

1. List of Parties involved

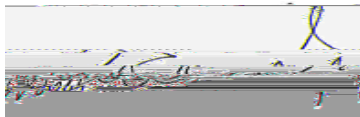
- x Crawley Borough Council (CBC)
- x Mole Valley District Council (MVDC)

2. Signatories



25.01.21

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



22.01.21

Mole Valley District Council
 Margaret Cooksey Cabinet Member for Planning
 Borough Council (CBC) and Mole Valley District Council (MVDC) is a sound basis for co-

3. Strategic Geography

Crawley and Mole Valley share a common boundary across the Surrey/West Sussex county border. Areas of Metropolitan Green Belt and Gatwick Airport, and associated safeguarded land, separate the main settlements in each of the authority areas.

Although the two local authorities lie within separate Housing Market Areas (HMAs) it is beneficial to prepare a SOCG to deal with the strategic and locally specific cross boundary issues identified in this SOCG.

Both authorities also lie in separate Functional Economic Market Areas (FEMAs). However, both authorities are located within the Gatwick Diamond region and within the Coast to Capital Local Enterprise Partnership (LEP) Area.

The map below shows the authorities in relation to each other (i.e. indicated with the red administrative boundaries).

A scale map of the Gatwick Diamond Authorities is provided in Appendix A.

2.

Education

The parties agree:

18. Planning for education will require discussions across the three authority areas ~~QV~~

26. to meet at

APPENDIX B: BACKGROUND SUPPORTING CONTEXT

Crawley is a land constrained borough, due to its tight administrative boundaries, the requirement to 'safeguard' land south of Gatwick Airport for a potential southern runway and physical constraints such as aircraft noise abatement, nature conservation and there being few infill opportunities due to planned nature of the New Town. Therefore, there is very limited land within the

- x securing financial contributions and commitments from the airport to increase the modal share of passengers and staff accessing the airport by sustainable transport, supporting major schemes like Gatwick station improvements and smaller improvements to public transport services; and
- x financial support for the monitoring of air quality and noise impacts associated with the airport.

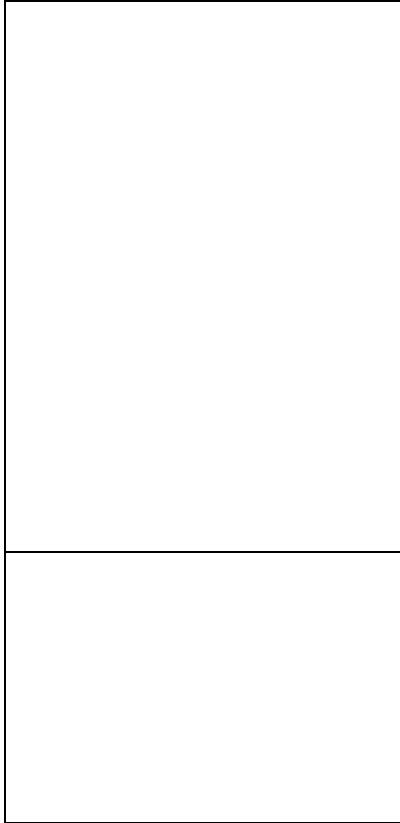
The authorities participate as members of the Gatwick Greenspace Partnership (o) (r)4n (c)8d2 0 T

runway, which the Regulation 19 Local Plan finds to be unacceptable where noise exposure is greater than 60dB. This limits the extent of development to the north of the existing Built-Up Area Boundary for Crawley to small pocke

meeting their own housing needs, then this should be the first instance for exploring and accommodating unmet needs.

LPA	MHCLG LHN	Local Plan target	Plan status	Year	Plan period
Crawley	750	332.5	Reg19 Consultation	2020	2021-2037

Needs Assessment The MVDC Assessment is currently being updated by the consultants
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the southern part of Mole Valley. The south eastern part of Mole Valley is also significantly impacted by flooding (Flood Zones 2 and 3).

