

West of Bewbush



**Horsham
District
Council**



HORSHAM DISTRICT AND CRAWLEY BOROUGH
LOCAL DEVELOPMENT FRAMEWORKS

West of Bewbush

Joint Area Action Plan (2009)



July 2009

£15.00



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(2009)**

Development Plan Document

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West of Bewbush Joint Area Action Plan (2009)

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1	Chapter 1: Setting the Scene	3
	Local Development Framework	3
	Planning Context	3
	Joint Working Arrangements	4
	Community and Stakeholder Involvement	4
	Stakeholder Involvement	5
	West of Bewbush – Constraints and Opportunities	6
	Alternative Development Options	7
2	Chapter 2: Development Vision, Principles and Objectives	9
	Context	9
	Vision	9
	Principles and Objectives	9
	The Neighbourhood Principle	10
3	Chapter 3: West of Bewbush Neighbourhood – Allocation of land and Conceptual Masterplan	13
	Allocation	13
	Land East of Holmbush Farm Access and West of Landfill Site Access – South of the Railway: Core Phases 1 and 2	14
	Land East of Holmbush Farm Access and West of Landfill Site Access – North of the Railway: Core Phase 3	15
	Land East of the Landfill Access and West of Bewbush - South of the Railway Line: Core Phases 1 and 2	15
	Land East of the Landfill Access and West of Bewbush - North of the Railway Line: Core Phase 2	17
4	Chapter 4: Policies for Development	19
	Neighbourhood	19
	Design	20
	Neighbourhood centre	22
	Housing	26
	Environment	29
	Recreation and Open Space	34
	Education	35
	Employment	37
	Sustainability / Sustainable Construction	39
	Former Inert Landfill Remediation	45
	Transport	47
	Sustainable Transport	52
	Utilities Infrastructure	57

5	Chapter 5: Phasing and Delivery	59
	Phasing	59
	Core Phase One	59
	Core Phase Two	61
	Core Phase Three	63
	Delivery	64
	Specific Delivery and Issues / Matters	71
6	Chapter 6: The Longer Term Approach	75
	The Longer Term	75
	The Longer Term Approach	75
	The Area of Study Policy Context	77
7	Chapter 7: Monitoring and Implementation	79
	Introduction	79
	Monitoring Framework	80
8	Chapter 8: Conclusions	83
	Appendix 1: Housing Trajectory	85
	Glossary	87

Chapter 1: Setting the Scene

Local Development Framework

- 1.1 This Joint Area Action Plan (JAAP) is one of a series of documents, which forms part of the Local Development Frameworks (LDF) for Horsham District and Crawley Borough. It allocates land West of Bewbush for the development of 2,500 homes and other uses. It has been prepared in accordance with the Planning and Compulsory Purchase Act 2004, which requires Councils to produce a LDF comprising a suite of documents that address either particular topics, or the planning of specific sites or locations. The Core Strategy is the overarching document in the LDF as it sets out the long term vision, spatial objectives and development strategies for an area.
- 1.2 The adopted Horsham District Council and Crawley Borough Council Core Strategies set out the key principles for the development of 2,500 homes and other uses in the Area of Study; West and North West of Crawley. The Joint Area Action Plan expands these principles to provide a more detailed planning framework for the development of land West of Bewbush. **The Joint Area Action Plan does not repeat the policies in either Core Strategy, or the adopted Horsham District General Development Control Policies document but the Plans should be read together to aid decision making and will be material considerations in the determination of any planning applications, together with the adopted Horsham District Planning Obligations Supplementary Planning Document.**
- 1.3 The respective Horsham District Council and Crawley Borough Council Proposals Maps have been updated to reflect the content of this document, as they have for other Development Plan Documents that have been prepared as part of the respective LDF.

Planning Context

- 1.4 The Crawley/Gatwick area forms part of the 'Western Policy Area' identified in Regional Planning Guidance for the South East (RPG9). The Western Policy Area is characterised as being economically buoyant, but subject to particular constraints and pressures relating to labour markets, housing and transport. The South East Plan (2006 – 2026), which has superseded RPG9, identifies the Crawley/Gatwick area as a transport and regional hub where development should be focussed.
- 1.5 The West Sussex Structure Plan 2001 identified a Strategic Development Location to the West and North West of Crawley and stated that development should include 2500 dwellings, including subsidised housing, together with associated uses and infrastructure.

- 1.6** As consequence of this regional and sub-regional policy context, Horsham District Council and Crawley Borough Council Core Strategies, both of which were adopted in 2007, outline the policy approach towards planning for a new Crawley neighbourhood to the West and North West of Crawley. The Councils have worked together closely and as a result there is much similarity in the policy approach towards planning for the neighbourhood. The Councils agreed to work jointly to bring forward the Joint Area Action Plan to ensure the neighbourhood is developed in accordance with the agreed development principles and objectives and in the most sustainable manner.

Joint Working Arrangements

- 1.7** Horsham District and Crawley Borough Councils' policy approach towards working together to bring forward the Joint Area Action Plan for the neighbourhood is set out in the respective Core Strategies. Joint working arrangements between the two Councils were formalised in February 2006, which introduced a structured framework for the preparation and production of the Joint Area Action Plan. The joint working arrangements introduced three arenas to support the Joint Area Action Plan production; a Joint Members Steering Group, a Stakeholder Group and a Joint Officers Board.

Community and Stakeholder Involvement

- 1.8** An Issues and Options document was published in September 2006 for a six week period of public consultation. A series of drop-in sessions were held at locations in Colgate and Rusper Parishes and in Crawley. A stakeholder workshop event was also held with key interested parties. The Issues and Options Joint Area Action Plan set out a number of the key implications facing the development of a new neighbourhood within the Area of Study, but did not identify a specific area to accommodate the development. Around 450 responses were received during the consultation process, covering a variety of issues, and these were carefully considered. Responses were received not only on the document itself, but also on a series of topic cards that were produced to aid discussion and feedback on issues raised as part of this stage of the Joint Area Action Plan preparation process. These responses, together with further technical work and sustainability appraisal, informed the drafting of the Joint Area Action Plan Preferred Options document.
- 1.9** The Preferred Options Joint Area Action Plan was published in October 2007 for a six week period of public consultation. It identified land West of Bewbush as the Councils' preferred location for the new neighbourhood. All options for development were assessed against the sustainability objectives for bringing forward the development, which also informed the preferred option selection. This appraisal work was set out in the Draft Final Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA).

West of Bewbush Joint Area Action Plan (2009)

- 1.10** The consultation process included public exhibitions and a further stakeholder workshop. Over 330 representations were received, some of which were detailed in nature. These responses were analysed and considered as part of the preparation of this Submission Joint Area Action Plan. In addition, following the consultation period further technical work was undertaken and a series of meetings were held with key stakeholders. These included discussions around the emerging masterplan, with infrastructure providers, the Highways Agency, West Sussex County Council, the Environment Agency and representatives of the local Parish Councils and amenity groups. All of which helped to enable the Councils to finalise this Joint Area Action Plan.
- 1.11** A Statement of Compliance details the consultation that has been undertaken and indicates the Councils' response to the objections and issues raised. The Statement of Compliance can be found on the dedicated website, www.westofcrawley.gov.uk, together with the evidence base that has been assembled during the preparation of this Joint Area Action Plan.

Stakeholder Involvement

- 1.12** The submission JAAP and accompanying Final SA/SEA Report were submitted to the Secretary of State for independent public examination. Around 280 representations were received from organisations and individuals within the specific 6 week period for representations.
- 1.13** Some of the representations received sought the inclusion of alternative sites for development, or for changes to the boundary identified in the document (and indicated on the Conceptual Masterplan). These proposed changes were published in the West of Bewbush Joint Area Action Plan Alternative Development Sites and Boundary Changes document. As required, there was a further six week period for the receipt of representations on these proposed site or boundary changes. A further 105 representations were received on the 10 alternative sites or boundary changes.
- 1.14** The Submission Joint Area Action Plan was subject to independent public Examination in January/February 2009 in order to test its soundness and to consider issues arising from the representations made at the Submission stage. The Inspector appointed by the Secretary of State to conduct the Examination produced a report with recommendations that were binding on the Councils. The changes required by the Inspector have been incorporated and the West of Bewbush Joint Area Action Plan, along with the Proposals Map, have been adopted by both Councils as formal Development Plan Documents and form part of their Local Development Frameworks.

West of Bewbush – Constraints and Opportunities

- 1.15 The land allocated for a new neighbourhood lies adjacent to the western edge of Crawley. The eastern parts of the site adjacent to the town have an urban fringe character, which is influenced by the ground disturbance associated with the former inert landfill and the visibility of the buildings within the existing neighbourhood of Bewbush.

- 1.16 The allocated land is generally well enclosed by development, hedgerows, trees, and woodland. It is bounded to the south by the A264 and to the east by the existing neighbourhood of Bewbush and Spruce Hill Brook. Kilnwood Lane, which bounds the site to the north, follows a ridge line that separates the West of Bewbush site from the land to the north. The western boundary of the site is defined by mature trees north of the railway line; the wooded area of Pondtail Shaw and a mature hedge to the south of the railway line along the Holmbush Farm access. The Arun Valley railway line runs through the northern half of the site and there is a distinct difference in character between the former inert landfill and the areas to the west of the landfill site and to the north of the railway line, which are more rural in character.

- 1.17 There are no statutory designations and few environmental constraints to the development of the site; although it does contain a strong landscape framework of mature trees and hedges, including the significant woods of Capon Grove and Pondtail Shaw, which provides the potential for structure and green infrastructure for the new neighbourhood. The wooded area north of the A264 and east of Hoppers Brook is a feature in the landscape but does not have a high biodiversity value as it is a plantation of Poplar. The West of Bewbush site is adjacent to House Copse Site of Special Scientific Interest (SSSI) and Ancient Woodland, Kilnwood Copse Site of Nature Conservation Importance (SNCI) and Ancient Woodland and the High Weald AONB (Area of Outstanding Natural Beauty). Full regard has been given to these adjacent environmental and landscape designations.

- 1.18 An "historic parkscape" is recorded on West Sussex County Council's Historic Environment Record (HER) in land to the south-east of Kilnwood. Recent surveys by a landscape historian and archaeologist have confirmed to the satisfaction of the County Archaeologist that there is no evidence of a designed parkland landscape and that this entry on the HER does not present a constraint to development. The southern part of this parkscape is now agricultural land. A few relic parkland features may survive in the agricultural land but these are most likely to be in the northern part of the parkscape, which includes existing trees, east and just south of Kilnwood.

- 1.19 Bewbush Brook and Hoppers Brook are the only watercourses within the site and both are included in the Strategic Flood Risk Assessment. Bewbush Brook is identified as having a small floodplain with a medium risk of flooding. This presents an opportunity to provide a green corridor from the existing

West of Bewbush Joint Area Action Plan (2009)

town through the West of Bewbush site to the countryside beyond. No residential development is therefore proposed in the Bewbush Brook floodplain and the site will need to be the subject of a more detailed Flood Risk Assessment at the planning application stage.

- 1.20** Around a third of the developable land West of Bewbush was subject to tipping between 1977 and 2006. Material tipped in the area is largely construction waste of silts and clays and does not contain domestic refuse. The site has been monitored, including boreholes and water quality sampling, since 2002. Some issues of contamination have been identified but the extensive assessment work that has been carried out confirms that the site can be developed for residential use with appropriate remediation. The remediation works will be undertaken before the commencement of Core Phase Two, through a full programme of agreed land remediation works. The first stage of these works was the surrender of the Waste Management Licence. The application for the surrender was made after a programme of monitoring had been agreed with the Environment Agency. The application for the surrender was submitted, by the landfill operator, to the Environment Agency in October 2008 and was accepted by the Agency in early 2009. The second stage is the physical remediation of the site. It is anticipated that some landfill material will be removed from the site and that the landform will be remodelled. This provides opportunities in terms of masterplanning the new neighbourhood. Details regarding the landfill site and available remediation options are set out in the background documents to this Joint Area Action Plan.
- 1.21** The presence of a railway line running through the site opens up the opportunity for sustainable travel with the provision of a new railway station. Furthermore, the proximity of the West of Bewbush site to the adjoining existing neighbourhoods of Bewbush and Ifield West provides the opportunity to extend the existing bus network into the new neighbourhood, further enhancing sustainable travel choices. For travel by the private car, the A264 provides direct access onto the strategic road network. Noise associated with the railway line and the A264 will need to be mitigated through the design of the new neighbourhood.

Alternative Development Options

- 1.22** As part of the process of preparing this Joint Area Action Plan a number of alternative options for development were considered and were subject to sustainability appraisal, as set out in the Final SA/SEA Report. These alternatives, and the reasons for rejecting them, were consulted on at the Preferred Options stage. Alternatives included:
- A neighbourhood West of Ifield
 - Development divided between west of Bewbush and West of Ifield

- Development of land for strategic employment uses
- Incorporation of land for other activities including a strategic health facility, a cemetery, a gypsy and travellers site, and a sewage treatment works.

1.23 Nothing arose out of the consultation responses to suggest that the reasons for rejecting the alternative locations for development, or for not including the alternative land uses, were incorrect. The technical work that has been undertaken, together with the consultation with key stakeholders and the local community, has confirmed that land West of Bewbush is the most appropriate sustainable location within the Area of Study for the development of a new neighbourhood for Crawley for the period to 2018. Whilst it may be possible to provide for some or all of the other alternative land uses that were considered and consulted upon, these will not form part of this Joint Area Action Plan. Further information is included in the appraisal of options in the Final SA/SEA Report and in the response to Preferred Options representations in the Statement of Compliance.

1.24 The provision of a site for a strategic health facility has been considered further. Both Councils' continue to support the provision of a hospital in the Crawley area and discussions with the appropriate Health Authorities continue. The West of Bewbush Joint Area Action Plan does not include a site for a substantial medical facility although the opportunity remains for the provision of such a use to the west of the Joint Area Action Plan area. Such a proposal would be of strategic significance and is likely to be the only type of use that could be considered appropriate on an exceptional basis within this part of the Horsham Crawley Strategic Gap.

