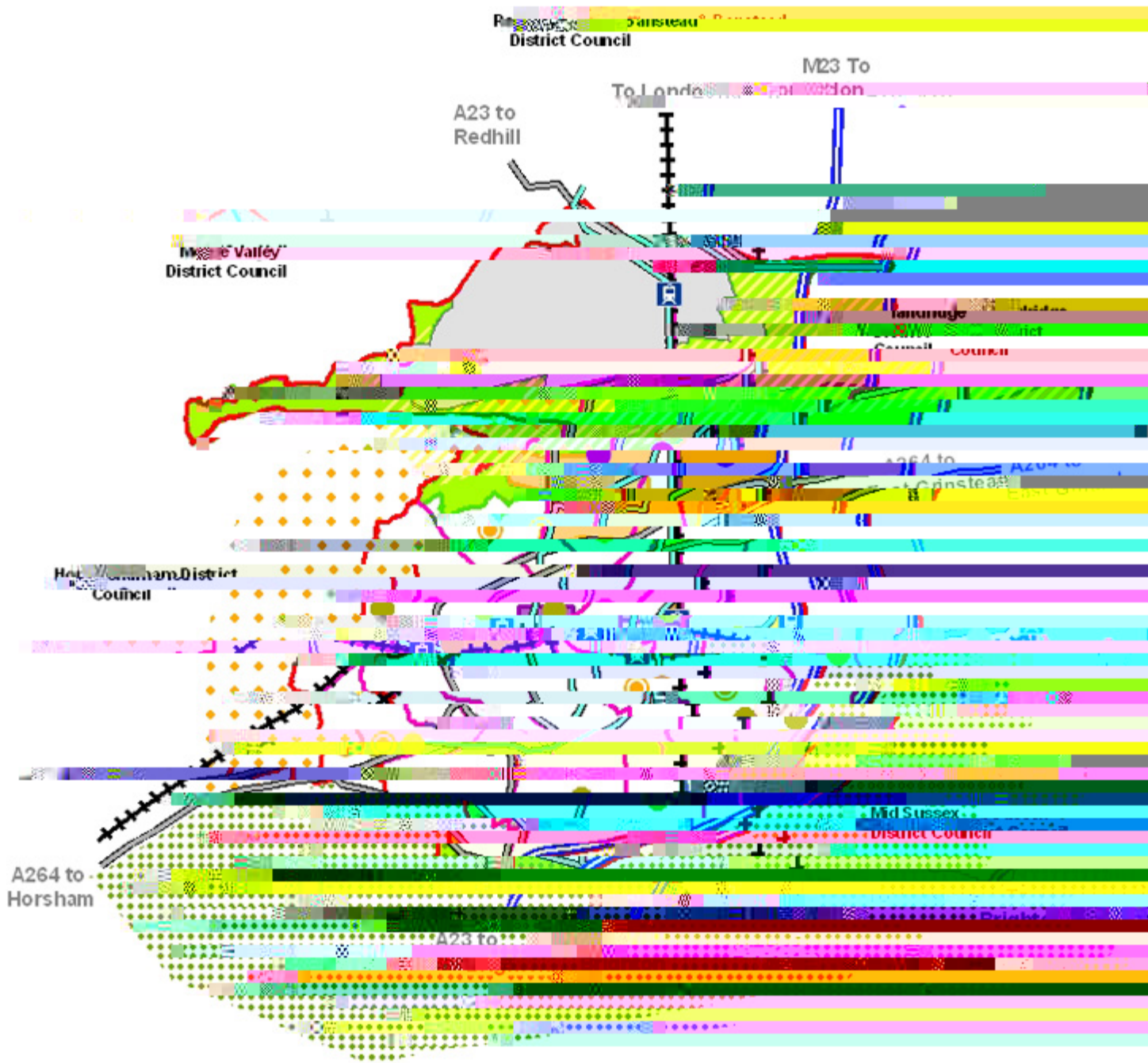




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Crawley Borough Local Development Framework Core Strategy, Policy and Design Statement



- North of Manor Royal Employment Opportunity Area
- Strategic Employment Sites (H2)
- Strategic Employment Opportunity
- Strategic Employment Opportunity
- Rail
- Fastway Bus Route
- Road
- M23 Motorway
- District Council Boundary
- Neighbourhoods
- Strategic Gaps (C1)
- Strategic Gaps (C2)
- Strategic Gaps (C3)
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Foreword

This Local Development Framework Core Strategy 2007 lies at the heart of future planning and development for Crawley Borough.

The strategy deals with the challenging development issues facing the town, such as the provision of housing, the future of the Town Centre and Gatwick Airport and establishes strategic policies to enable the town to develop and grow in a sustainable manner that benefits our environmental, economic and social make up.

It sets out the development vision and strategy for Crawley up to 2016 including the provision of housing sites, employment opportunities and a the identification of a major town centre redevelopment site which will have major impacts on the future of the town.

The Strategy is all the stronger because it has been informed and influenced by extensive consultation with local residents, businesses and other stakeholders.

The Core Strategy was formally adopted by the Council in November 2007.

A handwritten signature in black ink, appearing to read 'Claire Denman', with a stylized flourish at the end.

Cllr Claire Denman
Executive Member for Planning and Economic Development

Crawley Borough Local Development Framework

Core Strategy

CONTENTS

	Page
INTRODUCTION	3
PART 1 : CORE STRATEGY DRIVERS AND KEY ISSUES	5
Introduction	5
Characteristics of Crawley Borough	5
Community Strategy	7
Public Consultation on Key Issues	9
National, Regional and Strategic Planning Guidance	11
Key Issues facing the Town	13
Spatial Vision	16
PART 2 : CORE STRATEGY	19
Planning and Development Themes	19
Sustainability	19
Housing	21
Infrastructure and Community Services and Infrastructure	28
Environment	34
Community Safety	38
Transport	40
Local Economy	44

A Spatial Perspective	49
Gatwick Airport	49
Manor Royal and County Oak	52
Land West and North West of Crawley	54
North East Sector	58
Neighbourhood structure and neighbourhood centres	60
Transport Corridor between the Town Centre and Three Bridges	62
The Countryside	64
The Town Centre	66
MONITORING AND IMPLEMENTATION	74
APPENDIX 1	81
Crawley Borough Housing Trajectory 2001 – 2016	
APPENDIX 2	84
Regulation 13(5) Statement	

INTRODUCTION

1.1 The Core Strategy of the Local Development Framework (LDF) contains an

FORMAT OF THE CORE STRATEGY

- 1.7 The Core Strategy section of the LDF is split into two parts. The first sets out the key drivers that underpin the Core Strategy as well as key issues. The key drivers are:
 - Community Strategy
 - National, regional and strategic planning guidance
 - Consultation on Local Plan Key Issues undertaken in 2000 and 2001
 - Stakeholder consultation on Key Issues and Options Paper 2004/05
 - Consultation on Preferred Policy Options 2005
- 1.8 The second part translates those key drivers and key issues into the approach of the Core Strategy, including seven central themes and an overview of the spatial implications of the strategy.

PART 1 : THE CORE STRATEGY DRIVERS AND KEY ISSUES

1. INTRODUCTION

1.1 This section sets out the key influences that have been taken into account in the preparation of the LDF Core Strategy.

2. CHARACTERISTICS OF CRAWLEY

2.1 Crawley Borough covers 4,497 hectares and is situated in the north eastern

- 2.7 The English Indices of Deprivation 2004 which measure multiple deprivation at district level using a range of indicators including employment, income, health and education, ranks Crawley 215 out of 354 districts (where 1 is the most deprived). Crawley is therefore a relatively prosperous town although there are some big differences between neighbourhoods. The most deprived parts of Crawley are in the west of the town, particularly Bewbush and Broadfield, although there are also pockets of deprivation in most of the wards.

Economic

Community Safety

'Our aim is to work in partnership with a range of agencies and local people to achieve sustainable long-term reductions in crime, disorder and the fear of crime '

Local Economy

'Our aim is to encourage a thriving local economy where a diverse range of local, regional and national business interests are encouraged to flourish. The transport infrastructure will continue to meet the demands of an expanding economy'

Education and life long learning

'Our aim is to encourage learning throughout the life-span recognising that while access to excellent early and school years learning is essential, so is the need to support a range of learning regardless of age and ambition. '

Local Environment

'Our aim is to protect and improve the quality of the local environment and provide local people with the means to enjoy the surrounding countryside '

Masterplan and a draft Development Principles Statement for the northern side of the Town Centre (Town Centre North project). The themes and policies of

Plan to be identified as a key driver for the town and its growth. Respondents emphasised the need for the growth of the town to be supported by adequate infrastructure and a suitable transport network. Specific reference was made to Crawley's regional significance and the need to balance social, environmental and economic factors when considering the future of the town. In accommodating growth needs, there was much support for accommodating this on previously developed land, although there was also some support for the use of edge of town sites for more significant and exceptional developments. More detailed comments regarding specific policy issues and options are

Preferred Policy Options – Stakeholder Consultation

- 4.8 In accordance with regulation 25 of the new Planning Act, an initial draft of preferred policy options were circulated to key stakeholders for a six week period between end April 2005 and early June 2005. It is generally considered that the Council received a good response to the stakeholder consultation. Most respondents agreed with the general thrust of the Core Strategy. However, a number of people raised particular concerns or more detailed issues with which the Core Strategy document is not intended to become involved. Instead these concerns would be issues needing supplementary planning advice or would be subject to action area or management plans.
- 4.9 The consultation response has been set out separately in associated documents and taken into account in developing the preferred options. The supporting evidence base document to the Core Strategy summarises how the responses have influenced the Core Strategy approach.

