good Urban Design'** requires that for 'schemes of moderate density and above, Area Based Character Assessments must be used and the identification of opportunities and the design vision must be developed with local communities.' The **Infrastructure Plan** (subject to proposed update) will include details of priority sustainable mitigation schemes alongside identified highways mitigation schemes.	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf Crawley Transport Strategy: https://crawley.gov.uk/sites/default/files/2022-07/Appendix%20A%20-%20Crawley%20Transport%20Strategy%20New%20Directions%20for%20Crawley.pdf Crawley Transport Study: https://crawley.gov.uk/sites/default/files/2022-07/Crawley%20Transport%20Study%20Report%20June%202022.pdf Infrastructure Plan: https://crawley.gov.uk/sites/default/files/2023-07/Infrastructure%20plan%20July%202023.pdf	Fully Compliant
16	In the context of achieving sustainable development, the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. The NPPF is clear that design quality should be considered throughout the evolution and assessment of development proposals. Plan-making and decision-taking should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks.	In addition to aspects highlighted in response to para. 12 above: Policy **CL1: 'Neighbourhood Principle**' seeks to maintain the neighbourhood structure of the town and sets out that 'Where new compact development is appropriate and meets the required safeguards set out in Policies CL2, CL3 and CL4, mixed use and higher density may be compatible with the existing structure of the neighbourhood, particularly if it is situated in sustainable locations such as their neighbourhood centres' Policy **CL2: 'Making Successful Places - Principles of Good Urban Design'** requires developments to 'identify, test, determine and (where appropriate) embrace opportunities for increased density'. Designs must 'make connected places that are permeable for people and wildlife' and 'provide recognisable spaces and routes that are attractive, safe, uncluttered and which work for all in society'. Major applications must 'ensure the proposed urban structure results in movement paths and corridors which are determined by where people want to go within and beyond the development, taking advantage of direct desire lines as much as possible'.	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant
17	Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.	In addition to aspects highlighted in response to para. 12 and para. 16 above: Priority Local Cycling and Walking connections are informed by the **Crawley Local Cycling and Walking Infrastructure Plan**. The National Design Guide is referenced in **Policy CL2: 'Making Successful Places - Principles of Good Urban Design'**; the Manual for Streets and Inclusive Mobility are referenced in the **Parking Standards Annex**.	Crawley Local Cycling and Walking Infrastructure Plan: https://crawley.gov.uk/sites/default/files/2023-08/Local%20Cycling%20and%20Walking%20Infrastructure%20Plan%20report%20and%20appendices.pdf Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant
23	Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.	Proposed schemes for mitigation of impact on the SRN reflect a residual impact following implementation of sustainable forms of mitigation as part of the 'monitor and manage' approach outlined in the **Crawley Transport Strategy** and **Crawley Transport Study**.	Crawley Transport Strategy: https://crawley.gov.uk/sites/default/files/2022-07/Appendix%20A%20-%20Crawley%20Transport%20Strategy%20New%20Directions%20for%20Crawley.pdf Crawley Transport Study: https://crawley.gov.uk/sites/default/files/2022-07/Crawley%20Transport%20Study%20Report%20June%202022.pdf	Fully Compliant

Reference (para. in circular)	Plan-making requirements	Relevant Local Plan Text/Evidence	Weblinks	Compliance status
24	Where new connections and capacity enhancements to the SRN would be accepted, the relevant authorities and development promoters should fully consider this outlay with respect to the viability of development	The Local Plan is subject to a **Viability Assessment** which takes account of the council's adopted **CIL charging schedule**, in addition to an additional S106 allowance of £1,000 per dwelling and further developer contributions which are set out in the **Planning Obligations Annex**. Contributions towards mitigation of cumulative impacts of development are projected to arise primarily in the form of CIL. CBC will engage with WSCC, National Highways, and other stakeholders to establish how best the required mitigations can be delivered with the support of developer contributions.	Crawley Viability Assessment: https://crawley.gov.uk/sites/default/files/2021-03/Crawley%20BC%20LP%20and%20CIL%20Viability%20Assessment%20-%20DSP19682%20FINAL%20REPORT%20v8.pdf Crawley Viability Assessment Appendix 1: Development Appraisal Assumptions: https://crawley.gov.uk/sites/default/files/2021-03/Appendix%20I%20-%20Development%20Appraisal%20Assumptions%20v9.pdf Crawley Viability Assessment update December 2022: https://crawley.gov.uk/sites/default/files/2023-02/Viability%20Assessment%20update%20December%202022.pdf CIL Charging Schedule: https://crawley.gov.uk/sites/default/files/documents/PUB284391.pdf Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant – Further assurance to be provided through forthcoming Appendix 2 to Infrastructure Plan