Chapter 2: Development Vision, Principles and Objectives

Context

- 2.1 The policies, principles and objectives of the adopted Core Strategies set the parameters within which the Joint Area Action Plan process operates and the development will occur. They sit alongside the broader visions of both the Horsham District Community Strategy and the Crawley Borough Community Strategy and have contributed towards a dedicated vision for the development.

Vision

- 2.2 The development vision for West of Bewbush is;

"A sustainably built and located development, based on the neighbourhood principle, where residents can become involved in their community and share the benefits of a high quality of life. A wide range of local services will be accessible to local residents and there will be strong and sustainable links, with Crawley. The neighbourhood will be served by excellent public transport opportunities, which will give access to a wide range of services and facilities, Crawley town centre and employment opportunities. There will be high quality open spaces and informal leisure facilities but there will also be links into the surrounding countryside, the character of which will be respected."

Principles and Objectives

- 2.3 The principles and objectives to deliver this vision are set out in full in the respective Core Strategies. For the Joint Area Action Plan these have been drawn together and summarised as follows:
- the development should take place on a 'neighbourhood' principle with the provision of a mix of uses which are likely to include shops, employment, a primary school, a library service, doctors' surgery, public open space, local transport infrastructure as well as housing, including affordable homes;
 - the new development should be integrated with the physical and social infrastructure of Crawley, and with the landscape;
 - the new development should avoid contributing to the coalescence of settlements by maintaining the sense of separation between Horsham and Crawley;
 - the development should provide a mix of housing types and sizes including the provision of up to 40% affordable housing;
 - the development should be based on maximising the opportunities for the use of sustainable construction methods;

- new development should avoid areas of flood risk and aircraft noise contours of 60dBA Leq or more (either as existing or as indicated in relation to the alignment of the potential second runway at Gatwick);
- the development should seek to minimise any increase in levels of traffic through the existing neighbourhoods of Crawley and, where possible, relieve pressure on the existing road network;
- sufficient transport infrastructure should be provided to meet the needs of the new development, whilst maximising the opportunities for sustainable transport, and;
- opportunities for new employment, should be provided beyond that required in a neighbourhood centre, including the possibility of an employment allocation within the area.

The Neighbourhood Principle

- 2.4** A primary objective for the development is that it should be built on the neighbourhood principle, as seen across the rest of Crawley. The neighbourhood principles as developed in the Joint Area Action Plan are as follows:

Neighbourhood Centre / Local Self Sufficiency

- The provision of 'day-to-day' retail, services and facilities (all western neighbourhoods have medical facilities, community facilities and centres and places of worship).
- The inclusion of education provision to meet the needs of the neighbourhood up to secondary school level for which provision is more centralised.
- Development on the basis of local self-sufficiency, where possible, supplemented by good access, including by public transport to the town centre and Gatwick.

Green Neighbourhoods

- The provision of green infrastructure (in the form of formal play space, playing fields/pitches and informal open space such as green corridors between the neighbourhoods) to meet the needs of the community.
- Good access to the countryside; incorporating a network of public rights of way.

West of Bewbush Joint Area Action Plan (2009)

Heart of the Community / Neighbourhood Identity

- A neighbourhood centre acting as a focus for the community with the use of its services and facilities providing the neighbourhood vitality.
- Masterplanning and architecture, which provides the neighbourhood with a unique character and identity.

Sustainability

- The opportunity for the community to be self sufficient on a 'day-to-day' basis, with good access to the town centre, centralised services and areas of major employment, reducing the need to travel and providing communities with a sense of place and identity.
- The provision of employment floorspace to provide local opportunities alongside the concentration of employment at Gatwick, Manor Royal and the Town Centre.

West of Bewbush Joint Area Action Plan (2009)

West of Bewbush Joint Area Action Plan (2009)

Chapter 3: West of Bewbush Neighbourhood – Allocation of land and Conceptual Masterplan

Allocation

- 3.1 Horsham District and Crawley Borough Councils' Core Strategies indicate that provision will be made for a new neighbourhood in the area west and north-west of the existing built-up area of Crawley. Land west of Bewbush, as shown on the Proposals Maps, is considered the most appropriate location for the new neighbourhood.

Policy WB 1

Neighbourhood West of Bewbush

Land West of Bewbush comprising the area north of the A264 adjacent to Bewbush, as far west as the Holmbush Farm A264 access, and as far north as Kilnwood Lane is allocated to accommodate a new neighbourhood of 2,500 dwellings and associated uses, programmed in order to enable their completion by 2018

- 3.2 The detailed form and layout of the neighbourhood will be determined through a planning application or applications. Policies to guide this are set out and explained in the following chapter. The development should, however, be delivered on a comprehensive basis in accordance with the West of Bewbush Conceptual Masterplan, which illustrates the intended location of specific land uses.

Policy WB 2

Comprehensive Development

The Neighbourhood should be delivered on a comprehensive basis in accordance with this Joint Area Action Plan, including the principles of the West of Bewbush Conceptual Masterplan.

Land East of Holmbush Farm Access and West of Landfill Site Access – South of the Railway: Core Phases 1 and 2

- 3.3** Access to the land West of Bewbush will be provided by a new roundabout junction onto the A264. The new access will seek to improve the access arrangements of the commercial properties in Holmbush Farm Potteries Industrial Estate, which are currently accessed from a left in, left out junction on the southern carriageway of the A264. The position of the new roundabout junction will be on land immediately north of the A264 carriageway, within the existing Poplar plantation, east of Hoppers Brook. This has the advantage of minimising the visual impact of the new junction, particularly from the west as it will to a large extent be screened by the existing trees, which would be supplemented by additional planting.
- 3.4** The new junction and access road into the West of Bewbush site will be designed so that it does not prejudice the ability to be extended at some point in the future, if considered necessary and/or appropriate, to form part of a western relief road between the A264 and the A23. Sufficient land will be safeguarded to allow for the dual use of the access if needed beyond the provisions of this Joint Area Action Plan. A landscaped buffer will be provided along the western side of Hoppers Brook to help minimise the visual impact of the access road.
- 3.5** Land between the Holmbush Farm access and Hoppers Brook is identified as informal open space linked with Pondtail Shaw, which together form part of the firm western boundary of the development. Pondtail Shaw will be retained and managed for public access, including part of the circular route that contributes to the green linkages provided in and around the land West of Bewbush. However, part of this informal open space may be safeguarded for an alignment of a possible western relief road after May 2014 if an agreed alignment is determined.
- 3.6** Land to the south of the access road, amounting to some 2.5 hectares will be developed for playing pitches. The remainder of the land between the new access road and the landfill access road will be developed for housing in the first core phase of development. The density of development will vary from higher density around the main neighbourhood access to lower densities at the fringe of the development area. It will incorporate the existing belt of trees with some open space that includes a neighbourhood play area of some 1,200m² (0.12ha), which will be designed for a wide age range.
- 3.7** A landscaped buffer will be provided along the A264 to enhance the existing tree screen between the road and residential development and to provide noise attenuation. The precise width of the landscaped area will be determined at the detailed planning application stage, but will be of sufficient width to incorporate part of the circular route that contributes to the green linkages provided in and around the land West of Bewbush.

West of Bewbush Joint Area Action Plan (2009)

Land East of Holmbush Farm Access and West of Landfill Site Access – North of the Railway: Core Phase 3

- 3.8** A bridge will be provided across the railway line for pedestrians, cyclists and equestrians as part of the circular route that contributes to the green linkages provided in and around the land West of Bewbush. It will also provide access through Pondtail Shaw to residential development on either side of the railway line and could link to Capon Grove, which will be retained. An area of open space will be provided next to Capon Grove and will include a neighbourhood play area of some 1,200m² (0.12ha), which will be designed for a wide age range. A landscaped buffer will be provided along the railway line to provide noise attenuation.
- 3.9** Land immediately south and east of Kilnwood will be provided as a landscape buffer. A landscape buffer will also be provided on the western edge of the development site. The remainder of the land will be developed for residential use in the third core phase of development and is likely to be of a lower density to respect the more rural character of this part of the site. There is no provision for a vehicular access onto Kilnwood Lane and the existing tree boundary to the south of Kilnwood Lane will be supplemented by additional planting.

Land East of the Landfill Access and West of Bewbush - South of the Railway Line: Core Phases 1 and 2

- 3.10** A secondary access will be provided onto the A264 as a right and left in, left out signalised junction. This will be used as the access for the first core phase of development and will be provided for emergency access or for limited access for necessary or sustainable modes of transport such as school buses in the long term. The development of a signalised junction allows for the provision of a formal 'at grade' crossing of the A264 for pedestrians, cyclists and equestrians. An existing designated bridleway does cross the A264 but is too dangerous to use because of the speed and volume of traffic using this part of the strategic road network. The provision of a safe crossing to the Area of Outstanding Natural Beauty (AONB) to the south will enhance links with the countryside but will also require the diversion of existing public rights of way and the provision of additional sections of routes to ensure that the crossing links up with the existing bridlepath through Bewbush to Kilnwood Lane and the countryside beyond and into the AONB.
- 3.11** An east – west road will link the access into the new neighbourhood to the Neighbourhood Centre, which is located in the centre of the site. Land to the south of this access will be predominately residential built at a higher density with some open space provision including a neighbourhood play area of some 1,200m² (0.12ha), which will be designed for a wide age range. The residential development close to the existing neighbourhood of Bewbush and westwards to the new roundabout junction on the A264 will be developed

in the first core phase of development; with development occurring adjacent to the existing neighbourhood in the first instance. A north – south route will link this residential area with the Neighbourhood Centre and railway station. A link to the existing neighbourhood of Bewbush will be provided at Sullivan Drive for use by buses, emergency vehicles, pedestrians, equestrians and cyclists but not for use by the private car. This will be regulated by the provision of a bus gate that can only be operated by authorised users.

- 3.12** A landscaped buffer will be provided along the A264 to enhance the existing tree screen between the road and residential development and to provide noise attenuation. The precise width of the landscaped area will be determined at the detailed planning application stage, but will be of sufficient width to incorporate part of the circular route that contributes to the green linkages provided in and around the land West of Bewbush.
- 3.13** The Neighbourhood Centre is located central to the development area. It will provide a mix of uses including a range of retail, recreation/leisure, business and other community uses such as a Primary Care Centre, which will incorporate space for up to 4 GPs, pre-school nursery provision and a library facility. A 2–3 form entry primary school will be provided adjacent to the Neighbourhood Centre and two neighbourhood play areas will be provided close to the Neighbourhood Centre (to the east and west), linking with other areas of open space provision. A neighbourhood level of employment floorspace will be provided close to the Neighbourhood Centre, preferably in a format that encourages start-up businesses. The neighbourhood centre will be provided in the second core phase of development.
- 3.14** A Combined Heat and Power plant (CHP) and possibly a waste management or recycling facility could be provided as part of the neighbourhood development to assist in reducing the carbon emissions of the new development. If this is considered the most appropriate method to reduce carbon emissions, the Conceptual Masterplan identifies 1 hectare of land adjacent to the Neighbourhood Centre as an Environmental Infrastructure Area which could include the above uses, close to the access road and Pondtail Shaw. A CHP system in this location would provide good vehicular access for the delivery of fuel, and its development close to Pondtail Shaw would help minimise the visual impact of the plant.
- 3.15** A substantial area of open space with approximately 3 hectares of playing pitches will be provided adjacent to the existing pitches in Bewbush, which will assist in the integration of the new neighbourhood with the existing neighbourhood of Bewbush. This will provide an important pedestrian and cycle link and this land will incorporate part of the circular route for pedestrians, cyclists and equestrians that contributes to the green linkages provided in and around the land West of Bewbush.

West of Bewbush Joint Area Action Plan (2009)

- 3.16** Land adjacent to Bewbush Brook, south of the railway line will be provided as a green corridor with pedestrian and cycle access that will also act as an area for flood attenuation, which may include wetland habitats.
- 3.17** The Conceptual Masterplan includes provision for a new railway station with associated car parking. Although the delivery of the railway station has yet to be confirmed there is a strong indication that this is commercially viable and will be provided. There is an opportunity with the provision of a new railway station for it to be a landmark building that could accommodate other uses. If the railway station is not provided for any reason this does not undermine the integrity of the masterplan. A bridge will be provided across the railway line at this point for pedestrians, cyclists, equestrians, public transport and emergency vehicles. A central bridge will be provided across the railway line for all modes of transport from the main vehicular access through the Neighbourhood Centre.

Land East of the Landfill Access and West of Bewbush - North of the Railway Line: Core Phase 2

- 3.18** The development of land to the north of the railway line will take place during the second core phase of neighbourhood development. This land will be developed for residential use at a medium density and will include around 2 hectares of playing pitches together with a neighbourhood play area of some 1,200m² (0.12ha), designed for a wide age range. It will be provided adjacent to an area of existing woodland, which will be retained and the new vehicular access. A small mixed use development to provide convenience shopping will be provided north of the railway crossing. This centre will provide for the day to day needs of residents in the northern part of the neighbourhood and residents of Ifield West.
- 3.19** A pedestrian, cyclist, equestrian, public transport and emergency vehicle route will be provided adjacent to the railway line between the new neighbourhood and Ifield West into Woodcroft Road. This will not be available for use by the private car. It will be regulated by the provision of a bus gate that can only be operated by authorised users. This link will provide a high quality public transport link into Crawley and an opportunity for residents of the existing neighbourhood at Ifield West to access the services and facilities of the new neighbourhood together with the possible railway station.
- 3.20** A landscaped buffer will be provided along the railway line to provide noise attenuation and will incorporate part of the circular route for pedestrians, contributing to the green linkages provided in and around the land West of Bewbush. This route will continue through the existing area of trees along the northern boundary of the development site and will link with the existing public right of way along Kilnwood Lane.