Preferred Policy Options – Formal Community Consultation

- 4.10 In accordance with Regulation 26 of the new Planning Act, the preferred policy options were the subject of a general community consultation exercise for a six week period during November and December 2005. A number of exhibitions were staged throughout the Town and documents were sent to key stakeholders. A significant number of comments were received on the Core Strategy. Many respondents supported the general approach of the Preferred Options, although a number did not agree with particular aspects of the strategy and/or proposed alternative approaches.
- 4.11 A summary of the representations that were received along with the Council's Response is set out in the Representations Database which is a separate supporting document. This document highlights where responses have led to changes to the approach of the Core Strategy.

5. NATIONAL, REGIONAL AND STRATEGIC PLANNING GUIDANCE

- 5.1 Whilst the Core Strategy is founded upon the Community Strategy, it must also encompass the requirements of Government planning policy guidance and Regional and Strategic planning policies. In some cases, this may mean that these statutory requirements take precedence over the expressed preferences of the Community Strategy.
- 5.2 **National Planning Guidance** documents essentially reflect the Government's commitment to securing sustainable development and reducing the need to travel, continued economic development and growth, and to ensure social progress and reduce social exclusion.

- 5.3 **Regional Planning Guidance for the South East** specifically refers to the Crawley/Gatwick area and to the future growth of Gatwick Airport. However, it recognises the labour market constraints in the area together with those relating to housing and infrastructure. Joint working with other local authorities is required to provide housing in accessible locations.
- 5.4 **The South East Plan** is currently being prepared. The Core Document of the South East Plan was submitted to the Government in July 2005 and the second part – sub-regional details, including the distribution and amount of housing was submitted in March 2006. The emerging Core Strategy takes into account the proposals put forward in the South East Plan submission documents. The major emphasis of the Plan for the Gatwick sub-region is to build upon the sub-regions dynamic and prosperous economy underpinned by Gatwick Airport. However, there is a need to diversify the economy and to provide infrastructure to support further growth.
- 5.5 **The Structure Plan for West Sussex** has three aims which reflect the overall vision for the County including the aim to support and encourage appropriate economic growth in West Sussex, particularly in the north east of the County around Crawley/Gatwick. In terms of housing development, the Structure Plan needs to allocate land for around 46,500 houses up to 2016. Of this total, nearly 60% of dwellings will be on brownfield sites, leaving around 20,000 to be built on greenfield sites, most of which are to be in the form of expansions of selected towns close to the main centres for jobs - known as Strategic Locations.

Key Implications of the Structure Plan for the LDF Core Strategy

Maintain and strengthen the role of Crawley/Gatwick and optimise the benefits to the whole of the County.

Secure the provision within Crawley of **4495** dwellings and **280,000 m²** employment floorspace up to 2016.

Allocation of strategic locations :

North East Sector (2,700 homes) – carried forward from the previous Structure Plan

West of Crawley (2,500 homes)

Some of the employment provision for Horsham and Mid Sussex districts could be located in the Crawley area. However, such growth will need to be carefully managed.

Key Implications of the White Paper for the LDF

Land will need to be safeguarded for a possible new runway.

retail locations in the UK, to both widen employment opportunities and to attract high quality investment into the area.

Community Services

Improving accessibility for everyone to a wide range of community services and leisure facilities, including the priority areas of health, social care, education and life long learning

- 6.6 A range of new services and facilities are needed to accommodate the growth of the town as well as changing needs within the local community. Such facilities need to be located so that they are easily accessible to users and targeted more closely to requirements. A variety of sites will be required to meet neighbourhood and wider needs.

Environment

Protecting and improving the quality of the local environment, maintaining and strengthening those features of the town which are important to its individual character and identity

- 6.7 The appearance and quality of Crawley's natural and built environment; its buildings, streets, open spaces and surrounding countryside, are important for people's quality of life, their health and enjoyment. An attractive environment is also important to the local economy, helping to attract higher value firms to the town. Protecting the environment and ensuring that it is clean and unpolluted is essential for nature conservation.

Community Safety

Securing an environment in which everyone has the freedom to go safely about their normal lives

- 6.8 Community safety is one of the most important factors in determining whether somewhere is a good place to live, work and visit. Crime and the fear of crime can deter people from accessing and using streets, spaces, places and facilities in the town. It is socially damaging and detrimental to the local economy. It is important to ensure that the design, location and mix of new development is safe and secure, and that we protect those features and characteristics which contribute to a safe environment.

Transport

Securing improvements to the transport infrastructure of the town which meet the demands of an expanding economy and the needs of the local community without excessive harm to the environment

- 6.9 Ensuring residents, workers and visitors can move around the town safely, efficiently and with minimal impact on the environment is vital for quality of life and economic prosperity. The movement of goods and services is also important. The rate of increase in traffic growth must be reduced by eliminating non-essential car use and encouraging greater use of public transport, cycling and walking. This will help tackle the problems of pollution, congestion and parking.

Sustainability

Securing a sustainable environment in which current needs are met in ways which limit the potential for adverse effects on future generations

- 6.10 Meeting the social and economic development needs of the local community, including businesses, has to be balanced with the need to protect and improve the environment. This means that new development, housing, jobs, shops and services must be carefully designed and in the right locations. For example, if new housing is located in areas which are poorly served by public transport, then this will lead to increased car usage.

Equality

Ensuring that decisions relating to the development of land and the development of services provide equality of opportunity for all and leave no one behind.

- 6.11 Crawley's local community is diverse with varying lifestyles and cultures. This adds to the town's vitality and sense of community. However, not all residents can access the social, economic and leisure opportunities offered in the town because, for example, they do not have sufficient income, they have physical mobility problems, they lack skills, or they have caring responsibilities. Some groups have a need for specific types of development which are insufficiently provided e.g. religious worship facilities. If we do not attempt to address these inequalities, this will impact on the social and economic health of the town.

SPATIAL VISION

**PRINCIPAL
STRATEGY**

<p>Most of the dwellings will have been built on previously developed land and within the existing built up area. Development will have been at higher densities than in the past and the emphasis will have been on smaller dwellings and the delivery of affordable housing.</p>	<p>Objectives Para 2.5 Policies H1, H2, H3,H4 and H5 plus related Paras</p>
<p>The economy will have continued to thrive, enabling a diverse range of local, regional, and national interest to flourish. New employment opportunities will have helped secure a more diverse economic base. Some 280,000 sq.m of new employment floorspace will have been constructed as well as retail and other development in the Town Centre, which, in itself, will add to the range of employment opportunities</p>	<p>Section 7 headline statement; Objectives Para 7.4 Policy E1</p>
<p>Most of the new employment opportunities will have been provided within the built up area, through the redevelopment of sites within Manor Royal, the Town Centre, the Three Bridges Corridor and other employment areas. However, there will have been small extensions to the main employment areas to the north of Manor Royal and there is the possibility of further employment development as part of the comprehensive planning of the area West and North West of Crawley</p>	<p>Objectives Para 7.4 Policy E2 Objectives Para 9.3 Objectives Para 13.2</p>
<p>Growth in the size of the Town as a place to live and work will have been supported by community services to which people have greater accessibility. The Council will have worked with other service providers to secure improved community facilities in locations readily accessible to those who use them and developers will have contributed proportionately to the provisioning of facilities</p>	<p>Section 3 headline statement Objectives Para 3.7 Policy ICS2</p>
<p>The Town's growth will also have been supported by improvement to the town's transport infrastructure. Whilst some developments may have required alterations or improvement to the road network, the emphasis will have been on other more sustainable forms of transport – buses, trains, cycling and walking.</p>	<p>Section 8 headline statement Objectives 6.2 Objectives 8.4</p>
<p>Gatwick, with its national and international communications, will have expanded its operation as a single runway, two terminal airport</p>	
<p>Growth and change will, however, have taken place in the context of an underlying concern for the quality of the environment – both the environment as it is experienced on a day-to-day basis and the longer term environment as experienced by future generations. Both in terms of their location and design, developments will have been judged against their impact on the environment.</p>	<p>Section 1 headline statement Objectives Para 1.4 Section 4 headline statement Objectives Para 4.1</p>
<p>Structurally the Town will have remained largely unchanged although a new neighbourhood will have been built beyond the Borough Boundaries to the west of the Town and this may have been associated with further development to the north west of the Town. If it is no longer deemed contrary to national policy on London's airports, construction of another new neighbourhood at the North East Sector will have commenced.</p>	<p>Objectives 10.6</p>
<p>The Town Centre will have grown significantly to provide a vibrant heart at the centre of the Town – competing effectively within the region and acting as a new town centre 'neighbourhood'</p>	<p>Objectives Para 15.5</p>