26	The NPPF prescribes that transport issues should be considered from the earliest stages of plan-making and in development proposals so that sustainable transport can be promoted. In relation to the preparation of local plans and spatial development strategies, the government expects that the relevant authorities will engage with the company from the outset of this process, to understand the interaction between land use designations and the impacts on road safety and future performance of the SRN. The involvement of the company will ensure that the strategic transport evidence base will provide a robust assessment of any positive and negative impacts on the SRN and inform a transport strategy and the Strategic Environmental Assessment (SEA) for the study area that aligns with the safe operation and long-term integrity of the SRN.	Crawley Borough Council have engaged with National Highways on an ongoing basis in the preparation of the Local Plan and the development of the supporting evidence base, including the **Crawley Transport Study**. The representation from National Highways on the 2023 Regulation 19 consultation acknowledges: that 'Crawley Borough Council ("the Council") has engaged with NH constructively, actively and on an ongoing basis on strategic transport matters relating to the SRN during the preparation of the Local Plan' and states that 'NH recognise and appreciate the ongoing engagement on the preparation of the Crawley Transport Study (CTS).'	Crawley Transport Study: https://crawley.gov.uk/sites/default/files/2022-07/Crawley%20Transport%20Study%20Report%20June%202022.pdf	Fully Compliant
28	The policies and allocations that result from plan-making must not compromise the SRN's prime function to enable the long-distance movement of people and goods. When the company assists local authorities in the development of their plans and strategies, the local authority should ensure that the SRN is not being relied upon for the transport accessibility of site allocations except where this relates to roadside facilities or SRN-dependent sectors (such as logistics and manufacturing). The company will also work with local authorities to explore opportunities to promote walking, wheeling, cycling, public transport and shared travel in plan-making, in line with the expectations set out in the NPPF and the Transport Decarbonisation Plan.	**Policy EC4: 'Strategic Employment Location'** of the Crawley Local Plan Review allocates a Strategic Employment Location at 'Land east of Balcombe Road and south of the M23 spur, referred to Gatwick Green', to provide a minimum of 13.73 ha. of industrial land, which will mainly consist of B8 storage and distribution floorspace. As such the allocation is considered to fall within the terms of 'SRN-dependent sectors'. The allocation policy includes requirements for a comprehensive mobility strategy to maximise the potential for sustainable access to the site; for the provision of the highways infrastructure and improvements required to make the development acceptable; and a requirement to demonstrate that there will be no severe residual impact on the SRN. A masterplan will be developed expanding on the detailed requirements for development of the allocation. Other allocations are for key town centre opportunity sites or other housing-led developments and are not at a strategic scale. They will benefit from the high levels of accessibility by active travel and public transport which are widely present within the Built Up Area Boundary of the borough, and from new and improved sustainable transport infrastructure to be delivered as part of the Local Plan Strategy.	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant

Reference (para. in circular)	Plan-making requirements	Relevant Local Plan Text/Evidence	Weblinks	Compliance status
29	New connections and capacity enhancements to the SRN which are necessary to deliver strategic growth should be identified as part of the plan-making process, as this provides the best opportunity to consider the cumulative impacts of development (including planned growth in adjoining authorities) and to identify appropriate mechanisms for the delivery of strategic highway infrastructure. However, there cannot be any presumption that such infrastructure will be funded through a future RIS. The company will therefore work with local authorities in their strategic policy-making functions in identifying realistic alternative funding mechanisms, to include other public funding programmes and developer contribution strategies to be secured by a policy in a local plan or spatial development strategy.	The **Crawley Transport Study** identifies mitigations in the form of junction at M23 junctions 10 and 11. The study gives indicative costings for these and they are further identified in the Local Plan **Infrastructure Plan**. The council considers that the development being delivered as part of the Local Plan will be able to make a substantial contribution to the funding of the necessary mitigation, in the form of developer contributions. The council will provide further updates to the Infrastructure Plan to provide further detail regarding the phasing, funding, and delivery mechanisms for the required mitigations. The council commits to working with NH as well as WSCC in respect of this.	Crawley Transport Study: https://crawley.gov.uk/sites/default/files/2022-07/Crawley%20Transport%20Study%20Report%20June%202022.pdf Infrastructure Plan: https://crawley.gov.uk/sites/default/files/2023-07/Infrastructure%20plan%20July%202023.pdf	Fully Compliant – Further assurance to be provided through forthcoming Appendix 2 to Infrastructure Plan