West of Bewbush Joint Area Action Plan (2009)

West of Bewbush Joint Area Action Plan (2009)

Chapter 4: Policies for Development

Neighbourhood

- 4.1** Crawley was designated a New Town in 1947 and incorporated the settlements of Crawley, Ifield and Three Bridges. The masterplan phased the development of the town through the addition of complete neighbourhoods, each with good access to its own centre offering local shops, services and community facilities. Each neighbourhood was intended to help build up the new communities, achieve closer integration and provide greater accessibility to the neighbourhood centres. The neighbourhoods are a key feature of the planning and development of Crawley and represent a sustainable form of development.
- 4.2** As a result of the development of Crawley as a new town, each neighbourhood has a neighbourhood centre, which contains 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.
- 4.3** The neighbourhood principle includes common themes, which form part of the Conceptual Masterplan and are required to be delivered in accordance with Policy WB 3 – Neighbourhood Principle.



Policy WB 3

Neighbourhood Principle

The detailed masterplanning and delivery of the development should incorporate the following neighbourhood principles:

- A neighbourhood centre to act as the focus for services, facilities, community activity and integration;
- A concentrated number of formal and informal open spaces;
- A legible layout, that facilitates access by all modes of transport to the Neighbourhood Centre and open spaces;
- Clear, pedestrian and cycle linkages throughout the neighbourhood for permeability and surveillance;
- Practical and convenient sustainable transport linkages to and from the Town Centre, primary employment locations and adjacent neighbourhoods;
- Clearly defined edges and character for the area making it distinguishable from the adjacent neighbourhoods;
- The provision of green corridors throughout the neighbourhood and into adjacent neighbourhoods;
- Distinctiveness achieved through contextual and unique architecture, urban and landscape design.

Design

- 4.4** Good design is a key element in securing sustainable development through the creation of an attractive, legible, safe and accessible environment. Good design encapsulates the layout of spaces and places, the linkages between buildings, the streetscape, urban and green landscaping, the orientation of buildings, the scale of buildings and use of appropriate materials. Good design will also create environments and spaces with natural surveillance, which should reduce the likelihood and fear of crime. Sensitive and considered integration with the urban and rural edge will be achieved through good design.

West of Bewbush Joint Area Action Plan (2009)

- 4.5** As a consequence of the existing and proposed structural landscaping and topography a range of densities and storey heights should be developed across the neighbourhood, with the Neighbourhood Centre being the focus of the higher densities and storeys. The format of the Neighbourhood Centre and the flexibility that exists regarding densities and storey heights may mean that a landmark building could form part of the neighbourhood.

The Neighbourhood Centre will act as a focus for services and facilities



- 4.6** To ensure that the design of the new neighbourhood is of high quality, there should be a good, well-reasoned, consistent and thorough Design and Access Statement (DAS) in place at the outline planning stage, to include a phasing strategy. Early sections of the DAS should deal with the context, constraints and character analysis supplemented, where necessary, by supporting statements. There should be an overall vision and overarching design principles drawn from the contextual analysis to provide a solid foundation for the creation of a high quality development. The DAS must demonstrate with the necessary clarity and consistency, and in accordance with best practice, how the vision and principles would inform the detailed design and ensure a high quality development. This approach would establish the design principles and the commitment to quality and delivery at the appropriate stage. The DAS should be developed with the involvement of local communities, stakeholders and CABE or the Regional Design Panel and in partnership with the District and Borough Councils.
- 4.7** The DAS should include a strategic, site-wide masterplan which shows the different land use elements and the broad urban form, including the block structure and street pattern, etc. This would form the basis for individual strategies and detailed sample layouts needed to demonstrate how the vision would work and how the desired level of quality would be achieved. The DAS should also include a high level Design Code which should be of high quality and provide clarity and the right balance between prescription and flexibility.
- 4.8** A detailed masterplan and design code for each phase, graphically illustrating the layout and built form and designed to accord with the principles in the DAS, is a necessary precursor to the submission of reserved matters applications in order to clearly establish the relationship of each development parcel to the scheme as a whole. The detailed master plans and design codes would build on the DAS and provide an appropriate level of detail for the submission of individual reserved matters applications. This approach will allow the masterplan to respond to changing circumstances as the site develops, while still being guided by the overarching principles set out in the

DAS. Planning permission would include a condition requiring that the detailed masterplans, design codes and reserved matters applications should be in accordance with the DAS unless otherwise agreed in writing by the LPA.

Policy WB 4

Design

The design principles below should be accorded to throughout the development in its entirety, and each core phase:

- The design and layout of the neighbourhood should reflect the neighbourhood principle;
- Development should achieve a high quality, inclusive, mixed use, safe and integrated neighbourhood;
- Development should address the street, create streetscape variety, interest and legibility. Streets, paths, open spaces and communal areas should provide natural surveillance;
- Densities and storey heights across the neighbourhood should vary, with the higher densities and storey heights in the most sustainable locations, such as near transport nodes and the Neighbourhood Centre;
- Contextual and sensitive, but imaginative and innovative architecture, urban and landscape design to achieve a distinctive neighbourhood character;
- Good quality external facing materials, surface and boundary treatments will be required.

The Design and Access Statements accompanying planning applications must provide a robust link between general development principles and final detailed designs and clearly demonstrate, through the use of examples and illustrative diagrams, how these principles would ensure high quality design.

Neighbourhood centre

Community Centre

- 4.9 Community Centres have traditionally provided an important focus for a neighbourhood in providing a social meeting point for local people and their activities. Whereas once community centres tended to take the form of large halls with limited facilities, the current trend is for multi-use centres able to provide flexible space to allow a wide range of community groups to benefit from the centre. Such a community centre should be provided within the Neighbourhood Centre and be of around 700m², providing flexible space for a variety of uses.

Policy WB 5

Community Centre

The Neighbourhood Centre should include a multi-use community centre with flexible space to facilitate a range of activities and community groups. The community centre should provide approximately 700m² of flexible space, the exact size will be determined at the time to meet the needs of the development's population.

Healthcare

- 4.10** There are currently fifteen GP surgeries located in Crawley, five of which are located within the western neighbourhoods. All surgeries are accepting patients within their local catchment area, though a number of these are operating with patient lists close to, or above, the national average. As a consequence, a surgery for three or four GPs will be required to meet additional demand from the neighbourhood, ideally operating from a single centre.

Policy WB 6

Healthcare

The development should include a Primary Care Centre of sufficient size to accommodate a four doctor surgery of approximately 700m², plus additional space for dental services, voluntary and social services and a pharmacy. The exact size will be determined at the time to meet the needs of the development's population. The Primary Care Centre should be located within or adjacent to the Neighbourhood Centre.

Library

- 4.11** The gross external floorspace of the new Crawley town centre library building is 5,147m², and it accommodates the public library (2,800m²), register office (450m²) and ancillary areas (1,100m²). In addition to the new library, a smaller library is located at Broadfield Neighbourhood Centre, with a mobile library increasing coverage in this area.
- 4.12** West Sussex County Council guidelines recommend a standard provision of 32m² of library facilities per 1,000 people. On this basis, a total of 3,279m² of library floorspace is required to meet the demands of the current Crawley population with the addition of the neighbourhood. Consequently, there is a shortfall in existing library provision and the neighbourhood itself will contribute to this shortfall.
- 4.13** On the application of West Sussex County Council's recommended guidelines of 32m² of library provision per 1000 people an indicative neighbourhood requirement of 170m² to 200m² will exist, although West Sussex County Council consider a provision of 150m² would be sufficient to meet the needs of the neighbourhood.
- 4.14** On this basis the Neighbourhood Centre should provide 150m² of library floorspace, perhaps provided as additional floorspace to the development of the community centre. The library floorspace should be provided at ground floor level to ensure easy access. West Sussex County Council could facilitate the development of a larger library by making available index linked contributions from other developments to fund an expansion in library floorspace provision.

Library space is included within the neighbourhood centre



Policy WB 7

Library

150m² of library floorspace should be provided within the Neighbourhood Centre, preferably in conjunction with the development of the community centre.

Joint Provision of Community Facilities

- 4.15** Within a planned neighbourhood there is potential to combine a number of community uses into a single building or complex of buildings. This creates the opportunity for an improved service to the public, wider use of facilities, and greater efficiency in the use of resources.

Policy WB 8

Joint Provision of Community Facilities

Consideration should be given to the provision of community facilities within a single building or a complex of buildings located within or adjacent to the Neighbourhood Centre.

Retail

- 4.16** Retail provision in Crawley's neighbourhoods comprises a parade containing a mix of convenience and comparison retail uses, supported by an element of non-retail service use. Several neighbourhood centres also contain a multi-purpose anchor supermarket able to provide a number of functions. Taking into account current retail provision within Crawley's western neighbourhoods, and the importance of local retail facilities in building a sustainable community, it is considered that a retail floorspace provision of between 1,250m² and 2,500m² should provide sufficient scope for the Neighbourhood Centre to fulfil its role of meeting everyday needs. The level of provision should also provide opportunities for small scale and independent retailers, notwithstanding that the Neighbourhood Centre may be anchored by a multi-purpose supermarket.

Policy WB 9

Retail

Between 1,250m² and 2,500m² of retail floorspace should be provided within the Neighbourhood Centre

Housing

Market Housing

- 4.17** To ensure the neighbourhood provides the opportunity for a balanced and sustainable community a range of dwelling sizes and types should be provided in each phase of the neighbourhood. The developer will need to indicate at the planning application stage the nature of the accommodation to be provided in each phase.



Policy WB 10

Dwelling Mix

There should be a mix of dwelling sizes and types within each core phase of the development. For each Core Phase it should be demonstrated how a mix of dwelling size and type is to be delivered.

Affordable Housing

- 4.18** Both Councils' Housing Departments have worked jointly to inform the policy context and strategy for affordable housing delivery.
- 4.19** To help meet local housing needs as identified in the Councils' Housing needs surveys, the neighbourhood should include a range of affordable housing of different sizes and types in different locations. In accordance with the respective Councils' Core Strategies Affordable Housing Policy, the neighbourhood as a whole should include 40% affordable housing. Of the 40% provision, 70% should be social rented and 30% intermediate affordable housing, although this will be kept under review using the latest housing market and needs evidence.
- 4.20** To ensure a balanced supply each phase should include 30% to 50% affordable housing. It is recognised that flexibility may be required in certain phases to meet housing objectives, to assist housing delivery or to ensure the type and level of affordable housing is delivered in the most sustainable and appropriate locations. Therefore, provided 40% is achieved across the whole neighbourhood, ranges of 30% to 50% may be applied to specific phases.

West of Bewbush Joint Area Action Plan (2009)

- 4.21** In terms of the size and type of affordable housing, a wide range of affordable housing type and size should be provided to meet identified housing need. There should be a mix of homes suitable for families and smaller households as well as for older people and vulnerable households in each phase of the development. A range of non-general needs housing should be provided, such as wheelchair accessible homes, independent move-on accommodation, clustered accommodation and extra care. It is recommended that approximately 2% of all affordable homes should meet fully adapted wheelchair standards and, in the event that national requirements do not come into force, the developers are encouraged to design approximately 20% of the affordable homes to meet Lifetime-Homes standards.
- 4.22** A range of affordable housing type and size should be delivered for each tenure type, to avoid, for example, social rented accommodation only being provided through 1 and 2 bedroom properties. A guide has been produced on the percentages of type and size of affordable housing to be provided in each phase. This guide forms part of the Housing Position Statement and should be considered the starting point for discussions with the local planning authority.
- 4.23** To ensure the creation of a mixed, integrated and socially inclusive community the affordable housing should be developed to the same standards as the market housing and affordable dwellings should be fully integrated with the market housing irrespective of tenure. For management purposes it may be considered appropriate in some circumstances to cluster the affordable housing in small groups; for flatted accommodation groups of 10-12 units around a service core may be appropriate.
- 4.24** Bearing in mind the timescale over which the will be developed, changes in local housing needs may need to be factored into the delivery of affordable housing in the later phases of the development.

The document sets specific targets for the provision of affordable housing



Policy WB 11

Affordable Housing

Affordable housing should comprise a target 40% of the total housing provided in the neighbourhood.

Each phase of the development should contain between 30% and 50% affordable housing. The precise proportion for each phase will be determined having regard to the form and nature of the development, local housing needs and objectives, the need to secure a balanced programme of affordable housing delivery and the need to ensure that different types of affordable housing are appropriately and sustainably located.

A tenure split of 70% social rented and 30% intermediate tenure should be provided across the neighbourhood, although this will be reviewed using up-to-date housing market and needs evidence throughout the implementation of the development.

A range of affordable housing type and size should be delivered for each tenure type. The guidance within the Housing Position Statement should be considered as the starting point for negotiations with the local planning authority regarding the mix of dwelling type and size.


Developers are encouraged to design and build approximately 2% of all affordable homes to fully adapted wheelchair standard and approximately 20% of affordable homes to meet Lifetime-Homes standards.

The delivery of affordable housing will be kept under review during the course of the development. Changes in the size, type or tenure of the affordable housing may be sought to reflect changes in affordable housing need or objectives.

In the event that, for viability reasons, the developer considers the full requirement for affordable housing cannot be met, the local planning authority will need to be satisfied fully that this is the case. In those circumstances it will discuss with the developer how and to what extent those requirements might be amended. The local planning authority may request a viability appraisal be carried out to accompany a planning application.