<p>The neighbourhoods, a fundamental feature of Crawley's planning, will have accommodated new housing development but will have retained their overall character; neighbourhood centres will have remained the focus of local community activity and opportunities will have been taken to enhance them through development and environmental improvement</p>	<p>Objectives Para 12.3 Policy NS2</p>
<p>The main employment areas of Manor Royal and County Oak will have experienced gradual change and renewal as outworn buildings are replaced by higher quality building premises. The corridor between Three Bridges and the Town Centre will also have undergone substantial change with improved stations at each end and a mix of uses in between.</p>	<p>Objectives 9.3 Objectives 13.2</p>
<p>Outside the existing built up area, changes will have been limited. The Countryside will have been protected for its own right and to help maintain the individual identity of Crawley, Gatwick and surrounding settlements. Land will have been protected to preserve the option of construction of a new runway at Gatwick unless and until national policy no longer requires it.</p>	<p>Policies C1 and C2</p>

PART 2: CORE STRATEGY

PLANNING AND DEVELOPMENT THEMES

1. SUSTAINABILITY

Delivering development that meets the needs of the present without compromising the ability of future generations to meet their own needs and improving the quality of life for people today, whilst thinking about those who will live after us.

1.1 Every agency and every individual bears a responsibility for helping to create a more sustainable environment for the future. The planning system plays a particularly important role through the way in which it secures or encourages sustainable development – development which is located in the most sustainable locations and development which through its design or operation contributes to more sustainable future lifestyles.

1.2 The principles of sustainable development are fundamental to European, national, regional and strategic planning policy. The UK Government set out five sustainable development principles in March 2005:

Ensuring a strong, healthy and just society;
Living within environmental limits;
Achieving a sustainable economy;
Promoting good Governance; and
Using sound science responsibly.

1.3 These principles, which reflect the need for social and economic as well as environmental sustainability, underpin the the Core Strategy.

Objectives

1.4 In order that the planning framework for the Borough contributes to a more sustainable environment, the Core Strategy has the following objectives:

To contribute to the development of a sustainable, innovative and productive economy, which can deliver, for the long term, high levels of employment and a wide range of employment opportunities;

To support the development of sustainable communities which meet the needs of existing and future residents in terms of their social, economic and environmental requirements and which provide the basis for a just and inclusive society;

To protect, maintain and enhance the built and natural environment of the Borough;

To secure the more efficient use of scarce resources and energy.

2. **HOUSING**

Meeting the need for increased housing, securing a wider range of housing types and more affordable homes

- 2.1 Crawley's housing stock needs to continue to grow. Natural growth in the population combined with a gradual reduction in the average size of households creates an internal pressure for more housing. In the wider context the town is

Objectives

- 2.4 The key objectives and principles for delivering an appropriate level and type of housing in appropriate locations are:

The Core Strategy aims to make up that backlog and move forward against a background of greater certainty in accordance with PPS3. To do this it departs from the usual non site-specificity of core strategies and identifies a number of 'deliverable' and 'developable' site-specific strategic housing opportunity sites, defined as those capable of yielding at least 100 dwellings. These sites, located within and around the town centre and on mainly brownfield land within the neighbourhoods, are capable of providing a gross total of 2313 dwellings (2265 net) by 2015/16. Those completions, taken together with existing planning permissions likely to be implemented soon and a supply of confidently-expected windfall sites lasting until 2011/12, are expected to put housing provision back on track by 2008/09, against both the Structure Plan and the South East Plan rates and with the backlog removed. However, unless the identified land supply is substantially augmented in good time there can be no confidence that this improvement in housing delivery will be sustained. It could quickly fall into deficit again - by 2012/13 against the Structure Plan. Against the draft South East Plan (taking elimination of backlog into account) there is likely to be only one year of small surplus, in 2009/10, before provision declines progressively more seriously into deficit. This situation is illustrated in the Housing Trajectory at Appendix 1.

~~2.7 In 1993 the West Sussex Structure Plan identified the North East Sector as the most appropriate site for the next new residential neighbourhood at Crawley. However, a recent decision by the Secretary of State (May 2007) effectively precludes commencement of this long-planned development unless and until it is concluded that safeguarding of land at Gatwick does not need to continue or that the land can be developed without detriment to the aims of the Air Transport White Paper. It is currently uncertain when this issue will be decisively resolved, but it may not be for a considerable time.~~

[Subsequent paragraphs renumbered following quashing order.]

2.7 The Borough's continuing inability to rely on residential completions at the North East Sector makes it difficult at this time to produce a sound LDF fully compliant with the Structure Plan building rate to 2016, let alone the more demanding one of the draft South East Plan to 2026. It will therefore be essential to conduct an early review of the LDF, with a revised Core Strategy assessing broad locational options and, if necessary, a site allocations development plan document in place in time to provide certainty about where and when further development will start delivery from 2011/12 onwards. Unless events have then made it possible to predict a substantial stream of completions at the North East Sector, coupled with the identification of enough certain sites within the urban area, other options for greenfield development inside (and conceivably outside) the Borough boundaries may need to be considered for phased implementation if Crawley is to fulfil its sub-regional role and its contribution to the Gatwick Diamond initiative.

H1 The Core Strategy makes provision for the development of 4040 net dwellings in the Borough in the period 2001-2016 as follows:

556 net completions mid 2001-2006;

901 net outstanding full planning permissions to mid 2006, including Stone Court;

32 small sites allowance to 2010/11;

x

H4 The Council will seek to secure densities of development which maximise the efficient use of land to the extent that it is compatible

Housing range and type

- 2.15 A mix of housing type and size is required in the Borough to meet the varied needs of households and to support balanced and sustainable communities. A significant need exists for smaller dwellings to accommodate the continuing growth in smaller households. The Crawley Borough Housing Supply and Demand Study 2004 concludes that regardless of tenure there is a shortfall in one and two bed dwellings in most neighbourhoods. However, it is acknowledged that it is not always sustainable or indeed socially inclusive to deliver only one and two bed dwellings.

H6 Housing developments will secure a mix of dwelling type and size taking into account:

The size and special characteristics of the site and the character of the surrounding area;

The need for a significant provision of one and two bedroom dwellings in accordance with the requirements of the Council's Housing Supply and Demand Study, particularly in the most sustainable locations.

Gypsies and Travellers

- 2.16 Crawley has seen an increase in the number of gypsies and travellers who wish to stay within the Borough for varying periods of time. This often results in unauthorised encampments. In association with adjoining authorities the Council is carrying out a needs assessment in accordance with Government guidance. Taking this into account, together with other evidence of need, the Council will decide whether it is appropriate to bring forward a Gypsy and Traveller DPD in advance of the preparation of policies for gypsies and travellers in the South East Plan. The Policy below and 'saved' policy H14 of the adopted Local Plan, outlines the criteria upon which Gypsy and Traveller site proposals will be assessed to ensure that site provision occurs in appropriate locations and meets identified need.

H7 Proposals for Gypsy and Traveller proposals will required to meet the following criteria:

Permanent sites should not be in locations subject to unacceptable actual or predicted noise levels (arising from particularly roads and Gatwick Airport) for residential development;

Management plans will be required for permanent and transit sites; Policy H14 of the 2000 adopted Local Plan.

Council would protect existing facilities and support further community leisure facilities, particularly within the neighbourhoods, to aid access and community identity.

Objectives

- 3.7 Against this background the infrastructure and community services objectives are:

To encourage the allocation and release of sites to meet needs on sites accessible by all and through a variety of means of transport means

To protect existing leisure and community facilities and ensure that facilities efficiently and effectively use resources including multiple use facilities

To ensure that facilities are accessible to all and provided in a sensitive manner which respects residential amenity and the local environment, through the consideration of design and location

The Location and Provision of new Community and Leisure Facilities

- 3.8 It is considered important that all new community and leisure facilities are placed within highly accessible locations, in order to meet sustainability objectives and maintain quality of life.
- 3.9 This policy links in with Policy S1 covering sustainable development, which highlights the importance of accessible and sustainable locations, however, Policy ICS1 relates this specifically to community and leisure facilities.
- 3.10 The town is renowned for its high quality leisure and sports facilities. The recent construction of new sport and leisure facilities at the major schools in the area provide state of the art community based facilities for all in Crawley. However, as the town and surrounding area grows further, there will be additional demands for a range of sports, arts and leisure facilities to meet varied needs. Where new provision is identified, such facilities must be highly accessible to all members of the community in order to achieve inclusion and sustainability objectives. As land is limited within Crawley, particularly at highly accessible locations, the sharing of facilities is encouraged. New development may be called to contribute towards needs created. Further explanation is contained in West Sussex County Council's Supplementary Planning Guidance Document on Planning Obligations.