30	The NPPF is clear that planning policies should recognise the specific locational requirements of different economic sectors, including for storage and distribution operations at a variety of scales and in suitably accessible locations. To operate efficiently, the freight and logistics sector requires land for distribution and consolidation centres at multiple stages within supply chains including the need for welfare facilities for the drivers of commercial vehicles. For instance, some hubs serve regions and tend to be located out-of-town near the SRN, while others are 'last-mile' facilities that will support more sustainable freight alternatives in urban areas. The Future of Freight Plan sets out that a joined-up approach between the planning system, local authorities and industry can safeguard and prioritise the land needed for these uses, such that all parties should work together to identify the specific requirements in their area	The strategy in respect of the identification and accommodation of employment needs is based on the **Economic Growth Assessment** and **Employment Land Availability Assessment** and is further justified in the **Employment Needs and Land Supply Topic Paper**.	Northern West Sussex Economic Growth Assessment January 2020: https://crawley.gov.uk/sites/default/files/documents/PUB354687.pdf Economic Growth Assessment focused update for Crawley September 2020: https://crawley.gov.uk/sites/default/files/2020-10/Economic%20Growth%20Assessment%20-%20focussed%20update%20for%20Crawley.pdf Economic Growth Assessment supplementary update for Crawley January 2023: https://crawley.gov.uk/sites/default/files/2023-02/Economic%20Growth%20Assessment%20supplementary%20update%20for%20Crawley%20January%202023.pdf Employment Land Availability Assessment: https://crawley.gov.uk/sites/default/files/2023-05/22.%20Employment%20Land%20Availability%20Assessment%20%28Base%20Date%2031%20March%202023%29.pdf Employment Needs and Land Supply Topic Paper: https://crawley.gov.uk/sites/default/files/2023-08/Topic%20Paper%205%20Employment%20needs%20and%20land%20supply.pdf	Fully Compliant
31	The NPPF expects local plans and spatial development strategies to be underpinned by a clear and transparent evidence base which informs the authority's preferred approach to land use and strategic transport options, and the formulation of policies and allocations that will be subject to public consultation. The company will expect this process to explore all options to reduce a reliance on the SRN for local journeys including a reduction in the need to travel and integrating land use considerations with the need to maximise opportunities for walking, wheeling, cycling, public transport and shared travel.	See responses on paras. 12, 15, 16 and 23 above		Fully Compliant
32	The Transport Decarbonisation Plan indicates that carbon emissions from car and van use is the largest component of the United Kingdom's total transport emissions. While action is being taken to decarbonise transport such that all new cars and vans will be fully zero emission at the tailpipe from 2035, the proposed location of growth in current plan periods and whether new developments would be genuinely sustainable remain important factors in demonstrating that a local authority area is on a pathway to net zero by 2050 and therefore compliant with the requirements of the Climate Change Act 2008.	See responses on paras. 12, 15, 16, 23 and 28 above		Fully Compliant

Reference (para. in circular)	Plan-making requirements	Relevant Local Plan Text/Evidence	Weblinks	Compliance status
33	Alongside this, the local authority should identify the key issues within their study area regarding transport provision and accessibility, setting out how the plan or strategy can address these key issues in consultation with the company. It is the responsibility of the local authority undertaking its strategic policy-making function to present a robust transport evidence base in support of its plan or strategy. The company can review measures that would help to avoid or significantly reduce the need for additional infrastructure on the SRN where development can be delivered through identified improvements to the local transport network, to include infrastructure that promotes walking, wheeling, cycling, public transport and shared travel. A robust evidence base will be required, including demand forecasting models, which inform analysis of alternatives by accounting for the effects of possible mitigation scenarios that shift demand into less carbon-intensive forms of travel.	See responses on paras. 12, 15, 16, 23 and 28 above		Fully Compliant
34	The company's engagement with plan-making will help inform the preparation of the local authority infrastructure delivery evidence base. From a transport perspective, this evidence should provide a means of demonstrating to the examining inspector, development industry and local communities that planned growth is deliverable, and that the funding, partners and relevant processes are in place to enable the delivery of infrastructure; or that there is a realistic prospect that longer term investment can be secured within the timescales envisaged.	See responses on paras. 17, 23, 24, 26 and 29 above		Fully Compliant – Further assurance to be provided through forthcoming Appendix 2 to Infrastructure Plan