Environment

Landscape

- 4.25** In terms of visual sensitivity the impact of development West of Bewbush on its surroundings is considered low as the landscape is generally well enclosed by existing development, hedgerows, trees and woodland. However, sensitivity increases to medium north of the railway as the land rises, although substantial visual enclosure exists due to the existing vegetation.
- 4.26** Landscape character sensitivity is considered low between the railway and the A264 around the former inert landfill site. Further west between the railway and the A264 sensitivity increases as the landscape becomes more rural and distant from the existing urban edge of Crawley. Sensitivity north of the railway increases as a consequence of the adjacent environmental constraints.
- 4.27** The Conceptual Masterplan outlines the core elements of landscaping required to minimise the visual impact of the development on the surrounding area, particularly in terms of impact on the High Weald AONB and the Horsham Crawley Strategic Gap. The need to remediate the former inert landfill site, and as part of the remediation, reconfigure the topography of the site, means that opportunities exist through the remediation strategy to minimise the impact of the development on the landscape.
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- 4.28** Proposed landscaping should compliment the existing landscape and woodland. Key Poplar Copse, planting on the western boundary of the neighbourhood north of the railway line and planting around the boundary of Kilnwood to mitigate the impact of development on this existing property. Also, significant tree planting should be delivered along side the western primary access road, whilst not prejudicing the longer term delivery of a Western Relief Road, if required. Landscaping and planting will also be introduced along Kilnwood lane to complement the existing eastern landscaping and significant landscaping and planting will be introduced (where it does not already exist) along the development's frontage with the A264.
- 4.29** In some locations advanced planting may be required to ensure that planting is sufficiently mature to minimise any adverse effects by the time development is delivered.

Policy WB 12

Structural and Informal Landscaping

Structural and informal landscaping should be delivered in accordance with the Conceptual Masterplan. A programme for the delivery of the structural and informal landscaping, including advanced planting should be agreed with the local planning authority before development commences.

Biodiversity

- 4.30** The neighbourhood West of Bewbush does not include any environmental designations; however, the site is adjacent to House Copse SSSI and Ancient Woodland and Kilnwood Copse Ancient Woodland and SNCI. The valued features and elements of these designations are to be retained and, where appropriate taking into account the effect of increased access on biodiversity under policy WB 13, improved access and enhancement should be achieved. It is a key objective of bringing forward the development that it should not result in a detrimental impact on these neighbouring designations.
- 4.31** Within the neighbourhood there are two significant woods, Capon Grove and Pondtail Shaw. These woods are to be retained as they make a valuable contribution to the character and quality of the area; Pondtail Shaw in particular fulfils a significant landscape role and will form part of the neighbourhood's central green corridor.
- 4.32** At the current time, records from the Sussex Biodiversity Records Centre indicate that the development site does not host any biodiversity of considerable note; however, it is essential this position is reviewed as each core phase comes forward for development.
- 4.33** The development should incorporate measures to enhance biodiversity through, for example, the planting of native species or provision of bat boxes, where possible.

Policy WB 13


Biodiversity

Capon Grove and Pondtail Shaw should be retained. For each core phase of the development, a full assessment of biodiversity should be undertaken and, if required, mitigation measures should be implemented to protect and enhance biodiversity.

Archaeology

- 4.34** West Sussex County Council's Historic Environment Record (HER) records an "historic parkscape" in land to the south-east of Kilnwood. However, a survey in early 2008 has confirmed that there is no evidence of a designed landscape although several specimen trees which pre-date the development at Kilnwood remain in the current agricultural landscape and should be retained where possible. The first edition 6-inch Ordnance Survey Map (1872 – 1874) shows the land as parkland, but the southern part of the Kilnwood parkscape is now agricultural land. This means that it is unlikely that parkland relics exist in the agricultural element; however, relics may survive in the northern element of the parkscape (just south and east of Kilnwood) which lie outside the area identified for residential development.
- 4.35** Although not within the area allocated for the neighbourhood Bewbush Moat Scheduled Ancient Monument is adjacent to the eastern boundary of the neighbourhood. Proposals for development within the vicinity of Bewbush Moat Scheduled Ancient Monument should have regard to the monument and, if required, outline how adverse effects will be mitigated.

Green Linkages

- 4.36** The neighbourhood's formal and informal open spaces should be joined together by green linkages and improve the legibility and accessibility of the neighbourhood. Furthermore, green linkages will provide access to the surrounding countryside, the High Weald AONB and Bewbush. Whilst the area to the south of the A264 is outside of the West of Bewbush allocation, the Councils are seeking to enhance the link to the public Rights of Way network to the south of the A264 so it connects with the new 'at grade' crossing to provide a valuable and useable route into the High Weald AONB and Buchan Country Park.
- A network of green linkages will be provided into and around the neighbourhood
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Policy WB 14

Green Linkages

Green linkages should be provided as outlined on the Conceptual Masterplan including:

- A circuit around the neighbourhood
- Links into Bewbush, Ifield West, the countryside to the north and west, and south over the A264 into the High Weald AONB
- A bridleway link across the railway line near to the proposed station, taking account of the need of the minimum necessary distance from the bridleway's present route and the safety of equestrians on the bridge and its approaches, but subject to reasonable construction and visual impact issues.

Noise

- 4.38** Crawley Borough Council's Core Strategy states that noise sensitive development (residential) should not be accommodated in an area subject to, or potentially subject to, 60 dBA or more. This policy approach accords with PPG24. In terms of the neighbourhood, two potential noise sources exist, the railway and the A264. Noise assessments have been undertaken and the Conceptual Masterplan reflects the results of these assessments by locating residential development away from the two noise sources.

Policy WB 15

Noise

No residential or other noise sensitive development should be located in areas where they would be exposed to noise levels of 60dBA or more.

Flood Risk / Management

- 4.39** This Joint Area Action Plan has been informed by a Strategic Flood Risk Assessment (SFRA), which has assessed the strategic flood risk of the Area of Study.
- 4.40** The neighbourhood includes two watercourses, Bewbush Brook and Hopper's Brook. Both are identified in the SFRA, with a small area of Flood Zone 2 associated with Bewbush Brook. This area is at medium risk from a flooding event occurring. The management of this risk is reflected in the Conceptual Masterplan, as the Flood Zone forms part of the central green corridor. No

development is proposed in the Flood Zone. It is also likely that this area will accommodate any flood or surface water attenuation measures that the neighbourhood Flood Risk Assessment identifies.

- 4.41** Across the neighbourhood measures such as Sustainable Drainage Systems (SuDS) where appropriate should be implemented in accordance with PPS25 and the SFRA's development recommendations.
- 4.42** Flood attenuation measures and the possible implementation of SuDS should ensure that run-off levels are not increased.

Policy WB 16

Flood Risk / Management

To minimise the risk from flooding, and to ensure high quality green linkages, no development should be located within Flood Zone 2.

Elsewhere within the neighbourhood flood attenuation measures and, where appropriate, SuDS should be incorporated to ensure there is no increase in pre-development run-off rates.

For each Core Phase of the development a Flood Risk Assessment should be undertaken and, if required, a programme of mitigation measures undertaken.

Waste Management & Recycling Facilities

- 4.43** The Environmental Infrastructure Area provides sufficient flexibility to incorporate, if required, a neighbourhood scale waste management facility, such as a household waste recycling facility.
- 4.44** Household Waste Recycling Facilities (HWRs) are supervised facilities where members of the public can bring and discard a variety of household waste, in the manner of civic amenity sites. Typically, such a facility would be able to receive waste such as smaller household recyclable items, larger electronic goods and garden waste.
- 4.45** At present, household waste recycling provision in Crawley is provided by a Household Waste Recycling Site at Metcalf Way. Discussions with the County Council have indicated that additional HWR infrastructure may be needed to meet the needs of the new neighbourhood West of Bewbush. The Conceptual Masterplan incorporates an Environmental Infrastructure Area which provides the opportunity for the development of such a facility, if there is evidence to support its inclusion.

Policy WB 17

Household Waste Recycling Facilities

As a minimum, the development should provide index-linked contributions towards the provision of Household Waste Recycling facilities.

Recreation and Open Space

- 4.46** The National Playing Field Association (NPFA) sets out a standard of 2.4 hectares of outdoor play space per 1,000 population. The Crawley Playing Pitch Strategy (2005) recommends that within this 2.4 hectare standard, 1.2 hectares should be allocated for active playing pitches. These standards have broadly informed the policy approach and Conceptual Masterplan for the neighbourhood.



- 4.47** The policy approach and Conceptual Masterplan has divided open space into two types;
- Formal Open Space; including sports pitches, kick-about areas and children's play areas.
 - Informal Open Space; including natural and semi-natural open space, parks and green corridors

- 4.48** The neighbourhood should include 15.4 hectares of open space. The open space provision should be broadly split 50/50 between formal and informal open space. Although the Conceptual Masterplan and Policy WB 19 – Recreation and Open Space outline a direction regarding the type, scale and location it is acknowledged that a degree of flexibility is essential to ensure the neighbourhood's needs are catered for. The exact amount of open space and the balance between informal and formal open space to meet local needs will be assessed using up-to-date data when each planning application is submitted.



West of Bewbush Joint Area Action Plan (2009)

- 4.49** In terms of the formal open space, emphasis should be placed on the provision of playing pitches and active open spaces. These should be able to accommodate a wide range of activities for all ages and interests and act as focal points for the neighbourhood.
- 4.50** Furthermore, with regard to playing pitches a degree of flexibility exists in terms of the final form of provision; for example the provision of an artificial surface may be preferable in qualitative terms, or the enhancement of neighbouring playing pitch provision.
- 4.51** Allotments could form part of the overall provision.
- 4.52** The specific level of open space required will to some degree be dependant on up to date population projections for the neighbourhood and the specific size and type of dwellings to be built. This position will be reviewed as each Core Phase planning application is submitted.

Policy WB 18


Recreation and Open Space

Open space should be provided within the neighbourhood in accordance with the following criteria:

- Approximately 15.4 hectares of open space across the neighbourhood. The specific amount of open space to be determined by up-to-date population projections for each planning application submitted;
- A roughly even split between formal and informal open space the exact balance to meet local needs to be determined by up-to-date population projections for each planning application submitted;
- A structured distribution of open space throughout the neighbourhood, to make it easily accessible by the community and to create urban parks / lungs and neighbourhood focal points;
- Design and layout of the open space should make it suitable for a wide range of activities for all ages and interests.

Education

- 4.53** To accord with the neighbourhood principle it is essential the neighbourhood provides and contributes towards sufficient education infrastructure. The specific level of education infrastructure and services required will to some degree be dependant on up-to-date population projections for the neighbourhood and the specific size and type of dwellings to be built. Notwithstanding this, this section outlines the anticipated educational requirements for the neighbourhood.

- 4.54** It is anticipated that up to around 300 children up to 4 years old will be living in the neighbourhood; therefore, there is a requirement to secure prescribed early years provision free of charge to eligible 3 and 4 year olds as well as a related requirement to secure sufficient childcare facilities to meet the needs of working parents. These facilities could be flexibly provided throughout the neighbourhood, but linking provision to the neighbourhood centre, open spaces and the primary school is preferred. West Sussex County Council has indicated that a requirement exists to meet this need through the Child Care Act 2006 and an index linked contribution would be sought to meet the neighbourhood's requirements.
- Provision is made within the development for a 2-3 form entry primary school
- 
- 4.55** West Sussex County Council, the education authority, divides Crawley into educational sectors. The neighbourhood falls within the west and north-west educational sectors and will have the largest impact on these sectors.
- 4.56** Primary schools in these sectors are anticipated to be operating at between 84-87% of capacity by 2011, and it is estimated that a surplus of primary education places will exist in the west and north-west sectors by 2011. The neighbourhood is likely to accommodate approximately 550 primary school pupils. The primary school requirement is also dependant upon the extent to which use is made of the existing latent capacity in the west and north-west educational sectors. As a consequence, of these factors, the Conceptual Masterplan outlines a primary school site to meet this projected demand. West Sussex County Council have indicated that a new 2-3 form entry primary school (or equivalent) would be required, which equates to a site of up to 3 hectares as indicated on the Conceptual Masterplan. This approach reflects West Sussex County Council's view regarding the best location and management arrangements for school provision within and adjacent to the neighbourhood.
- 4.57** Secondary schools cover a larger catchment area, and the neighbourhood is likely to impact upon the north-west and south west educational sectors which contain 2 County secondary Private Finance Initiative (PFI) schools and 2 aided secondary schools. Whilst the County schools mainly draw their pupils from their immediate catchment areas, the aided schools draw theirs from much wider areas. It is forecast that the three schools in the north-west educational sector, one County and two aided, will approach full capacity in 2008, and may exceed capacity in 2009-10, leaving little or no space for further increases in pupil numbers. The secondary school in the south-west

sector will however still have surplus spaces in 2010. The neighbourhood is forecast to accommodate approximately 400 secondary school pupils, and 40 - 50 sixth form students.

- 4.58** West Sussex County Council has indicated that additional accommodation would need to be provided at existing secondary schools in Crawley and this is an achievable and a reasonable approach. An appropriate index linked contribution to provide additional school capacity, including at the PFI schools, will be required.

Policy WB 19

Education

The development should include the following education facilities:

- Nurseries, or equivalent facilities will be provided by the development to meet the requirements of the neighbourhood, through appropriate index linked contributions at each core phase.
- A 2-3 form of entry primary school at the site identified on the Conceptual Masterplan.

The developer will be expected to make land available for the facilities and meet the capital cost of construction. Delivery of the facilities should be phased to ensure pre-school and primary facilities are available early in the development of the neighbourhood.

Additional secondary school capacity and accommodation will be provided at secondary schools in Crawley, and the development will be expected to secure the capacity through index linked contributions at each core phase.

Employment

- 4.59** Policy NE7 (The North East of West Sussex) of the West Sussex Structure Plan states the importance of Gatwick/Crawley as a focus for growth. It suggests sites are allocated in the vicinity of Crawley and Gatwick to meet the strategic requirements of the Crawley/Gatwick economy, including a strategic employment allocation, possibly associated with this strategic development location.

- 4.60** Furthermore, Policy GAT2 – Economic Development (which relates to the Gatwick Area – Sub Region) of the adopted South East Plan states that high value added economic growth and development that seeks to maximise the value added by the sub-region's economy will be encouraged. The policy criteria goes on to suggest one way in which this could be achieved is through providing employment floorspace in association with major developments and strategic locations.