ICS1 The Council will support the provision of new or improved community, sports, arts and leisure facilities where they add to the range and quality of facilities in the Town, in locations where they are accessible by different modes of transport and to different groups within the local community. Existing community and leisure facilities will be protected where they contribute to the neighbourhood or town overall, unless an equivalent replacement or improvement to services is provided. Major community and leisure facilities which serve the needs of the town as a whole should be located within or close to the Town Centre or, if this is not achievable, at other locations within the town that are highly accessible by all modes of transport, particularly public transport. Local community and leisure facilities which serve neighbourhood needs should wherever possible be located within or close to

ICS2 Development contributions or provision on-site for the infrastructure will be required to meet the justifiable needs created by new development.

Infrastructure towards which contributions may be required includes:

**Healthcare;
Education;
Libraries;
Transport and access requirements;
Community facilities;
Open space and play space;
Utility provision including energy and wastewater provision and surface water draining facilities;
Protection and enhancement of ecological and / or landscape features;
Protection and enhancement of significant heritage and cultural assets.**

When appropriate, necessary and adequate infrastructure, services and facilities should be available in time to service the development.

The Council will prepare a Supplementary Planning Document providing the details of facilities required at a local level.

Providing for Educational Needs

- 3.14 Quality of life and economic prosperity are dependant on all types of education provision being in place. This preferred approach is anticipated to ensure a range of high quality facilities are available to all.
- 3.15 As the Regional Economic Strategy and the emerging South East Plan have both identified a significantly low level of provision, this approach specifically focuses on providing nursery and pre-school facilities. By increasing pre-school and nursery provision, this policy will help to achieve the Council's equality objectives, as set out in the Community Strategy and elsewhere. With more provision available, more parents and providers will be able to access employment.
- 3.16 This policy also links into Section 1.5 Achieving Sustainable Development and Building Sustainable Communities; by ensuring that the educational facilities provided in the town can be easily accessed.

ICS3 The provision of new educational facilities will be supported where they :

**are developed in locations accessible by all modes of transport;
support the modification or redevelopment of primary and secondary schools and contribute to enhanced education facilities being available to the whole community;
promote the provision of nursery and other pre-school facilities.**

Providing for a new University Campus

- 3.22 As new development can create additional health needs, facilities must be able to cope with increased demand. Therefore, new development may have to contribute towards improving existing facilities or providing additional ones, as covered in policy ICS2.

ICS6 Support will be given to the provision of new or improved primary health care and related activities, based on a neighbourhood model. New health facilities, including GP premises, local care centres and healthy living centres should be located in accessible locations close to the community they serve. The location of such facilities will ideally be within or adjacent to neighbourhood centres or the Town Centre.

Providing for Secondary / Higher Order Healthcare Needs

- 3.23 The health authority is not currently in the position to provide a new hospital or Accident and Emergency unit within Crawley. However, if this position changes, the Council will make every effort to facilitate and support such a provision. In the interim, the Council will work with East Surrey Hospital and other health agencies to ensure all services are made as accessible as possible to all.
- 3.24 The joint working between the Council and Health Authorities, including the Primary Care Trust is looking to provide new enhanced healthcare facilities at neighbourhood level, with a view to providing higher order health services to provide healthcare for the needs of the wider town and sub-region. For example, proposals are being considered for a 'healthy living centre' as part of the Bewbush redevelopment project, as highlighted in Policy H2.

ICS7 The improved provision of higher level community and mental health facilities at Crawley Hospital and other locations readily accessible by all modes of transport is supported. In the longer term, if proposals come forward for a new hospital in the town, opportunities for accommodating this will be sought at a highly accessible location, with access by all modes of transport, particularly public transport. The provision of improved public transport access for residents of Crawley to East Surrey Hospital will be supported.

4. **ENVIRONMENT**

Protecting and improving the quality of the local environment, maintaining and strengthening those features of the town which are important to its individual character and identity

- 4.1 The original master plan for Crawley emphasised the importance of preserving the best features in the landscape, the architecture and the history of the area and of creating new intee, the 8s99 crech(her and idthro andgh c(uac d6(hesign lo)5(c)ory gh

4.3 Environmental features that should be protected and (wherever possible) enhanced include:-

- Areas of Outstanding Natural Beauty (AONB)
- Sites of Special Scientific Interest (SSSI)
- Sites of Nature Conservation Interest (SNCI)
- Sites where protected species are present
- Local Nature Reserves (LNR)
- Ancient and semi-ancient woodland
- Aged and veteran trees
- Networks of natural habitats

EN1 Nationally protected areas and areas of local environmental and ecological importance will be protected or enhanced in accordance with European and national legislation and PPS7: Sustainable Development in Rural Areas and PPS9: Biodiversity and Geological Conservation.

Opportunities to secure new areas and features to enhance nature

EN2 The Council will:

maintain the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features;
support and encourage development and improvements which would strengthen the ability of neighbourhood centres to serve their local communities and contribute to vitality and viability;
identify Bewbush, Langley Green and Furnace Green as neighbourhood centres in need of major regeneration and improvement which could be achieved through redevelopment and environmental enhancement schemes; and
undertake smaller scale environmental improvements for other priority (neighbourhood centres and in residential areas in accordance with Council's on-going programme.

Green Spaces and Corridors

- 4.8 The network of green spaces and corridors within the built-up area boundary of Crawley have helped to establish its distinctive character and identity, overall structure, wildlife habitats and opportunities for formal and informal recreation. Green spaces and corridors often incorporate walking, cycling and bridleway links to contribute to sustainable transport routes across the town and provide links into the countryside. The Borough Council intends to produce a Green Space Supplementary Planning Document and will require independent assessments in accordance with PPG17: Planning for open space, sport and recreation to form the basis of decision-making regarding deficiencies or surplus green space land.

EN3 The network of green spaces and corridors in Crawley make an important and valued contribution to the town. Existing open space should not be built on unless assessments clearly demonstrate that the land is surplus to requirements and its loss to development would not have a significant detrimental impact on wildlife or the character and appearance of the area.

Opportunities will be sought to improve the network of green spaces and corridors for the benefit of people, wildlife and the character and appearance of the town. This will be achieved by enhancing existing sites, incorporating new open space, adding new links to existing rights of way and providing better facilities for walkers, cyclists and horse-riders

Greening New Development

CS2 Opportunities will be sought to address crime, the fear of crime, anti-social behaviour and disorder through environmental improvement schemes, development or other measures.

Improvements will be sought for vacant, underused and unattractive areas in order to improve community safety, the quality of the environment and to make the best use of land. The selection of sites would be assessed in terms of their economic, social and environmental importance, taking into account the views of stakeholders

6. **TRANSPORT**

Achieving better and more sustainable integration between the local transport infrastructure and the developing needs of the growing town, its communities and its expanding economy.

- 6.1 A key issue facing the town is how to secure a balanced approach to providing sustainable transport infrastructure and services whilst securing the future economic prosperity of the town. This issue has generated considerable comment and interest locally. It is considered that a mix of proactive initiatives and policies aimed at improving access to sustainable forms of transport, combined, where appropriate, with the introduction of demand management measures to deter use of the car in favour of new initiatives, would provide the potential maximum benefit for the town. The phased introduction of Fastway and the future major development of the Town Centre, provide a significant opportunity to bring about a step change in public transport choice. In order to maximise this potential, particularly in the Town Centre, there may need to be a more restrictive approach to the provision of parking and increases in the cost of long term parking. This approach should ensure that the access demands of the local community and the needs of an expanding and diversifying economy can be met whilst minimising potential environmental impacts, including road congestion.

Objectives

- 6.2 The transport policies in the Core Strategy are based on the following objectives:

To secure an effective integration of land use and transportation policies which reduces the need for people to travel long distances;

To secure a safe and efficient transport system, making best use of existing infrastructure and developing new infrastructure;

to encourage more sustainable use of transport, reducing energy consumption and pollution, and the environmental impact of car and lorry use;

To work with other public agencies and the private sector to bring forward sustainable transport initiatives including walking and cycling.

General requirements for sustainable transport

- 6.3 Given the development pressures the town is facing, it is vitally important to ensure that the existing town's transport infrastructure is utilised efficiently and effectively and to ensure new infrastructure is provided where necessary. Within this context, the spatial objective for transport reflects the need to secure sustainable development which reduces reliance on the private car. The ongoing phased development of the Fastway guided bus system provides a

walking network around the town. The Council will work with other agencies, particularly the County Highway Authority, to ensure a co-ordinated effective programme is brought forward.