<p>x Key objective</p>	<p>To establish a common understanding of the employment Land requirement and the economic development impact of Covid 19 on the area notwithstanding the local authorities lie within two distinct and separate FEMAs.</p>
<p>x Relevant studies, intelligence or evidence base completed or to do</p> <p>x</p> <p>eS</p>	<p>x Northern West Sussex Economic Growth Assessment (January 2020)</p> <p>x Crawley Focused EGA Update (September 2020)</p> <p>x Mole Valley Economic Development Needs Assessment (2017) and the 2018 and 2020 Addendums to the Economic Needs Assessment</p> <p>x Mole Valley Economic Needs Assessment – 2020 updated completed</p>

x Key conclusions from the evidence

The NWSS authorities (Crawley, Horsham and Mole Valley) continue to operate as a broad functional economic market area (FEMA).

Commission and the statement in the draft Aviation Strategy para 3.66 (published in December 2018 after the Airports National Policy Statement) that "it is prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth." These statements provide no certainty in national policy that safeguarding at Gatwick could be removed.

Safeguarding has a significant impact on Crawley Borough's ability to meet its economic needs. The published Gatwick Airport Masterplan identifies an extensive area east of the airport solely for surface parking.

x Key objective	To develop a shared approach to Gatwick Airport including the impact of air quality and noise pollution.
x Relevant studies, intelligence or evidence base completed or to do	<ul style="list-style-type: none"> x Annual Airport Parking Surveys x Gatwick Airport Masterplan 2019 x Gatwick Airport, WSCC, CBC Section 106 Legal Agreement 2018
x Key conclusions from the evidence	x Gatwick Airport has a significant influence on the environment, economy and community in the area
x Agreement that has been reached or progress made	<ul style="list-style-type: none"> x Land continues to be required to be safeguarded for a potential future southern runway at Gatwick Airport. x Airport related parking should be located at airport as the most sustainable location, and should be justified by a demonstrable need in the context of propos res 7hrm4.1 (a)(b)

Health:

There are recognised capacity constraints on GP provision across the area, particularly with the decision by the NHS not to bring forward new provision as originally planned within the Forge Wood and Kilnwood Vale neighbourhoods. However, the introduction of Primary Care Networks (PCNs) is anticipated by the NHS West Sussex CCG to increase capacity.

Mole Valley is within Surrey Heartland CCG MVDC and is awaiting further advice on GP provision to support its Local Plan development but the Surrey Heartland CCG's ability to respond to the Reg 18(1) of the 2010 Regulations (Reg 18(1) of the 2010 Regulations) is not clear.

<p>x Relevant studies, intelligence or evidence base completed or to do</p>	<ul style="list-style-type: none"> x Crawley Local Plan Transport Modelling (under preparation) x Crawleydraft Infrastructure Plan (2020) x Crawley New Directions Transport Strategy 2020 x Mole Valley Infrastructure Delivery Plan (2020) x Mole Valley District Council Local Plan Strategic Highways Assessment (2019) x Mole Valley Local Plan Site Specific Transport Assessment Modelling to be undertaken on finalisation of site allocations to be taken forward.
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<p>x Key conclusions from the evidence</p>	<ul style="list-style-type: none"> x Mole Valley District Council Local Plan Strategic Highways Assessment (2019) identified three hotspots (areas of stress where drivers are subject to considerable delay and are likely to require mitigation to facilitate any development in the local area). These include two junctions and A23 Brighton Road x The Infrastructure Delivery Plan Schedule of Schemes contains a number of cycling schemes involving links between Charlwood and Hookwood in MVDC, Horley (R&B DC) and Gatwick (CBC). x Surrey County Council has submitted a bid for Tranche 2 (the creation of longer term projects) of the funding allocations for the emergency active travel fund. Scheme 4- A217 Gatwick to Westvale Park Shared Cycle/footway is located on the A217 Reigate Road between the A217 / Westvale Road roundabout to the A23 roundabout at the approach to Gatwick Airport. x The conclusions of the Crawley Transport Modelling are yet to be finalised. Once known these will be shared and this section will be updated with key issues.
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<p>x Agreement that has been reached or progress made</p>	<p>x CBC and MVDC have agreed that where development with strategic transport implications is proposed close to the authorities' common administrative boundary, the authority will be consulted on the proposal.</p>
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	x The authorities agree to jointly explore opportunities through discussions with Surrey and West Sussex County Councils and Reigate and Banstead Borough Council.
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