- 4.61** The Councils' Core Strategies also indicate that employment floorspace should be provided at a neighbourhood level to meet the requirements of the neighbourhood.
- 4.62** In this context, and to establish an understanding of the employment floorspace requirements at both a strategic and neighbourhood level, the Councils commissioned consultants to examine this issue, taking account of the respective Councils' Core Strategies policy context, evidence base, including the Atkins Employment Land Review (2005). Furthermore, the consultants undertook a floorspace needs assessment taking account of key economic drivers and requirements.
- 4.63** The study concluded that there is currently no need to allocate land for strategic employment within the Area of Study in the context of the Councils' Core Strategies. Therefore, the approach is not to allocate strategic employment provision within the Area of Study as it is considered that strategic employment need up to 2016 can be met through existing allocations, intensification of existing employment sites and the policy context of both Councils' Core Strategies. However, it will be essential that strategic employment provision is revisited in light of the adopted South East Plan, examining the longer term role of the Area of Study, the position regarding the requirement for a second runway and safeguarding implications, all of which are to be addressed as part of the Councils' Core Strategy reviews.
- 4.64** However, the study concluded that limited employment provision should be made for small and medium-sized businesses as part of the neighbourhood centre, similar in nature to the Basepoint Centre in Crawley. Therefore, the policy approach is that 8000m² of employment floorspace should form part of the neighbourhood centre, preferably in the form of employment floorspace for start up and micro businesses.

- 4.65** In addition to the above, the neighbourhood may present the opportunity to accommodate existing service employment uses from within Horsham District and Crawley Borough, to the benefit of the neighbourhood.

Policy WB 20

Employment

Approximately 8000m² of employment floorspace should be provided in conjunction with or adjacent to the neighbourhood centre and should include space for small, start up and micro businesses.

Sustainability / Sustainable Construction

- 4.66** Sustainable development is widely recognised as 'development which meets the needs of the present without compromising the ability of future generations to meet their own needs.' These aims are reflected in the PPS (Supplement to PPS1) on Planning and Climate Change, which sets out the need for spatial planning to make a full contribution to delivering the Government's Climate Change Programme as part of the drive to improve global sustainability. There is also a need to ensure that development has the potential to adapt successfully to likely future changes in the climate.
- 4.67** Both Councils recognise that spatial planning has a vital role to play in the setting of a framework within which development can become sustainable, reduce its overall impact on the environment and increase its ability to support life in its widest sense. The Core Strategies of both Councils recognise that the development should be based on maximising the opportunities for the promotion of renewable and low-carbon energy generation and the use of sustainable construction methods. In order to ensure that this Joint Area Action Plan fully embraces the principles of sustainable development, a number of issues are considered below that will strongly encourage decentralised energy generation and water conservation for residential and other development in order to achieve an exemplary development in sustainability terms.

Reducing Energy Use and Carbon Emissions

- 4.68** The developers involved in constructing the new neighbourhood will be expected to develop a robust and ambitious energy strategy that will meet the objectives of the PPS1 Supplement on Climate Change, the South East Plan and of the Core Strategies of both Councils. In doing this, the developers will need to consider more than just the buildings themselves; for example, taking account of the likely energy demands of transport generated by the development itself.

- 4.69** The energy strategy for the development should give primary emphasis to the need for energy efficiency and demand reduction. These should be achieved through a combination of measures including high specification construction techniques, building orientation that facilitates passive cooling and warming and education of building occupiers through, for example, home guides.

Targets are included for on-site renewable and low-carbon energy generation



- 4.70** For residential development, the Government has set out an ambitious timetable for the reduction of emissions through the progressive tightening of the Building Regulations that will seek to achieve 'zero carbon' homes by 2016 and non-residential buildings by 2019. The Councils will expect all homes within the new neighbourhood to meet this timetable. However, reflecting the opportunities presented by the scale, mix and location of this development, there will also be an expectation that every effort is made, through the energy strategy, to encourage development to exceed the national timetable for emission reductions. This additional expectation will depend on the ability of the development to achieve an appropriate 'critical mass'. This is an estimate of the development's ability to provide enough demand to allow the viability of a wider range of sustainable and decentralised energy generation technologies. The critical mass involves aspects such as the layout, density and mixing of development that will determine the energy approach that can be used.
- 4.71** The form of development set out in this Joint Area Action Plan provides good opportunities to attain the critical mass that would be required for a significant 'community energy system' possibly including a CHP system fuelled by locally sourced biomass or other sustainable and low-carbon source of fuel. Such systems depend on relatively dense development layouts and on the inclusion of a proportion of non-residential energy users that could provide the daytime demand for heat and hot water. The Councils also recognise that there may be further opportunities for an appropriately sized community energy system to serve new or existing development adjacent to the new neighbourhood covered by this Joint Area Action Plan. The developers will be expected to explore such opportunities in order to off-set carbon emissions of the new neighbourhood and strive to achieve a 'zero carbon development'. It is considered that this opportunity represents an appropriate strategy for the developers to meet the expectation for the development to make a contribution towards meeting the national, regional and sub-regional targets for renewable energy and carbon emissions reductions. The provision of communal environmental infrastructure will be located in the Environmental Infrastructure Area, which is identified on the Conceptual Masterplan.

- 4.72** It is likely that energy efficiency measures will not, in themselves, be sufficient to allow the emissions reductions targets set out in the national programme to be met and exceeded. Therefore, the energy strategy devised will need to set out a clear approach that will show how community and stand-alone low and zero carbon energy generation techniques can meet the required carbon emissions savings. Overall through the energy strategy, the developers will be encouraged to show how a minimum target of 10% of the new neighbourhood's annual (non-transport) energy demands can be achieved through the generation of decentralised renewable and low-carbon sources by the completion of the development.

Water Conservation, Harvesting and Reuse

- 4.73** The need to conserve water supplies is a critical element of the overall strategy for achieving sustainable development in the new neighbourhood. All new development in this area must ensure that it incorporates a robust strategy to both conserve supplies as well as to ensure that wherever feasible water is reused and rainwater intercepted and harvested.

Wherever feasible, rainwater harvesting through water butts will be incorporated



- 4.74** The developers involved in the neighbourhood will be expected to put in place such a strategy that will encourage water demand to be substantially reduced and that there are no significant detrimental effects of the development on ecosystems downstream of the development. At the development level, this should include, where appropriate, Sustainable Drainage Systems (SuDS) that are capable of reducing peak storm run-off and increasing local infiltration that can reduce the likelihood of flooding and protect aquatic ecosystems.
- 4.75** At the household level the Councils expect high standards of sustainable construction, including measures to reduce overall water demand to exceed Building Regulations wherever feasible. In the same way as for energy, the water strategy will need to consider both an 'independent dwelling' as well as a 'community' approach to demand reduction. Wherever feasible, individual homes should incorporate water efficient fittings and appliances and simple rainwater harvesting through water butts to reduce external water consumption. Where further reductions are possible, or where water butts are inappropriate, household rainwater harvesting or recycling systems should be considered.

Adaptation to Climate Change

- 4.76** National policy and best practice requires that new development is planned and designed in ways that recognise the likely impacts of climate change over the lifetime of the buildings and create a built environment that is resilient to both extreme and more gradual effects of a changing climate. For example, summer temperatures may rise in the future giving rise to the need for natural or low carbon ventilation methods in buildings.
- 4.77** It is essential, as a principle of design, that buildings are as flexible and adaptable as possible to allow for future changes and developers will be required to show how this has been considered for all types of buildings. This will include, for example, demonstrating, through water and energy strategies, how the design of all types of buildings could be made to incorporate adaptation features that will allow the management of overheating, increased rainfall intensity and increased frequency and severity of drought. Such features may include natural/low-carbon ventilation systems, methods of shading such as brise soleil and green roofs that can offer flood abatement and natural building insulation.

Environmental and Sustainability Performance of Dwellings

- 4.78** In December 2006 the Government introduced the Code for Sustainable Homes that sets out a new assessment framework for residential development. This replaced the former EcoHomes assessment method in April 2007. The new Code has been designed to integrate with the Building Regulations as a single national standard to guide the industry in the design and construction of sustainable homes, with the intention being to reduce the environmental impact of new residential development.
- 4.79** The Code sets out a range of standards in a number of sustainable construction areas that the developer should reach. There are six different levels that can be reached, with Level One being the lowest and Level Six the highest. This is set out in detail in the Code for Sustainable Homes, which has informed this Joint Area Action Plan.
- 4.80** The development at West of Bewbush will offer the opportunity to create a genuinely sustainable and possibly an exemplary neighbourhood in sustainability terms. In order to achieve the objective of a sustainable new neighbourhood, the developers will need to ensure that opportunities are explored to design and build the new homes to incorporate high standards of sustainable construction. This might involve the use of construction practices and technologies that go beyond those needed to achieve the energy and water requirements of Building Regulations and seek, in addition, to address the full range of aspects covered by the Code for Sustainable Homes. This approach would be encouraged to ensure, for example, that the sustainability of construction materials was carefully considered, that

pollution was reduced, that the reduction and recycling of waste was planned for and that the ecological value of the site was protected and enhanced where feasible and viable.

- 4.81** Under current Homes and Communities Agency rules, all affordable homes receiving grant funding must achieve Level 3 of the Code, which is a base level for homes to be considered sustainable. This minimum rating may be increased in the future. Reflecting these requirements and the need for a balanced approach between housing tenures and mindful of the need to consider a full range of sustainable construction aspects, the developers are strongly encouraged to ensure that all of the homes on the development meet at least Level 3 of the Code. Where feasible and viable, homes achieving higher levels of the Code would be expected, particularly during the second and third phases of development.
- 4.82** The Code for Sustainable Homes applies only to residential development which leaves the established BREEAM standard as the only relevant choice for the assessment of the environmental and sustainability performance of commercial, retail, public and employment developments. The BREEAM standard has five levels attainable; 'Pass', 'Good', 'Very Good', 'Excellent' and 'Outstanding'. The Councils will expect that, wherever feasible and viable, the non-residential development within this neighbourhood should be built to at least 'Very Good' standard and, where opportunities allow, should include individual buildings that meet the 'Excellent' standard.
- 4.83** This expectation reflects the crucial role played by non-residential buildings in helping to achieve the critical mass required for the potential community energy system outlined above. In many respects the construction of larger commercial, employment, leisure or public (educational) buildings presents great opportunities for the use of sound sustainable construction techniques, renewable and low-carbon energy generation and water recycling. The developers will be expected to exploit these opportunities in order to secure high levels of sustainability performance and increase the viability of any community energy and water approaches employed.

Policy WB 21

Sustainability / Sustainable Construction

The design and construction of the development should incorporate high standards of sustainable construction and seek to exploit opportunities for the creation of a genuinely sustainable new neighbourhood.

An energy strategy will be required indicating how independent and/or community approaches to renewable and/or low-carbon energy generation will be implemented to meet and preferably exceed (where feasible and viable) the national timetable for carbon emissions reductions in new homes. The energy strategy will be encouraged to show how at least 10% of the development's annual (non-transport) energy needs could be met through decentralised renewable and low-carbon generation.

A water strategy will be required to show how the development's overall water demand can be reduced in order to meet and preferably exceed (where feasible and viable) the Building Regulations.

The new neighbourhood should be designed and constructed to incorporate the principle of adaptation to climate change.

Developers are strongly encouraged to incorporate the sustainable construction practices and technologies required to address the full range of aspects covered by the Code for Sustainable Homes and should strive to ensure that all homes meet a minimum of Level 3 of the Code. Where feasible and viable, homes achieving higher levels of the Code will be expected, particularly within the second and third Core Phases.

Developers are strongly encouraged to ensure that all non-residential development in the neighbourhood meets a BREEAM standard of at least 'Very Good' or its equivalent under any replacement code.

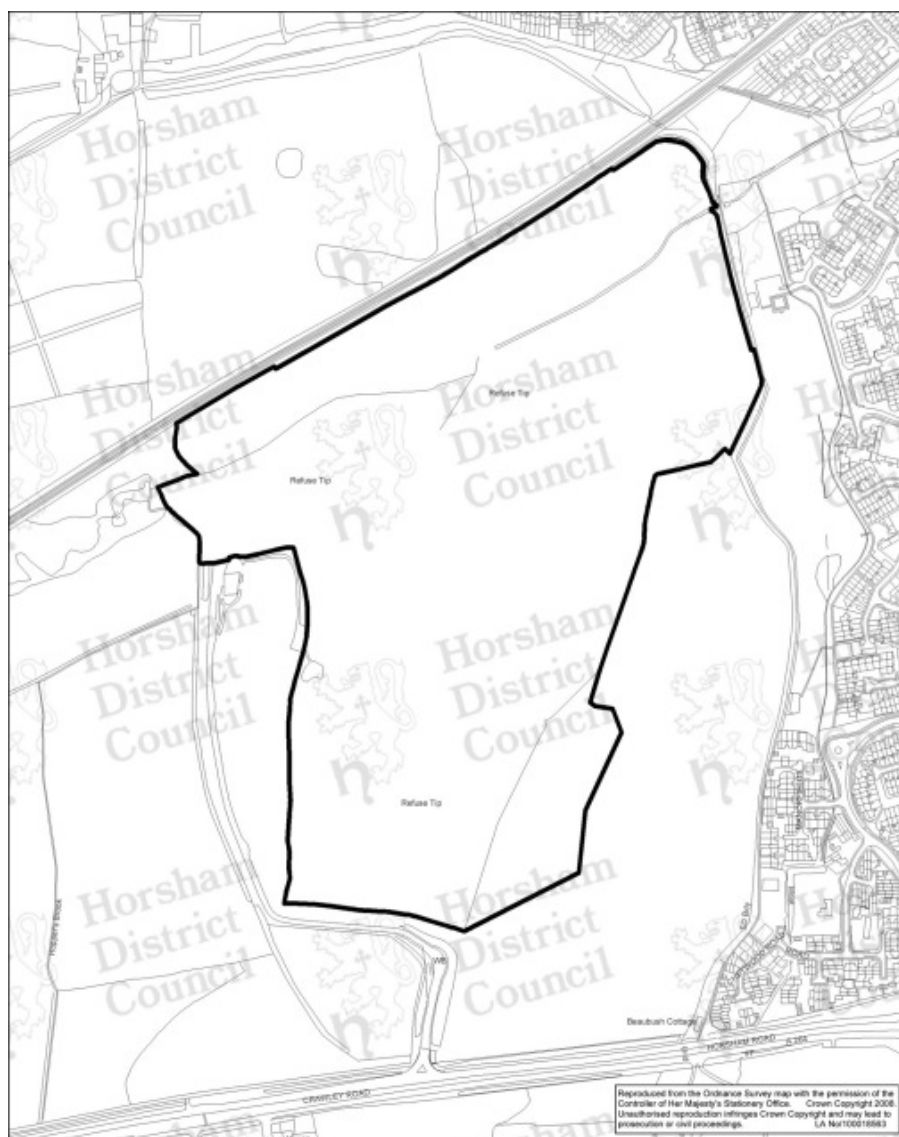
An Environmental Infrastructure Area should be provided adjacent to the neighbourhood centre to include facilities that will be necessary for the development to meet the required environmental and sustainability performance standards.