New development and requirements for sustainable transport

- 6.4 New development will in most cases generate increased access requirements. Developers will be expected to meet the access needs generated by their proposed developments either through direct improvements associated with their development or by contributing to wider transport infrastructure improvements and/or through enhanced public transport services where such developments give rise to access requirements in the wider area. Therefore new development can provide an opportunity to secure neighbourhood or town wide improvements.

T1 The Borough Council will work with the County Council and other key authorities, agencies and stakeholders to ensure a more comprehensive and sustainable integration between the local transport infrastructure and the changing transport needs of the developing town, its communities and its expanding economy. Particular importance will be placed on:

**improving and developing public transport options and the cycleway and footpath networks;
easing congestion at key points on the primary road network;
concentrating development in locations where sustainable travel patterns can be achieved through use of the existing transport network or timely improvements to it;
locating more intensive, higher density developments at nodal points along the developing main public transport and cycling/footpath networks;
employing travel plans wherever possible to minimise the use of less sustainable forms of transport.**

T2 The Borough Council will work with the County Council and a wide range of other partners and stakeholders to establish the role, feasibility, funding and future operation of a Park and Ride system, including the location of appropriate sites.

If the decision is made to introduce a Park and Ride system contributions will be sought from developers in appropriate locations

Improving Rail Stations

- 6.8 The main rail stations and the areas immediately surrounding them provide opportunities for major development. However, it is important that such development reflects the function and operation of the particular stations concerned. Gatwick station is a highly strategic point for transport interchange and one of the key elements contributing to the Crawley-Gatwick regional transport hub. It will therefore be important to seize any available opportunities for broadening the function of the station as an interchange for surface

the adjacent local authorities to address long term sub-regional requirements. Within this context the Council seeks to secure a more diverse economic base to promote a sustainable local economy which can contribute to the prosperity of the region. However, this is dependent on the provision of a sufficient amount of new employment floorspace.

- 7.7 In accordance with Government guidance and to assist employment policy
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E2 1) New Employment development or redevelopment and intensification of existing employment sites should be in sustainable locations, which are accessible by public transport. These locations are:

**Existing main employment areas (as shown on the proposals map);
North of Manor Royal Employment Opportunity Areas;
The Town Centre;
Town Centre to Three Bridges station corridor;
Local neighbourhood centres;
Other sites where there is a high level of access to public transport.**

2) Major employment development should be of a form and type which helps Crawley to fulfil its role as a strategic employment location in the sub-region and helps the town diversify its economy by attracting:

**firms providing high value goods and services including high and medium high technology;
knowledge based firms;
financial services;
prestige developments;
the growth and modernisation needs of existing local firms.**

3) In assessing proposals, the Council would look for evidence that the development would:

**increase skills levels and access to job opportunities;
provide a flexible development on the site that could easily be utilised for a range of employment uses;
increase the range and type of economic floor space available;
provide facilities to help the local community gain access to employment;
provide support facilities to benefit staff;
balance employment with the overall housing supply made in this Core Strategy.**

Protection and management of employment floorspace

7.15 There is increasing pressure to release employment land for other types of development, especially leisure and housing. It is important to ensure a sufficient supply of employment land in the town to support the key economic objectives of this Core Strategy. However, in exceptional circumstances some sites may be suitable for alternative uses, although any loss of employment provision needs to balance the growth of the economy, the Core Strategy's economic objectives and the pressure to accommodate alternative uses, particularly residential.

- 7.16 Given that there is a finite supply of land within the Borough it is important that all of the town's needs are balanced. Any loss of employment land to other uses such as residential must not restrain the economy in the longer term. Therefore, all employment sites, and particularly main employment areas are protected unless proposals can demonstrate that they satisfy the policy criteria. This policy stance towards employment protection is supported by the Employment Land Review, however, it does allow sufficient flexibility for proposals for alternative uses to be considered appropriately.

E3 All employment sites, particularly within the Main Employment Areas will be protected unless it can be demonstrated that:

**the site is shown to be no longer suitable for employment purposes because of its location; or
the site is shown to be no longer suitable because of its impact on the local amenity and environment; or
the loss of a minor proportion of existing floorspace would lead to the refurbishment or upgrade of floorspace on the greater part of the site; or
the loss of employment floorspace would result in significant regeneration, or social or environmental benefits for the wider area; or
the area, site or premises has been marketed for 18 months (minimum) at a reasonable price or rent with appropriate conditions for firstly, purely employment use, then secondly, mixed use or alternative employment creating uses; or
the site is within an area identified for an alternative form of development in the Core Strategy.**

Small employment sites/provision

- 7.16 In order to promote the diversification of the economy and new business start ups, there is a need to encourage smaller unit accommodation. The West Sussex Structure Plan, Regional Guidance and the Employment Land Review highlight a need to facilitate new businesses and to plan for the evolving changes in working practices. Such employment uses and premises may be appropriately located away from the Main Employment Areas; therefore, it is important to ensure that they do not have a negative impact on their surroundings. A balance between provision and amenity must therefore be considered for each proposal.

E4 The provision of small scale employment units or uses is encouraged provided the proposal:

**is in a sustainable location, makes efficient use of land, is accessible, integrates sustainable transport methods and can be sensitively accommodated within the surrounding area;
will predominately provide smaller start up accommodation and this clearly demonstrated.**

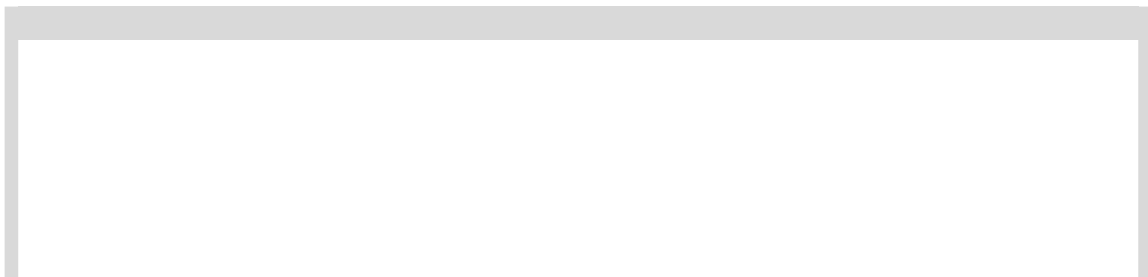
A SPATIAL PERSPECTIVE

8. GATWICK AIRPORT

- 8.1 There appears to be general support for the growth of Gatwick Airport to maximise its use as a single runway, two terminal airport subject to the continued support by the British Airport Authority (BAA) to demonstrate their commitment to manage and limit the impact of new airport development, and to address some of the existing problems caused by current development and its use.
- 8.2 The Council currently does not support the growth of the airport beyond its one runway, two terminal capacity. However, in accordance with the Aviation White Paper, the Council has been required by BAA Gatwick to safeguard land for a wide-spaced second runway. Safeguarding would be required to remain in place until the Government announces the outcome of its studies and its views on the construction of a third runway at Heathrow and its views on the future of Gatwick Airport. The final decisions are not likely to be made for several years and any review of the safeguarded area will need to be made in the context of any Government announcements.
- 8.3 BAA Gatwick has issued a Draft Outline Master Plan for the airport which sets out their proposals for a wide spaced second runway by 2030, should it be needed. It is intended that BAA Gatwick will publish a final Master Plan in late 2007. At this stage, the Council has no other information to suggest whether there may be alternative proposals for securing a second runway which may require less land to be safeguarded. As a consequence, the Proposals Map puts forward a safeguarded area in accordance with BAA's Draft Outline Master Plan proposals. BAA Gatwick have published an Interim Masterplan for Gatwick Airport which proposes to extend the safeguarded area further east to the M23.

Objectives

- 8.4 The policies for Gatwick in the Core Strategy are based on the following objectives:



Airport Development

- 8.5 Local planning policies have long supported the growth of Gatwick as a single runway, two terminal airport. In recent years, growth of the airport has been linked to a Sustainable Development Strategy and associated legal agreement.

- 8.8 GAL has confirmed that safeguarding would not affect the provision of any relief or link roads that may be required in the future to serve the strategic development West and North West of Crawley.

G2 The Proposals Map identifies land which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide-spaced runway (if required by national policy) together with a commensurate increase in facilities contributing to the safe and efficient operation of the expanded airport in accordance with advice in PPG13 (Annex B).

Minor development within this area, such as changes of use, and small-scale building works, such as residential extensions will normally be acceptable. BAA Gatwick will be consulted on all

9. MANOR ROYAL AND COUNTY OAK

- 9.1 Manor Royal and County Oak constitute one of the largest employment areas in this part of the South East. The area has changed over the years as older premises have been replaced by modern business premises meeting a range of different economic and employment needs. Manor Royal and County Oak, the Town Centre and Gatwick are the three main areas within the town that are critical to the town's current economic buoyancy. The continued success of these areas is a key factor in ensuring the growth of a diverse economy, in line with the Community and Economic Strategies.
- 9.2 The Council will look to work with employers, their representatives and other agencies with a view to maximising the potential of the area and securing an environment in which business can continue to prosper and grow.