35	Local plans and spatial development strategies should seek to better integrate the SRN with the wider road network and other transport modes to enhance connectivity, maximise opportunities to facilitate economic growth and support transport decarbonisation across the country.	See responses on paras. 15, 23, 28, 29 and 30 above		Fully Compliant
36	In line with the aims of promoting sustainable development and the commitment in the Transport Decarbonisation Plan to deliver a world class cycling and walking network in England by 2040, planned improvements to the SRN must include the consideration or development of safe and integrated networks for pedestrians, wheelers, cyclists and horse-riders.	See responses on paras. 15, 17, 23 and 28 above		Fully Compliant
42	Local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss them with the company at the earliest opportunity. In the first instance, new developments should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. The needs of people with disabilities and reduced mobility should be appropriately addressed in relation to all modes of transport. This can be achieved through good design and proper consideration of the needs of our communities in accordance with local design codes and Manual for Streets.	See responses on paras. 16, 17, 23, 26 and 29 above		Fully Compliant
43	The company expects development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the SRN. For residential-led developments, due consideration should be given to home and street layouts, broadband infrastructure, safe and secure cycle parking, and access to local amenities and open space in support of these aims, while mobility or micromobility hubs should be provided in larger schemes. In addition, high-powered and open-access EV chargepoints should be installed where developments include on-street or communal parking to support the government's objective to end the sale of new conventional petrol and diesel cars/vans by 2030 and HGVs by 2040, and its commitment to decarbonise transport by 2050.	In addition to responses on paras. 12, 15, 16, 17: Policy EC4 includes requirements in relation to the mobility strategy for the 'Gatwick Green' which will be further developed through the production of a masterplan for the allocation. **Policy IN3: 'Supporting High Quality Communications'** states: 'All new employment and commercial development over 100sqm and residential development of one unit or more must have provision for gigabit-capable full fibre broadband to ensure that fibre or other cabling does not need to be retrofitted.' **Policy ST2 'Car and Cycle Parking Standards' and the Parking Standards Annex** set requirements for the provision of Electric Vehicle Charging infrastructure.	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant

Reference (para. in circular)	Plan-making requirements	Relevant Local Plan Text/Evidence	Weblinks	Compliance status
44	Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.	**Policy ST1: 'Development and Requirements for Sustainable Transport'** sets out requirements for Travel Plans and Mobility Strategies on larger sites. These are required to identify: 'how the development will optimise the usage of sustainable modes of transport as opposed to the private motor vehicle' 'appropriate improvements to sustainable modes, or the introduction of new infrastructure that is required to adequately mitigate development impacts and detail how this will be delivered and operated.' **Policy EC4: 'Strategic Employment Location'** sets out that the Gatwick Green allocation will need to: 'Demonstrate through a comprehensive Mobility Strategy how the development will include measures and improvements to maximise sustainable access to the site, focusing on how the development will optimise the usage of sustainable modes of transport as opposed to the private vehicle, and detailing infrastructure improvements that will be required to adequately mitigate the development impacts on the highways network, detailing how these improvements will be delivered and operated. HGV traffic will not be allowed to enter Gatwick Green from the north on Balcombe Road, and will not be allowed to egress the site via a right turn onto Balcombe Road.' Proposals for meeting these requirements will be subject to further detail through development of a masterplan for the allocation.	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant
46	With specific regard to HGV parking, government policy is clear in the Future of Freight Plan, 'Planning reforms for lorry parking' Written Ministerial Statement (8 November 2021) and the NPPF that development proposals for new or expanded goods distribution centres should make sufficient provision for HGV drivers, which should include overnight parking and an adequate level of welfare facilities. The need to increase provision for HGV drivers at roadside facilities is set out in paragraphs 79-82 of this circular.	**Policy EC4: 'Strategic Employment Location'** makes provision (where justified) for the inclusion of 'small-scale convenience retail and small-scale leisure facilities that would support the principal industrial-led storage and distribution function.' It further requires the provision of 'high quality public realm.'	Submission Crawley Borough Local Plan: https://crawley.gov.uk/sites/default/files/2023-05/1.%20Submission%20Crawley%20Borough%20Local%20Plan%202024-2040%20May%202023.pdf	Fully Compliant