Former Inert Landfill Remediation

- 4.84** The former inert landfill site covers an area of approximately 36ha and lies within the site allocated to accommodate the neighbourhood. It was subject to tipping between 1977 and 2006. Material tipped in the area is largely construction waste of silts and clays and does not contain domestic refuse. The depth of the tipped fill ranges between 0.35m and 12m.



Indicative extent of the former inert landfill site



- 4.85** At Preferred Options stage the Councils commissioned consultants to formulate a critique of the remediation work that had already been undertaken on behalf of the developers and provide recommendations regarding the suitability, viability and risks involved in the potential identification of West of Bewbush to accommodate a neighbourhood. Furthermore, the consultant was tasked with outlining the options for achieving remediation and a framework of work and studies that would need to be undertaken for this to be achieved.
- 4.86** Since the Preferred Options stage further evaluation of the options for land remediation work has been undertaken by the consultants on behalf of the developers, which has informed this Joint Area Action Plan.
- 4.87** To date, assessments have identified some issues of contamination throughout the site, primarily related to soil contamination, leachate and methane concentrations. The detail regarding the extent and nature of the contamination is outlined in the evidence base to this Joint Area Action Plan.
- 4.88** Both the independent critique and the assessments and studies undertaken on behalf of the developer conclude that the site, with appropriate remediation, will be able to accommodate residential development. The assessments and studies also indicate that remediation can be delivered in an appropriate timescale to facilitate development, particularly in light of the considerable frontloading of assessments and monitoring by the developers to ensure the timely remediation of the site. It is considered that in remediation terms this site is not particularly complicated and risks to residents can be tackled and safety standards met.
- 4.89** There are two key stages that need to be agreed and delivered to ensure the remediation of the site is to a standard and level that is suitable to accommodate residential development. The first stage is the surrender of the Waste Licence by the Environment Agency (EA). This surrender occurred in January 2009 and means the site is unlikely to cause pollution of the environment or harm to human health, when restored in accordance with the Waste Management Licence and planning conditions. The second stage is the formulation of a remediation strategy, which outlines a programme of works required to remediate the site to a standard to accommodate residential development. The remediation strategy requires the approval of the local authority, in consultation with the Environment Agency.
- 4.90** The former inert landfill site closed in May 2006. The Waste Licence surrender process began in October 2006 when a Closure Plan was submitted to the Environment Agency outlining how the site will be monitored and stabilised. The Closure Plan was agreed with the Environment Agency in 2008. The application for the Waste Licence surrender was submitted to the Environment Agency in October 2008, following two years of post closure monitoring and was approved January 2009.

West of Bewbush Joint Area Action Plan (2009)

- 4.91** As the entire site is to be developed and the existing landform modified to accommodate the development, the remedial strategy will be tailored on an area by area basis to reflect the proposed land use as shown in the Conceptual Masterplan.
- 4.92** The remediation strategy is programmed to be submitted to the local authority in early 2010 and it is anticipated that the required works should take approximately two years to complete, which would equate to completions of the works by early 2012 to facilitate the commencement of development of core phase two. The remediation strategy and planning applications for the required ground works are determined by the local planning authority.

Policy WB 22

Former Inert Landfill Remediation

Development of the former inert landfill site is subject to:

- The approval and implementation of the remediation strategy; and
- The implementation of landform modifications linked to the remediation strategy in accordance with the Conceptual Masterplan.

Transport

Introduction

- 4.93** This section outlines the level, type and scale of highway infrastructure and sustainable transport measures to be delivered in conjunction with the development of the neighbourhood and sets these requirements in a policy context. The phasing and the delivery mechanisms for ensuring the development of these requirements is set out in the Phasing and Delivery chapter.
- 4.94** However, prior to outlining the level, type and scale of highway infrastructure and sustainable transport measures that are required to be delivered to facilitate the development of the neighbourhood it is important to outline the local transport policy context. The Councils' Core Strategies (Horsham Core Strategy Policy CP6 / Crawley Core Strategy Policy W1) make it clear that it is for the Joint Area Action Plan process to determine the following:
- The provision of highway infrastructure required to meet the needs of the development.
 - The opportunities for maximising sustainable transport measures.
 - Whether the development creates a requirement for a Western Relief Road (WRR).

- 4.95** The West Sussex Structure Plan (Policy NE17) outlines that the neighbourhood should be developed in conjunction with a WRR. However, with the adopted Core Strategies being the most up to date adopted development plan the Joint Area Action Plan is required to be in conformity with the Core Strategies
- 4.96** A full transport assessment forms part of the evidence base to this Joint Area Action Plan. A continued dialogue with the Highways Agency and West Sussex County Council (as the highway authority) has informed the Joint Area Action Plan's transport policies. The policy context has also been informed by the Councils' Core Strategies policy context and the Joint Area Action Plan's masterplanning objectives and principles.
- 4.97** The Councils commissioned URS to advise the Councils on transport and highway matters to inform the Preferred Options Joint Area Action Plan.
- 4.98** The scope and key requirements of their commission that were addressed in their transport and highway appraisal are summarised below:
- Prepare a transport appraisal to support and inform the Preferred Options Joint Area Action Plan.
 - Review the context and baseline conditions with respect to transport.
 - Review existing transport assessments produced by potential developers across the Area of Study.
 - Assess the robustness of the developers' transport assessments and identify strengths, weaknesses, areas of uncertainty and further work.
 - Identify a preferred location in transport terms for the development.
- 4.99** A number of transport studies and assessments informed URS's transport appraisal work, findings and recommendations. These transport studies and assessments are outlined below:
- Draft Joint Area Action Plan Submission (Transport and Infrastructure), Peter Brett Associates (May 2007).
 - Land West of Crawley Transport Strategy, Steer Davies Gleave (May 2007).
 - Technical reports and input/output data from the West Sussex County Council (WSCC) multi-modal model (SATURN/TRIPS) (June 2006-to date).
 - "Broad Brush" Highways Assessment, Highways Agency (2005 to date).
 - Crawley Western Relief Road, Preliminary Study, Halcrow (January 2005).
 - Feasibility Study for Development Options at Crawley, WS Atkins (December 2005).

West of Bewbush Joint Area Action Plan (2009)

4.100 URS's transport appraisal, which was informed by the studies and assessments outlined above concluded that, in a transport and highway infrastructure context, West of Bewbush should be identified as the preferred location for accommodating the neighbourhood.

4.101 It should be acknowledged that this recommendation was caveated by the fact that further transport and highway work was required to inform and support this Submission Joint Area Action Plan. Hence, to address this issue, a number of studies have been undertaken, including:

- Draft transport assessment, May 2008
- Addendum Report, July 2008
- Local Model Validation Report, August 2008
- Detailed Junction Assessment Report, August 2008
- Supplementary Report on the Relief Road, October 2008

The last three reports have been summarised in a report titled 'Summary of Further Technical Evidence Submitted to WSCC/HA Since July 2008', November 2008. These reports form part of this Joint Area Actions Plan's evidence base.

4.102 The Transport Assessment has been formulated using West Sussex County Council's Saturn Highway Model and the results of the highway modelling have been validated by West Sussex County Council. The modelling has been undertaken on the basis of the following level of development occurring West of Bewbush:

- 2500 dwellings
- 8000m² of employment floorspace
- A neighbourhood shopping parade of between 3,000m² and 6,000m²
- Nursery school facilities for approximately 360 children
- Primary school facilities for approximately 630 children (one, possibly two, primary schools)
- Doctors surgery/possible health centre
- A community centre of approximately 700m²
- Local library facilities

4.103 The base year of the model is 2005. Two forecast year models have also been created; 2007 and 2022. It was agreed with West Sussex County Council that the 2022 model would be sufficient to assess the proposed development.

Access Infrastructure

- 4.104** The access infrastructure outlined below seeks to provide a balance between the highway infrastructure that is required to meet the needs of the neighbourhood and the access infrastructure that is required to ensure that all opportunities for sustainable transport measures are delivered.
- 4.105** Pedestrian and cycle access should be possible at numerous locations across the site, but the following accesses should be delivered in accordance with the Conceptual Masterplan into:
- Ifield West
 - Bewbush
 - and rural areas to the north, and south across the A264 to the AONB and the country park
- 4.106** Three access points for public transport should be delivered at:
- Sullivan Drive, Bewbush (bus gate for bus and Fastway)
 - Woodcroft Road, Ifield West (bus gate for bus only)
 - The primary junction on the A264
- 4.107** The neighbourhood should be accessed via a single access onto the A264 at the western edge of the neighbourhood. It is envisaged that a single access will limit the flow of car traffic and encourage the use of sustainable transport. Access should be provided in the form of a roundabout, which provides the opportunity to reduce the visual impact of the roundabout to the west. The roundabout will sit just north of the A264 in Poplar Copse adjacent to Hopper's Brook. The provision of a roundabout will provide continuity with the other junctions along the A264 and provide an opportunity to improve the access arrangements into Holmbush Potteries Industrial Estate to the south of the A264. At the planning application stage, and with the agreement of West Sussex County Council, the opportunity may exist to signalise the junction to increase control of traffic flows and overall traffic management in the vicinity, although not an essential infrastructure requirement.
- 4.108** A secondary left in, left out and right in junction should be provided east of the primary junction that will be signalised and operate as an access during Core Phase 1 of development, but on completion of the neighbourhood will operate as an emergency access only or limited access for necessary or sustainable modes of transport.
- 4.109** Improvements to the A23/A2220 roundabout will be required to increase capacity to accommodate the neighbourhood. It is likely these improvements will be in the form of a conversion to a signalised layout.

West of Bewbush Joint Area Action Plan (2009)

- 4.110** As a consequence of the development of the neighbourhood junction, improvements will be required at Junction 11 of the M23. The Highways Agency is currently formulating its preferred approach for the junction improvements, in light of all the development occurring in the sub region. The junction improvements once finalised will be funded by proportional contributions from the developers of the strategic developments in the sub region. In the context of West of Bewbush the developers have agreed the principle of a proportional contribution.
- 4.111** The development of the highway infrastructure measures outlined above would equate to the junctions operating below, or at capacity by 2022. It should be acknowledged that without these improvements and development West of Bewbush, these junctions will be operating at, or exceeding capacity by 2022.
- 4.112** In light of all the development occurring in the sub region, the transport assessment indicates that improvements are needed along the A264/A2220 corridor towards the town centre and particularly at the A23/A2220 and at the A264/A2220 junctions. The details of the required improvements are to be determined through the preparation of a Transport Assessment for the neighbourhood, which will need to be agreed as part of the planning application process. The County Council as Highway Authority will assess the traffic impacts of other developments on this corridor and will use their best endeavours to secure financial contributions to improve the highway infrastructure in proportion to the traffic impacts of those developments.
- 4.113** In terms of internal access arrangements the neighbourhood should include a network of pedestrian, cycle and bridleway routes, providing direct links between the residential areas, open spaces and the Neighbourhood Centre. A network of green linkages should be developed in accordance with the Conceptual Masterplan and Policy WB 14 – Green Linkages.
- 4.114** Three bridges should be provided across the railway line: a central bridge for all modes of transport; an eastern bridge for pedestrians, cyclists, equestrians, public transport and emergency vehicles; and a western bridge for pedestrians, cyclists and equestrians.
- 4.115** The proposed bus gates at Sullivan Drive (Bewbush), Woodcroft Road (Ifield West) and the direct access on to A264, via the secondary access, will provide emergency access to the neighbourhood on completion of the development.

Western Relief Road

- 4.116** In accordance with the Councils' Core Strategies the transport assessment examined in detail whether a requirement for a Western Relief Road (WRR) exists, in light of the neighbourhood scale development proposed. The transport assessment indicates that for the development of a neighbourhood

and associated uses West of Bewbush a WRR is not required. However, in accordance with Policy WB 27 - Longer Term Approach the neighbourhood's primary junction and link road to the south of the railway line should be developed to a configuration that does not prejudice the longer term delivery of a WRR, if required at some stage in the future. The development of the primary junction, link road and neighbourhood should be in such a manner that future expansion can be achieved to accommodate a WRR, if required at some point. To achieve this, the land required for a WRR will need to be safeguarded. The WRR safeguarding at the neighbourhood's primary junction is shown indicatively on the Conceptual Masterplan. An agreed alignment for the WRR does not currently exist. However, although not shown on the Conceptual Masterplan, land to the west of the neighbourhood's primary junction and link road is safeguarded for the period of 5 years from May 2009 or up to the date of the adoption of the last of the two Core Strategy Reviews to enable WSCC to fix the alignment of the WRR, if required. If a definitive decision confirming the requirement and alignment of a WRR were made then the confirmed alignment will be safeguarded for the remainder of the JAAP period (completion of neighbourhood) to enable the delivery of the WRR.

Policy WB 23

Western Relief Road

Land required for a Western Relief Road will be safeguarded from the neighbourhood's primary junction with the A264 through the allocated site until it has been determined whether such a route will be necessary to serve further development West of Crawley, or to meet wider sub regional objectives.