Objectives

- 9.3 The key objectives and principles for Manor Royal and County Oak are:

To ensure that the two employment areas can successfully contribute to the local economy and that of the wider region through redevelopment and intensification, which allows for high quality business use and diversifies the town's economic base.

To maximise the efficient use of land.

To ensure that development accords with the Core Strategy's approach to safeguarding for the potential second runway at Gatwick.

To minimise impact on the countryside, Strategic Gap and landscape.

Redevelopment and Intensification

MC1 The Council will seek to ensure that proposals for the redevelopment and intensification of sites within Manor Royal and County Oak:

Provide high quality accommodation aimed at attracting high quality, diverse and complementary employment, and/or provide for a range of facilities which support the main employment uses;
contribute to improving environmental quality;
make the most efficient use of land and incorporate high quality design and sustainable development methods;
demonstrate appropriate methods of access and integrates sustainable methods of transport;

10. LAND WEST AND NORTH WEST OF CRAWLEY

- 10.1 The Adopted West Sussex Structure Plan identifies the western side of Crawley to accommodate a Strategic Development Location for 2,500 dwellings up to 2016. The allocation should accommodate a new neighbourhood including subsidised housing, high quality employment land and other uses associated

The development should be based on maximising the opportunities for the use of sustainable construction methods.

Joint Area Action Plan

- 10.7 The joint working logistics and arrangements are established and a Joint Members Steering Group is now overseeing and steering the production of the Joint Area Action Plan. Furthermore, the Joint Members Steering Group will continue to advise the Council's respective Cabinet/Executive and Full Council on the work, studies and consultation documents being undertaken and produced to support the Joint Area Action Plan's production.
- 10.8 The Joint Area Action Plan will set out how and where the development West

Translate the key principles and objectives for development into policy;

Outline the masterplanning and sustainability principles for the development.

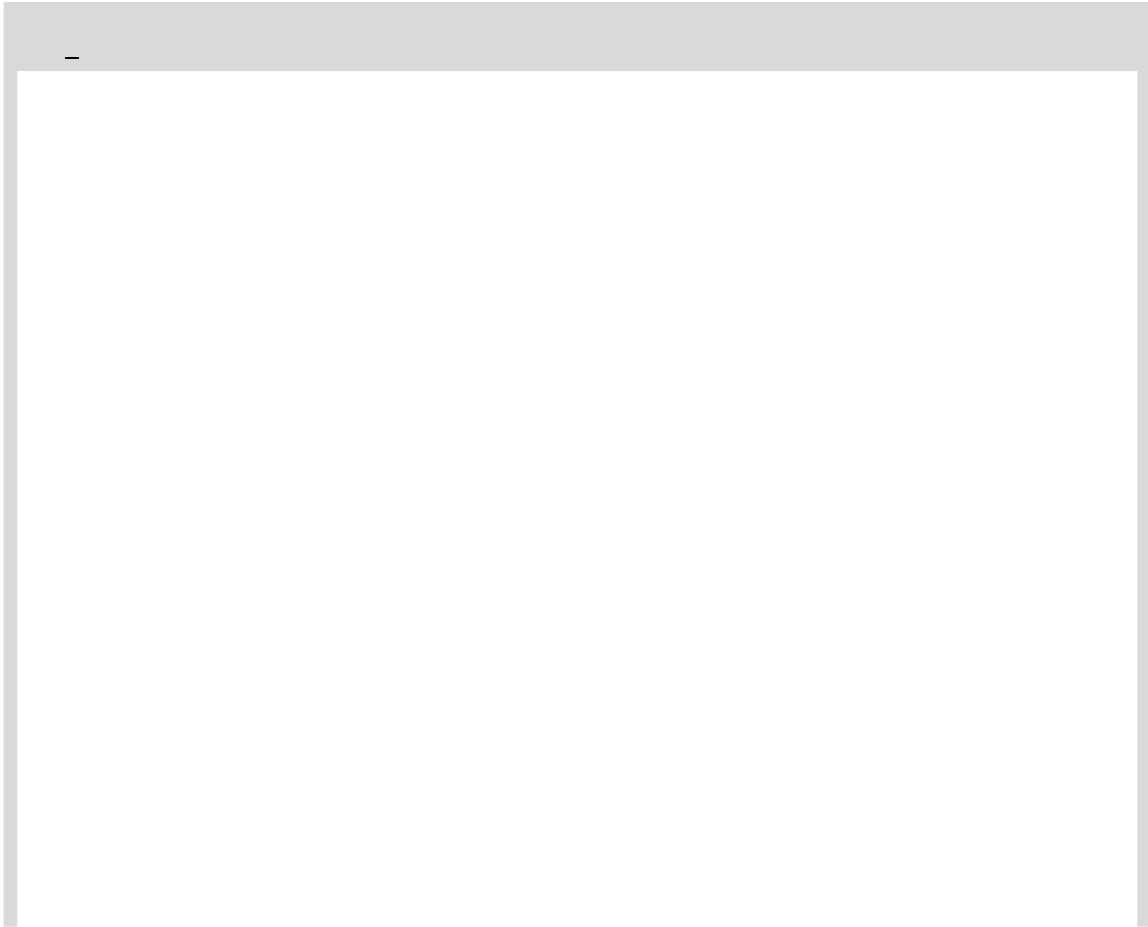
The Western Relief Road

- 10.9 The adopted West Sussex Structure Plan (2001 – 2016) requires the construction of a relief road around the north-western side of Crawley in conjunction with the development of the Strategic Location. As indicated in the Gatwick section, BAA has confirmed that any proposals to accommodate such a road would not be prejudiced by safeguarding proposals. The Borough Council considers that any new development West and North West of Crawley should not be allowed to add to existing traffic problems in the neighbourhoods on the western side of Crawley and should include measures which relieve pressure on the existing road network. In line with the Structure Plan the Council considers that this should be achieved by a form of 'relief road' but will work with Horsham District Council to ensure that sufficient transport infrastructure is provided to meet the needs of the new development and that any proposals finally adopted are in the best interests of sustainability and the local community on both sides of the Borough boundary.

Objectives

11.5 The key objectives and principles for development of the North East Sector are:

-



12. NEIGHBOURHOOD STRUCTURE AND NEIGHBOURHOOD CENTRES

12.1 Crawley was designated a New Town in 1947 and incorporated the settlements

Neighbourhood Centres

- 12.5 As a result of the development of Crawley as a new town, each neighbourhood has a neighbourhood centre which contain a mixture of uses to serve local needs. These uses include shops, community uses, small employment premises and schools. Despite their origins as part of the original masterplan for the town and its neighbourhoods, the role of the neighbourhood centres also reflects the principles of sustainable development as reflected in current government guidance. This is achieved by locating uses which generate local trips in areas which are most accessible by foot, cycle and public transport.
- 12.6 Due to the age of a number of the neighbourhoods and the changing needs of local residents, some of the neighbourhood parades are now in need of enhancement or redevelopment. However, future development proposals will continue to reflect the important role that the centres play in meeting local needs.

NS2 Neighbourhood centres will be protected and enhanced by:

Permitting retail, employment and community uses within the

13. TRANSPORT CORRIDOR BETWEEN THE TOWN CENTRE AND THREE BRIDGES STATION

- 13.1 This axis is a key transport corridor within the town linking Three Bridges Station to the Town Centre. It is also a route of the Fastway public transport system. It is a mixed use area - primarily residential and employment - where some redevelopment has already occurred. As a sustainable location, the opportunity to secure redevelopment of older and outdated premises for high quality mixed development at higher density should be progressed. There was significant support for securing higher density development in this area expressed by stakeholders during consultation.

Objectives

- 13.2 The policies in the Core Strategy for the Three Bridges Corridor are based on

Redevelopment of Employment Premises

- 13.4 The opportunities to secure high density development, both in terms of employment floorspace and new housing, should ensure that the employment contribution of the corridor to the town is maintained. Where proposals come forward for redeveloping existing employment land for residential use, the developer would be expected to demonstrate how the replacement of the lost employment land or floorspace would be replaced and how any reduction in floorspace is compensated by the quality of provision which results. Only in

14. THE COUNTRYSIDE

- 14.1 The limited area of countryside within the Borough is an extremely valuable asset for the community which should be protected and enhanced wherever possible. The approach in this Core Strategy is therefore not to permit new development within the countryside unless it is generally consistent with national policy in PPS7. This will help to ensure that the countryside is protected for future generations to enjoy.
- 14.2 West Sussex has long operated the concept of “strategic gaps”, intended as policy tools to prevent urban coalescence across often narrow areas of undeveloped land between nearby settlements which could otherwise be vulnerable to development pressures. National policy in PPS7 does not refer to gaps. Although some support is given to the concept of “local landscape designations” where these are formally and robustly assessed and justified, strategic gaps are not normally landscape designations. The draft South East Plan seeks to achieve a more common approach to policy on “gaps” across the region but has been the subject of considerable representations on this issue.
- 14.3 Until the regional framework is clarified it is inappropriate for further changes to

- 14.6 As the Core Strategy is not the appropriate vehicle for undertaking a comprehensive review of the built-up area boundary the Proposals Map makes only one change from that shown in the Local Plan, in order to facilitate a strategic housing development at Bewbush. The boundary as a whole will be reviewed in the context of the DCDPD referred to above. The DCDPD will also consider whether there are any Crawley-specific countryside issues requiring further detailed policy development and expression.

C1 The countryside beyond the Built-Up Area Boundary will be protected for countryside uses and enhanced and improved for example, for informal recreation use. Planning permission for development beyond the Built-Up Area will only be granted if it would be consistent with national policy, particularly that in PPS7: Planning and the Countryside, and sympathetic to the existing quality and character of the wider countryside.

Setting of the Town

- 14.7 The setting of the town is protected through (a) the status of the small area forming part of the High Weald Area of Outstanding Natural Beauty, (b) the countryside status of the area outside the built-up area defined on the Proposals Map, and (c) the continued designation of the strategic gaps brought forward from the Local Plan pending review in the forthcoming DCDPD. The latter are areas given additional protection from development in order to protect and enhance the separate identity and character of Crawley and to prevent coalescence with other settlements.

C2 The Council will seek to prevent development within the strategic gaps in order to protect the separate identity of the named settlements and prevent their coalescence. The following strategic gaps are brought forward from the Local Plan Proposals Map on an interim basis pending review after adoption of the South East Plan:

- **Charlwood Crawley and Gatwick Airport/Horley;**
- **Crawley and Horsham;**
- **Crawley and Pease Pottage.**

15. THE TOWN CENTRE

- 15.1 The Town Centre is a key component of the spatial strategy of this Core Strategy for Crawley. It is the most sustainable location for major developments attracting large numbers of people, and for a mix of uses including housing. Therefore, the Core Strategy adopts a positive and proactive spatial vision and strategy for the Town Centre in accordance with Government planning guidance (Planning Policy Statement 6: Planning for Town Centres PPS6).
- 15.2 The Draft South East Plan acknowledges that accessible, vibrant town centres are important for sustainable development and should continue to be the focal point for major retail, leisure, commercial and residential developments. It encourages local authorities to be proactive in encouraging appropriate development to maintain and enhance the function of their centres and identifies Crawley within the strategic network of regional centres where growth should be focussed. Crawley is also identified as a Regional Transport Hub in the Regional Transport Strategy, which advocates mixed- use, higher density land uses to create “living centres”.

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Objectives

15.5 The following objectives are proposed for the Town Centre:

To promote a thriving Town Centre with a rich mix of uses – jobs, shops, housing, leisure, community and civic facilities to enhance the vitality of the Town Centre during the day and into the evening.

To secure the growth of the Town Centre so it can fulfil its role in meeting the needs of the Gatwick Sub-Region, and can compete effectively within the region providing a greater range and quality of shops together with employment, cultural and leisure facilities.

To increase residential development in the Town Centre and create a new “Town Centre neighbourhood” with associated community facilities.

To create a strong retail circuit across the whole of the Town Centre and east to west / north to south balance in retailing.

To promote the evening economy within the Town Centre, retaining vitality in the Centre beyond shopping hours and supporting local residents, whilst protecting amenity and controlling anti-social behaviour.

- 15.8 Retail Capacity Studies undertaken in 2000 and again in 2005 and 2006 have identified a need for additional retail floorspace within the Crawley catchment to address unmet expenditure and to prevent leakage. The studies also identify a particular need for quality retail, particularly a high quality department store, which is not replicated within the sub-region, to claw-back expenditure lost to major centres some distance away, and to reduce retail mileage within the region. The study undertaken in December 2005 indicates that there is capacity to support a development in the order of 45,000 sqm net new retail floorspace by 2016. This would be sufficient to support a quality department store. This study indicates that a development of this nature would be unlikely to have a significant adverse impact on neighbouring centres as the primary claw-back is anticipated to be from major centres with a similar offer.
- 15.9 The most recent retail impact assessment, dated April 2006, considers the implications of changes in market share resulting from the proposed Town Centre North mixed-use, retail-led development, and the impact this is likely to have on existing retailers in Crawley and on other town centres. It identifies a 'baseline capacity' for about 33,000sq.m of additional comparison retail floorspace by 2016 but increases this to about 56,000sq.m net retail after allowing for certain other factors. It again concludes that clawback is likely to come from higher order shopping centres rather than neighbouring town centres.
- 15.10 Crawley needs to fulfil its role as an identified primary regional centre, providing for the needs of the growing population within its sub-region. Growth of the Town Centre, which is a transport hub supported by Fastway, will help reduce car trips across the region and support the planned growth of housing and employment. The Town Centre North development opportunity provides sufficient space for a sustainable, comprehensive mixed-used scheme to be developed, bringing a significant amount of new housing together with new retail, leisure, community and employment facilities. This will enhance the vitality of the Town Centre and help support a Town Centre "neighbourhood". This is such a significant development for Crawley, critical to the whole approach of the Core Strategy, that it is considered appropriate to allocate the Town Centre North site through the Core Strategy. This allocation will be supported by Supplementary Planning Documents for the site itself and for the wider Town Centre. Any additional retail provision in the Town Centre should only be permitted if it can be demonstrated that there is a clear need over and above the capacity of Town Centre North, or that it complements it.
- 15.11 A draft Supplementary Planning Document is being progressed which sets out the Development Principles Statement for Town Centre North. This document outlines the Borough Council's objectives and requirements for the development, including the information that will be required to support any planning application. It requires the development to integrate a new high quality, sustainable, mixed-use, retail-led development with the existing Town Centre. This Statement will be revised and progressed as a formal Supplementary Planning Document.
- 15.12 The development is expected to act as a catalyst for other improvements and developments across the centre, either through direct provision or by facilitating

15.13 The Town Centre North site encompasses many existing uses, such as the

TC3 Additional retail floorspace within the Main Shopping Area will be permitted if it:-

Adds to the range and quality of shopping facilities in the Town Centre, enhances its vitality, viability, attractiveness, and enhances the retail circuit.

Can be demonstrated that there is a clear need for the development over and above the capacity of Town Centre North, or that it

Complements Town Centre North by providing opportunities for small, independent stores.

Leisure, culture, health, employment and other community facilities, particularly those supporting Town Centre residents, workers and visitors, will be supported provided the vitality and viability of the primary shopping area is not undermined. The positive role the evening economy can play in enhancing the Town Centre's vitality and viability is recognised, provided that concentrations of such uses and the possible effect on local amenity is controlled.

Retail Development outside the Main Shopping Area

15.18 One of the Government's key planning objectives is the promotion and enhancement of existing town centres, by focusing development in the centres and encouraging a wide range of services in a good environment, accessible to all. Retail development outside the Main Shopping Area therefore needs to be restricted and controlled, in accordance with Government guidance. Edge of centre or out of centre retailing, including retail warehousing, will only be permitted if need (both quantitative and qualitative) can be proven, the sequential approach has been applied to site identification and it can be demonstrated that the proposal would not have an adverse impact on the Town Centre's vitality and viability. The Council may seek to control the type of goods sold, mezzanine floors or the overall floorspace of a development. Proposals will also have to comply with other policies such as the protection of employment floorspace and greenfield sites.

TC4 Retail development outside the Main Shopping Area, which is not identified in Policy TC2 will not be permitted unless:

**There is an identified quantitative and qualitative need for further retail development which cannot be met on more central Town Centre sites after the application of the Sequential Approach; and
The impact of the development will not undermine the vitality and viability of the Town Centre or neighbourhood centres.**

Town Centre Living

Town Centre Strategy

- 15.21 Town Centre North should be a major catalyst for improvement across the whole of the Town Centre. Some changes will be directly related to this and other new development, will add to the attraction and viability of the Town Centre. The Town Centre must also be a clean, safe and pleasant place in order to attract shoppers, workers and visitors, and become a place where people will want to live. Town Centre management has an important role to improve and promote the Town Centre. The Borough Council and key stakeholders, through the Town Centre Partnership, will develop a Town Centre Strategy covering all these aspects. This Strategy will complement the Town Centre North SPD, and the Borough Council may progress a Town Centre-wide Masterplan SPD and other site specific SPD's as appropriate. This approach should ensure that full advantage is taken of the opportunities arising from the step-change created by Town Centre North.

TC7 The Council will work with the Town Centre Partnership to develop a Town Centre Strategy to identify wider aspirations for the Town Centre, to identify environmental and ecological improvement opportunities and to address Town Centre Management, maintenance, safety and security, promotion, and accessibility. Supplementary Planning Documents for the Town Centre and sites within it will complement this as appropriate.