Sustainable Transport

- 4.117** Maximising the opportunities for sustainable transport is a policy requirement of the Councils' Core Strategies and a key objective and principle to delivering a neighbourhood West of Bewbush.

Pedestrian and Cycle

- 4.118** The neighbourhood should include a network of pedestrian and cycle ways providing direct quality links between the residential areas, open spaces and the neighbourhood centre. A network of green linkages will be developed in accordance with the Conceptual Masterplan and Policy WB 14 – Green Linkages, including a circuit around the neighbourhood and a crossing to provide access to south of the A264.

Bus and Fastway

4.119 The existing local bus routes to the west of Crawley are listed below. Three of the local Metrobus services (routes 1, 10 and 200) currently terminate at Bewbush neighbourhood centre.

- Service 10 is also known as 'Fastway'. It is a high-quality bus service operating 24 hours a day between Bewbush, Crawley Town Centre and Gatwick Airport using a mix of on-street running, dedicated bus lanes, bus-only through routes and guideways.
- Service 200 is branded as 'Gatwick Direct' and is the fastest means of public transport between Bewbush and Gatwick Airport with an approximate journey time of 25 minutes.
- Service 2 provides a link into the Ifield West area from Tilgate, Furnace Green and Crawley Town Centre every 15 minutes during Monday to Saturday daytimes.
- Service 1 operates between Bewbush, the Town Centre and to Broadfield. This is a 15 minute frequency service which operates along a relatively less direct route to the Town Centre and out to Broadfield.
- Services 23/24 operate hourly along the A264 between Crawley and Horsham and every two hours to Worthing.

4.120 To provide the neighbourhood with a high quality bus service linking the neighbourhood to the town centre, the town's main employment areas and Gatwick the following bus service improvements have been identified in the transport assessment to be delivered in conjunction with the development of the neighbourhood. It is anticipated that although bus routes will serve the neighbourhood as a whole, the neighbourhood centre will be the focus for services.

A high quality bus service will link the neighbourhood to surrounding areas



- Fastway service 10 extended into the site with enhancement of frequency to 7-8 minutes (three additional vehicles).
- Extension of service 200 into the site (requires one additional vehicle, with enhance frequency to every 20 minutes)
- Additional service 201 (similar service to 200 but operates via Ifield West rather than Bewbush) frequency every 30 minutes (two vehicles).
- Divert service 23/24 through the site.

4.121 Metrobus, the local bus operator, is supportive of the proposals outlined above to service the site.

Railway Station

- 4.122** With West of Bewbush including a railway line in the northern third and the policy context to maximise all opportunities for sustainable transport, it is appropriate that opportunities for providing a new station within the neighbourhood have been, and continue to be explored.
- 4.123** Ifield railway station is located approximately 2.7km to the north east of the site and Faygate railway station approximately 2.6km to the south west of the site.
- 4.124** Two rail services per hour currently operate between London Victoria and Horsham with five services during both the AM and PM peak at Ifield station (two-way).
- 4.125** Two services also stop at Faygate Station in each direction, these however only stop at peak times on Mondays to Fridays. There is also an additional train in each direction at lunchtime Monday to Friday.
- 4.126** Both Faygate and Ifield railway stations have the following constraints:
- Limited operational capacity (currently 4 car configuration operates), the stations cannot accommodate longer trains such as those planned for the Thameslink service (12 cars);
 - Substandard facilities (in terms of platform widths).
- 4.127** Preliminary design and evaluation work has been undertaken. This demonstrates that the site could facilitate a new railway station with the opportunity of associated car parking and a multi-modal interchange.
- 4.128** Discussions with Network Rail have confirmed that they are confident a station is technically feasible at this location, and support its implementation subject to the detailed evaluation process.
- 4.129** Negotiations with Network Rail Property are currently ongoing with the developer. The developer has formally written to Network Rail confirming their involvement in the scheme and their commitment to the proposals for a new station.
- 4.130** It is appropriate that the provision of a new station, as part of the neighbourhood, continues to be pursued because of the obvious sustainable transport advantages and more broadly in terms of service and station facility enhancement. Consequently, the land required to deliver a railway station and associated uses is safeguarded pending a definitive decision by Network Rail regarding the provision of a railway station.

- 4.131** If in the fullness of time a station cannot be delivered, it does not undermine the integrity of the Conceptual Masterplan and the neighbourhood principle that is trying to be achieved West of Bewbush. The role of the safeguarded land if a station was not to be provided will be the subject of detailed discussions with the Councils although it is most likely to form an extension of the informal open space adjacent to Bewbush Brook. The Councils will ensure that any proposals conform with the neighbourhood principle and do not undermine the integrity of the Conceptual Masterplan.

Policy WB 24

Railway Station

Land required to deliver a railway station and associated uses, including railway station parking within the neighbourhood is safeguarded in accordance with the Conceptual Masterplan pending a definitive decision by Network Rail regarding the provision of a railway station.

Travel Plan Strategy

- 4.132** As part of the package of sustainable transport measures the development of the neighbourhood should be accompanied by a Travel Plan Strategy. The Travel Plan Strategy should require measures to encourage new residents to minimise the number of car trips made and should be a key component in the overall transport strategy for the development. The main objectives are to firstly reduce the need to travel (especially by car), and secondly to achieve high levels of sustainable transport access and use for any trips made.

A network of pedestrian and cycle ways will connect the various parts of the neighbourhood



Policy WB 25

Transport

The following sustainable transport measures should be delivered in conjunction with the development of the neighbourhood and the appropriate core phase:

- Pedestrian, cycle and equestrian access into:
 - Ifield West
 - Bewbush
 - rural areas to the north and south across the A264 to the AONB
- Three crossings of the railway, with two capable accommodating vehicular traffic
- Bus and Fastway access at Sullivan Drive, Bewbush (bus gate)
- Bus access at:
 - Woodcroft Road, Ifield West (bus gate)
 - The primary A264 junction
- Measures to secure and maintain suitable bus and Fastway services to the neighbourhood during construction and for the first 3 years after completion of the neighbourhood
- Provision of a primary highway access onto the A264 to be provided in the form of a roundabout, potentially improving the access arrangements into Holmbush Potteries Industrial Estate
- Provision of a secondary left in, left out and right in access onto the A264 for emergency vehicle access only or limited access for necessary or sustainable modes of transport
- Delivery of junction improvements at the A23/A2220, to mitigate the impacts of West of Bewbush or additionally utilising proportional contributions towards improvements, which take account of the traffic impacts of other developments allowed for within the Transport Assessment of the neighbourhood to be prepared and agreed as part of the planning application process
- A proportional contribution to junction improvements at Junction 11 of the M23
- Delivery of junction improvements at the A264/A2220, to mitigate the impacts of West of Bewbush or additionally utilising proportional contributions towards improvements, which take account of the traffic impacts of other developments allowed for within the Transport Assessment of the neighbourhood to be prepared and agreed as part of the planning application process

West of Bewbush Joint Area Action Plan (2009)

- A Travel Plan Strategy
- All transport improvements are subject to the preparation of a Transport Assessment for the neighbourhood, which will need to be agreed as part of the planning application process. This may determine other improvements are necessary or demonstrate that identified improvements are not required

Utilities Infrastructure

Introduction

- 4.133** Considerable utility infrastructure will be required to service the development; however, as is set out below the delivery of the neighbourhood at this stage should not be constrained by utility infrastructure provision.

Water

- 4.134** The proposed neighbourhood lies within Southern Water's supply area. The existing trunk water mains in the vicinity are robust enough and have the capacity to cope with the additional demand. However, there is a need to plan for the provision of additional water resources to meet the demands of the development. To ensure that this is achieved, Southern Water will seek a pre-construction agreement on water infrastructure and the adoption of a co-ordinated whole site approach.



Waste Water

- 4.135** Thames Water has responsibility for waste water / sewage for the neighbourhood. Crawley Sewage Treatment Works (STW) requires upgrading to provide sufficient capacity to service the neighbourhood. Land constraints exist at the STW and to extend the STW land would need to be acquired from BAA Ltd. Thames Water would prefer to drain the development to a new STW to the West and North West of Crawley if an appropriate site could be identified. Infrastructure upgrades could take up to five years to implement and ten years for a new STW.
- 4.136** In relation to Crawley Borough Council's Core Strategy (through an Examination Statement of Common Ground) Thames Water confirmed that the current Asset Management Plan (AMP4 (April 2005 to March 2010)) will deliver sufficient capacity to meet West Sussex Structure Plan (2001)

requirements to 2010, of which the development forthcoming in Crawley forms a part. Post 2010, through AMP5 (April 2010 to March 2015) Thames Water will provide capacity up to 2021 based on and in accordance with the housing requirements of the South East Plan, which includes the provisions of this JAAP and the development allocated in Crawley Borough Council's Core Strategy (November 2007). AMP5 is to be submitted to OFWAT in October 2009 and if the application for funding is successful new infrastructure upgrades could be in place by 2012.

Gas

- 4.137** Scotia Gas has responsibility for gas supply to the neighbourhood. Currently, there is no gas provision along the western edge of the Area of Study and low pressure mains exist on the outer edge of Bewbush. Development of this size may require installation of larger capacity mains from higher pressure tiers. Scotia Gas will establish the specific infrastructure requirements in light of the masterplan and achieve delivery through negotiations with the developer.

Electricity

- 4.138** EDF Energy would service the development from the Primary Substation located in Southgate, east of the A23. The station currently serves a wide area West of Crawley and requires expansion to serve the development. These works are programmed to be completed by 2011-12. Supply cables will need to be laid across the A23, which will require the assistance of Crawley Borough Council, West Sussex County Council and the developer.

Policy WB 26

Utility Infrastructure Provision

The developer should demonstrate that an appropriate level of utility infrastructure will be provided to meet the needs of each Core Phase, or the Neighbourhood in its entirety, for:

- Water Supply
- Waste Water
- Gas
- Electricity

Chapter 5: Phasing and Delivery

Phasing

Introduction

- 5.1** This section outlines the phasing for the development of the neighbourhood by 2018. The development of the neighbourhood can be broken down into three core phases of development, which are shown on the Phasing Plan. These core phases are introduced in terms of the level and type of development they are anticipated to accommodate, the infrastructure provision that is required to facilitate development of the core phase and, if required the land remediation and landform remodelling that is required. Finally, the timetable for the delivery of each phase is outlined.

Core Phase One

Location

- 5.2** Core Phase One includes the area directly north of the A264 and in the central portion includes an area as far north as the former inert landfill site. The western portion of the phase includes the land south of Pondtail Shaw, from the east of Hopper's Brook. In essence, Core Phase One consists of a horse shoe of land directly north of the A264, which surrounds the southern boundary of the former inert landfill site.

Level and Type of Development

- 5.3** Core Phase One will accommodate approximately 600 dwellings and an area of formal open space adjacent to the link road. On completion of Core Phase Two the phase will be accessed via the primary A264 access and link road. However, during construction the phase will be accessed by the secondary A264 left in left out and right in access, with construction traffic using the primary A264 junction.
- 5.4** The residents of Core Phase One will access the services and facilities at Bewbush neighbourhood centre via a pedestrian access across Spruce Hill Brook, until completion of the neighbourhood centre. Also, residents will be able to use the Fastway service 10, that will have been extended into the site via the bus access at Sullivan Drive, Bewbush.

Infrastructure Requirements / Provision

- 5.5** The following infrastructure will be developed in conjunction with Core Phase One:
- Commencement of the primary A264 junction for initial use for construction traffic
 - Secondary A264 left in, left out and right in access
 - Pedestrian access across Spruce Hill Brook to provide access to Bewbush Neighbourhood centre
 - The Sullivan Drive, Bewbush bus/Fastway access
 - Commencement of the eastern railway crossing (to facilitate development of Core Phase Two)
 - Formal open space adjacent to the link road
 - Delivery of the potential CHP facility as part of the Environmental Infrastructure Area adjoining the neighbourhood centre.

West of Bewbush Joint Area Action Plan (2009)

Remediation

- 5.6** For the purposes of development management and clarity, the following definitions have been adopted in order to define the spatial distribution and timing of the activities set out below;

Remediation:

The excavation, sorting, treatment and ultimate off-site disposal of contaminating materials or materials that could give rise to contamination.

Ground Improvement and Foundations:

The re-grading and improvement of the ground to provide a stable and well graded development platform followed by the installation of appropriate foundations (including any necessary gas protection measures incorporated in individual dwellings) and topsoil.

The process for surrendering the Landfill Waste Management Licence and then remediating the landfill commenced in 2006 following the closure of the landfill. It will conclude in late 2012 to facilitate the development of Core Phase Two. Licence surrender and remediation will be broadly undertaken in accordance with the following key milestones:

- Waste Management Licence surrender application submitted to EA – October 2008
- Waste Management Licence surrendered – January 2009
- Agreement of remediation strategy with Horsham District Council – April/June 2010
- Bewbush Brook realignment – June/September 2010
- Earthworks Core Phases One and remediation Core Phase Two – Autumn 2010 to Autumn 2012
- Core Phase One Infrastructure – July 2010 / March 2011
- Ground improvements and foundations Core Phase Two – 2013/4 to 2016/7

Timetable

- 5.7** In terms of dwelling completions, Core Phase One will be developed between 2011/12 to 2013/14.

Core Phase Two

Location

- 5.8** Core Phase Two consists of two parcels of development and represents the neighbourhood's most significant phase of development. The first parcel of Core Phase Two is south of the railway and predominately consists of the

former inert landfill site. The Conceptual Masterplan indicates that this parcel will accommodate, alongside residential development, the neighbourhood centre, the employment provision, the primary school and be adjacent to the potential railway station and the main area of formal open space.

- 5.9** The second parcel of land to Core Phase Two is north of the railway and consists of an area south west of Ifield West. The Conceptual Masterplan indicates that this area will accommodate, alongside the residential development, a small area of mixed use development.