PART 3 : MONITORING AND IMPLEMENTATION

16.1 The Core Strategy must respond to changing needs and circumstances,

Topic	Indicator / Proposed Action	Target and dates	Responsible Agency	References / Comments
Housing				

H1 / H2
Housing
provision

Completion of
4,500
dwellings by

From 2001 to
2006 current
base and
annually

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H7 - Gypsy and Traveller site	Provision of site(s) to meet identified local need	Provision of sites/buildings by 2016	County Council, Borough Council and neighbouring Districts	Needs assessment and site identification to be progressed jointly with WSCC and neighbouring Local Authorities.
Infrastructure and Community Services				
ICS2 - Infrastructure provision	Number of schemes with S.106 planning obligations / use of contributions made for infrastructure , open space and community facilities Up to date SPD's setting out basis for requirements	Collection and expenditure of monies within appropriate timescales. 100% of S.106 agreements fully complied with in agreed time scales	Borough Council / West Sussex county Council	
ICS4 - University Campus	Provision of new university campus within or surrounding Crawley Borough	Site Specific DPD in place in accordance with LDS. Planning permission submitted for new University campus by 2016	Sussex University / Dept for Education / other higher education facilities / Borough Council	
ICS5 - Use of Surplus education land	All redevelopment proposals for educational land not needed for public open space to be used for	100% use of surplus educational land utilised	WSCC Education Authority / Crawley Borough Council	

	community facilities or housing			
Environment				
EN1 - Nature Conservation	<p>Ensure all relevant agencies are consulted on planning applications involving listed sites / areas</p> <p>Ensure no development permitted on listed sites set out in EN1</p> <p>Number of new Biodiversity Action Plans agreed</p>	<p>100% within DC consultation periods</p> <p>No development permitted on EN1 listed sites unless conforming with Policy EN1</p> <p>No specific monitoring beyond looking for opportunities for undertaking such Action Plans</p>	Borough Council / appropriate agencies	
EN3 - Green Spaces and Corridors	No loss of green space without local assessments being undertaken	100% use of local assessments to evaluate loss of green spaces	Crawley Borough Council	

Transport				
T1 to T3 - Managing Travel demand and widening choice of transport	<p>Increase in the proportion of journeys to work by walking, cycling and public transport</p> <p>Reduced proportion of car parking for commercial properties in the town centre (B1 and retail off street and on-street parking).</p>	<p>Increase on 2001 levels by 2018</p> <p>Reduction from 2001 levels by 2016</p>	Borough Council / West Sussex County Council	Monitoring through Census travel to work data and through adhoc transport surveys/assessments.
Local Economy				
E1 / E2 - Employment provision	280,000 sq.m by 2016 from 2001	<p>Completion of 280,000 sq.m employment floorspace between 2001 and 2016.</p> <p>Bringing forward of employment land DPD within Plan period.</p>	Crawley Borough Council and Private sector	<p>Review necessary to consider:</p> <p>potential implication of West and North west of Crawley; and Town Centre North implications</p>
Three Bridges Corridor				

TBC1 / TBC2 – redevelopment and improvement of the Three Bridges corridor

Secure major redevelopment / development within corridor to attract high value business occupiers and environmental improvements

Development Strategy in place by 2016 and programme of improvements

TBC3 – New transport interchange at Three Bridges Station	Secure new Three bridges transport interchange	By 2016	Crawley Borough Council, West Sussex county Council, Network rail, Train Operators, private sector	
The Countryside				
C1 – Development beyond the built up area boundary	Maintain countryside areas against inappropriate development	No loss of Countryside unless in accordance with exceptions policy.	Crawley Borough Council	
C2 – Local Strategic Gaps	Maintain strategic gaps	No loss of strategic gap unless for those uses identified in saved local plan policy	Crawley Borough Council	
Town Centre				
TC1 – Town Centre North	Develop Town Centre North Scheme	By 2015	Crawley Borough Council, English Partnerships, Grosvenor developer and other private sector, Town Centre partnership, other agencies	

TC2 – Alternative Town Centre sites	Deliver other town centre development sites	Bring forward adopted SPD's for all relevant sites by 2015	Crawley Borough Council, Town Centre partnership, private sector.	
TC7 – Town Centre Strategy	Bring forward an overall plan allowing for the co-ordinated development of the Town Centre and associated management issues	Establish town Centre strategy and Action Plan by 2011 Supplementary Planning document for whole Town Centre by 2008.	Borough Council, English Partnerships, Grosvenor developer and other private sector, Town Centre partnership, other agencies	

APPENDIX 1

Crawley Borough Housing Trajectory 2001 – 2016

Local Planning Authorities are required to prepare a housing trajectory, the main purpose of which is to provide a progress report comparing past performance against anticipated housing supply. This trajectory has been prepared in support of the housing policies within the Core Strategy but will be updated annually through the Annual Monitoring Report. The trajectory will also assist in implementing the Plan, Monitor and Manage approach in determining housing proposals.

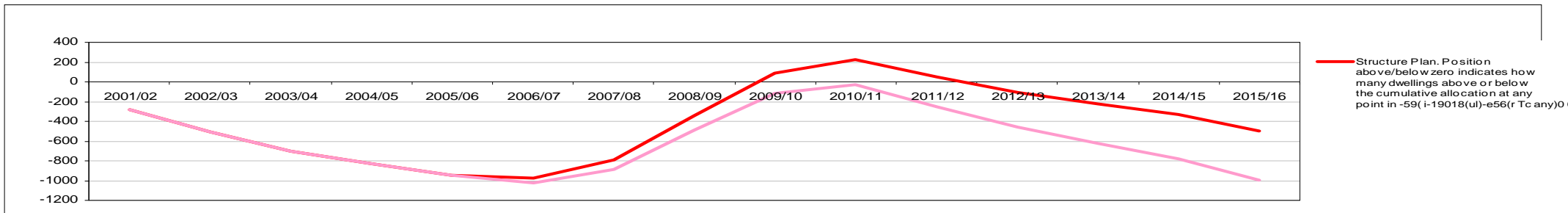
The trajectory explains the table below (as included within the housing chapter of this Core Strategy):

Plan Period Requirement 2001-2016 at WSSP rates	4500
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Crawley Borough Housing Trajectory 2001 - 2016 with gross WSSP annualised allocation

(including 2005/06 residential data)

	ACTUAL COMPLETIONS					PROJECTED COMPLETIONS									
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Sites with Planning Permission						263	340	308							
Core Strategy Strategic Allocations							92	394	670	377	80	185	185	195	135
Small Sites						6	6	6	6	8					
Windfall Sites							50	50	50	50	50				
Total Past Completions	33	73	116	188	221										
Total Projected Completions						269	488	758	726	435	130	185	185	195	135
Estimated losses	13	3	13	13	33	3	2	7				46			
Past net completions	20	70	103	175	188										
Projected net completions						266	486	751	726	435	130	139	185	195	135
Cumulative net completions	20	90	193	368	556	822	1308	2059	2785	3220	3350	3489	3674	3869	4004
Structure Plan. Annualised net strategic allocation	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
SEPlan Annualised net strategic allocation	300	300	300	300	300	350	350	350	350	350	350	350	350	350	350
Structure Plan. Position above/below zero indicates how many dwellings above or															



Core Strategy Chapter 11. North East sector	
Policy NES1 – North East Sector	The following LP policies are replaced by NES1 and NES2 in the CS: Chapter 7 Housing Policy H3A, Provision for a new neighbourhood Chapter 13 Development of the North East Sector, Policy NES 1 – General requirements Chapter 13 Development of the North East Sector, Policy NES 2 – Sustainable Design Chapter 13 Development of the North East Sector, Policy NES 3 – Housing requirements of the new neighbourhood Chapter 13 Development of the North East Sector, Policy NES 4 & 5 – Other development in the North East Sector Chapter 13 Development of the North East Sector, Policy NES 6 – Facilities for the new neighbourhood Chapter 13 Development of the North East Sector, Policy NES7 – Provision of social infrastructure
Policy NES2 – The North East Sector Neighbourhood	
Core Strategy Chapter 12. Neighbourhood Structure and Neighbourhood	
Policy NS1 – Neighbourhood Structure	H3A – Provision for a new neighbourhood
Policy NS2 – Neighbourhood Centres	
Three Bridges Station	
	and support
	ment of
Core Strategy Chapter 14. The Countryside	
	C1- Development beyond the built up area boundary

	Chapter 9 Shopping, Policy SH12 – Town Centre Development Opportunities
Policy TC4 – Retail development outside the Main Shopping Area	Chapter 9 Shopping, Policy SH2 – General Chapter 9 Shopping, Policy SH3 – General
Policy TC5 – Town Centre living	Linked to Local Plan Chapter 7 Housing.
Policy TC6 – Transport and parking	
Policy TC7 – Town Centre strategy	Chapter 9 Shopping, Policy SH5 – Town Centre Regeneration

Note Chapter 2 of the Saved Local Plan (2000) and the STRAT 1-3 policies will be superseded by Core Strategy objectives, listed at the beginning of each chapter.