Level and Type of Development

- 5.10** Core Phase Two will accommodate approximately 1050 dwellings. Development of Core Phase Two will see the development of the neighbourhood centre. Furthermore, a small mixed use development may be developed north of the railway to meet the needs of Ifield West.

Infrastructure Requirements / Provision

- 5.11** The following infrastructure will be developed in conjunction with Core Phase Two:
- Completion of primary A264 junction
 - Completion of development of the link road to south of Pondtail Shaw
 - The road infrastructure to the neighbourhood centre
 - Development of the central railway crossing will commence
 - Completion of eastern railway crossing
 - Bus access at Woodcroft Road, Ifield West
 - Bus/Fastway links to the neighbourhood centre from the A264 and Bewbush
 - A Completion of an Environmental Infrastructure Area adjoining the neighbourhood centre
 - A railway station and railway station parking (dependant on agreement from Network Rail)
 - Formal play area and club house
 - Informal open space adjacent to Bewbush Brook
 - The Primary School – land made available for onward completion in Core Phase Three

Timetable

- 5.12** In terms of dwelling completions, Core Phase Two will be developed between 2013/14 to 2016/17.

West of Bewbush Joint Area Action Plan (2009)

Core Phase Three

Location

- 5.13** Core Phase Three is north of the railway, southeast of Kilnwood and south of Kilnwood Lane. The parcel, as per the Conceptual Masterplan will accommodate residential development, whilst retaining Capon Grove, which sits in the centre of the development phase.

Level and Type of Development

- 5.14** Core Phase Three will accommodate approximately 850 dwellings. A small area of mixed use development will be developed north of the railway station and the phase will include an area of formal open space adjacent to the railway.

Infrastructure Requirements / Provision

- 5.15** The following infrastructure will be developed in conjunction with Core Phase Three:
- Central railway crossing will be completed
 - The western railway crossing
 - Small mixed use development
 - Formal open space
 - Informal open space adjacent to Hoppers Brook
 - Primary School
 - Informal open space and other agreed uses on the land allocated for the Core Phase Two railway station and railway station parking, if it is not required for those latter purposes

Timetable

- 5.16** In terms of dwelling completions, Core Phase Three will be developed between 2015/16 to 2017/18.

Delivery

Delivery Mechanisms

- 5.17** A critical element of a DPD is the delivery mechanisms and demonstrating how the strategy, or in the case of this JAAP how the development is to be delivered. PPS12: Local Development Frameworks (paragraphs 2.17 and 2.19) states clearly that Area Action Plans should focus on delivery and set out a timetable for the implementation of development.

5.18 Table 1 below outlines the programme for housing delivery to achieve 2500 completions by 2018, in accordance with Horsham District Council's Core Strategy. The housing delivery outlined below is reflected in the JAAP's Trajectory ('Appendix 1: Housing Trajectory') and an indication is provided regarding the anticipated level and timing of housing delivery from each Core Phase.

Delivery

Table 1 Programme of Housing Delivery for the Joint Area Action Plan

Year	Market Dwellings	Affordable Dwellings	Total	Cumulative Total	Core Phase One	Core Phase Two	Core Phase Three
2009/10	Adoption of JAAP / Submission of Planning Application / Landfill Remediation / Initial Infrastructure						
2010/11	Landfill Remediation / Initial Infrastructure						
2011/12	90	60	150	150	150		
2012/13	210	140	350	500	350		
2013/14	240	160	400	900	100	300	
2014/15	240	160	400	1300		400	
2015/16	240	160	400	1700		250	150
2016/17	240	160	400	2100		100	300
2017/18	240	160	400	2500			400
				Total	600	1050	850

The tables below outline the infrastructure, site preparation, services and facilities that will be provided in conjunction with each Core Phase of development. Also, the table outlines who has responsibility for delivery of each element, the funding source and other consultation bodies who have a bearing on the delivery of each element. The tables demonstrate that there is a clear strategy in place for the delivery of infrastructure, site preparation, services and facilities required to facilitate development and accord with the Conceptual Masterplan.

West of Bewbush Joint Area Action Plan (2009)

Core Phase One - 2009/10 to 2013/14

Table 2 Delivery of the elements of Core Phase One

Task / Infrastructure	Delivery Agency	Funding source	Key Consultation / Responsible Bodies
Former Inert Landfill Remediation			
Agreement of remediation strategy	Horsham District Council agree strategy	Developer	Environment Agency
Earthworks and remediation Core Phases One and Two	Developer	Developer	Environment Agency, Horsham District Council and Crawley Borough Council
Highway and Transport Infrastructure			
Commencement of Primary A264 Junction	Developer	Developer	Highways Agency, West Sussex County Council (as highway authority), Horsham District Council and Crawley Borough Council
Commencement of link road to south of Pondtail Shaw	Developer	Developer	Highways Agency, West Sussex County Council (as highway authority), Horsham District Council and Crawley Borough Council
Secondary A264 left in, left out and right in access	Developer	Developer	Highways Agency, West Sussex County Council (as highway authority), Horsham District Council and Crawley Borough Council

West of Bewbush Joint Area Action Plan (2009)

Task / Infrastructure	Delivery Agency	Funding source	Key Consultation / Responsible Bodies
Former Inert Landfill Remediation			
Pedestrian/cycle/equestrian access across Spruce Hill Brook	Developer	Developer	Horsham District Council and Crawley Borough Council
Sullivan Drive, Bewbush bus/Fastway access	Developer	Developer	West Sussex County Council (as highway authority), the bus operator, Horsham District Council and Crawley Borough Council
Commencement of Eastern railway crossing	Developer	Developer	Network Rail, rail operator, Horsham District Council and Crawley Borough Council
Services and Facilities			
Formal open space	Developer	Developer	Horsham District Council and Crawley Borough Council
General Infrastructure			
Additional Sewage Capacity (to be delivered in light of the level of funding secured from OFWAT in 2009 towards Asset Management Plan 5)	Thames Water / Developer	OFWAT / Developer	OFWAT, Thames Water, Developer, Environment Agency and landowners

West of Bewbush Joint Area Action Plan (2009)

Core Phase Two - 2013/14 to 2016/17

Table 3 Delivery of the elements of Core Phase Two

Task / Infrastructure	Delivery Agency	Funding Arrangements	Key Consultation / Responsible Bodies
Highway and Transport Infrastructure			
Completion of Primary A264 Junction	Developer	Developer	Highways Agency, West Sussex County Council (as highway authority), Horsham District Council and Crawley Borough Council
Completion of link road to south of Pondtail Shaw	Developer	Developer	Highways Agency, West Sussex County Council (as highway authority), Horsham District Council and Crawley Borough Council
Road infrastructure to neighbourhood centre	Developer	Developer	West Sussex County Council (as highway authority), Horsham District Council and Crawley Borough Council
Woodcroft Road, Ifield West bus access	Developer	Developer	West Sussex County Council (as highway authority), bus operator, Horsham District Council and Crawley Borough Council
Bus links onto the A264	Developer	Developer	West Sussex County Council (as highway authority), bus operator,

West of Bewbush Joint Area Action Plan (2009)

West of Bewbush Joint Area Action Plan (2009)

Task / Infrastructure	Delivery Agency	Funding Arrangements	Key Consultation / Responsible Bodies
Highway and Transport Infrastructure			
			Horsham District Council and Crawley Borough Council
Completion of Eastern railway crossing	Developer	Developer	Network Rail, rail operator, Horsham District Council and Crawley Borough Council
Central railway crossing commences construction	Developer	Developer	Network Rail, rail operator, Horsham District Council and Crawley Borough Council
Rail Station and railway station parking	Developer	Developer	Network Rail, rail operator, Horsham District Council and Crawley Borough Council
Services and Facilities			
Environmental Infrastructure Area	Developer / operator	Operator	West Sussex County Council (as waste authority), bus operator, Horsham District Council and Crawley Borough Council
Formal open space, including club house	Developer	Developer	Horsham District Council and Crawley Borough Council
Primary School – land made available for	Developer	Developer	West Sussex County Council (as education authority), bus

West of Bewbush Joint Area Action Plan (2009)

West of Bewbush Joint Area Action Plan (2009)

Task / Infrastructure	Delivery Agency	Funding Arrangements	Key Consultation / Responsible Bodies
Highway and Transport Infrastructure			
onward completion in Core Phase Three			operator, Horsham District Council and Crawley Borough Council
Neighbourhood centre (including 1250 – 2500 m2 of retail floorspace, approximately 8000 m2 of employment floorspace, approximately 700 m2 of community floorspace and Primary Care Centre)	Developer, or perhaps anchor convenience store retailer, or pre-let commercial developer	Developer, or perhaps anchor convenience store retailer, or pre-let commercial developer	West Sussex County Council, bus operator, Horsham District Council and Crawley Borough Council
General Infrastructure			
Additional Sewage Capacity (to be delivered in light of the level of funding secured from OFWAT in 2014 towards Assest Management Plan 6)	Thames Water / Developer	OFWAT / Developer	OFWAT, Thames Water, Developer, Environment Agency and landowners

Core Phase Three - 2015/16 to 2017/18

Table 4 Delivery of the elements of Core Phase Three

Task / Infrastructure	Delivery Agency	Funding Arrangements	Key Consultation / Responsible Bodies
Highway and Transport Infrastructure			
Completion of central railway crossing	Developer	Developer	Network Rail, rail operator, Horsham District Council and Crawley Borough Council
Western railway crossing (pedestrian, cycle and equestrian)	Developer	Developer	Network Rail, rail operator, Horsham District Council and Crawley Borough Council
Services and Facilities			
Formal open space	Developer	Developer	Horsham District Council and Crawley Borough Council
Informal open space adjacent to Hoppers Brook	Developer	Developer	Horsham District Council and Crawley Borough Council
North of the railway small area of mixed use development	Developer	Developer	Horsham District Council and Crawley Borough Council
A Primary School	Developer	Developer	West Sussex County Council (as education authority), bus operator, Horsham District Council and Crawley Borough Council

West of Bewbush Joint Area Action Plan (2009)

Task / Infrastructure	Delivery Agency	Funding Arrangements	Key Consultation / Responsible Bodies
Highway and Transport Infrastructure			
If not required for a railway station and parking, then informal open space and other uses	Developer	Developer	Horsham District Council and Crawley Borough Council

Specific Delivery and Issues / Matters

Remediation

- 5.19** There is a clear programme in place and underway to ensure the remediation of the former inert landfill site and to facilitate development on the affected element of Core Phase Two. To date, the strategy and programme for both the surrender of the Waste Management Licence and the remediation of the site have been agreed by the Environment Agency and Horsham District Council's Environmental Health Department. Notwithstanding this, the prospective developer has formulated a risk management schedule to address any delay in the remediation programme, which demonstrates how risk is being managed and it should not fundamentally undermine delivery, if a delay were to occur.

Rail Crossing

- 5.20** It is acknowledged that seeking the approval for, and achieving the crossing of railway lines, can be problematic. Both sides of the railway are in the control of the prospective developer and discussions with Network Rail are well developed to ensure the timely bridging of the railway in three locations. In light of this it is not anticipated that bridging the railway will present a constraint to delivery.

Affordable Housing

- 5.21** A key requirement for delivery is the provision of nil cost serviced land for affordable homes. This means in return for providing the completed affordable homes the developer will receive back reasonable build costs. The preferred delivery approach will be for the affordable units to be transferred to a Registered Social Landlord(s) (RSL) agreed between the developer and the Councils.

- 5.22** The Councils' approach is that jointly they and the major private developer select two, or three, RSL delivery partners for the provision of all the affordable housing. Both Councils have a list of preferred RSL partners. However, in recognition that the delivery of affordable housing is open to all RSLs and non-registered bodies, the Councils will undertake an open and transparent competition whereby RSLs will be encouraged to apply and will be selected against criteria, which includes their status with the Housing Corporation, their experience of affordable housing development, complex multi-tenure housing developments, housing management, neighbourhood management, community development, partnership/multi-agency working, and their overall capacity to implement schemes.
- 5.23** Whilst it is expected that the selection process will identify RSLs with a breadth and depth of experience including specialist housing, the Councils may wish to bring in a specialist provider(s) if it is deemed necessary for the delivery of specialist housing within the affordable housing provision.
- 5.24** The RSL partners will be selected prior to the completion of a planning obligations agreement.

Sewage

- 5.25** Thames Water, through Asset Management Plan (AMP) 5 (April 2010 to March 2015), will be applying for funding to secure infrastructure upgrades to meet the anticipated development levels, as set out in Crawley Borough Council's Core Strategy (November 2007) and this Joint Area Action Plan. AMP5 is to be submitted to OFWAT October 2009 and if the application for funding is successful, new infrastructure upgrades could be in place by 2012.
- 5.26** If the appropriate level of funding to increase sewage capacity is not secured from OFWAT, then it is anticipated that the developer will secure alternative arrangements such as on site provision, or bridge funding for the required infrastructure. This is considered as very much a last resort, as the responsibility for delivery lies ultimately with the utility provider.

Determination of Planning Applications

- 5.27** Horsham District Council appointed a Major Development Planning Manager to provide a smooth transition between preparation and adoption of the Joint Area Action Plan and consideration and management of the applications related to the neighbourhood. In late 2008 the Councils' Cabinets approved the principle of establishing joint development management processes to jointly consider and determine planning applications relating to the JAAP. The specific nature of the joint consideration and determination mechanisms will be subject of further Council reports. Furthermore, the principle of the Councils entering into a Planning Performance Agreement (PPA) was approved. The PPA was approved in early 2009.

West of Bewbush Joint Area Action Plan (2009)

Viability

- 5.28** On the basis of current information, it is considered that the requirements to achieve a comprehensive neighbourhood and facilitate development are viable in conjunction with a neighbourhood scale of development. If circumstances arise where viability is an issue across the development or within a particular phase, to ensure the delivery of development the Councils will undertake open discussions regarding affordable housing and sustainable construction viability. The developer's viability testing and assessment will need to be shared with the local planning authority on a transparent basis. The local planning authority may choose to have the viability testing and assessment independently scrutinised to inform any decision making regarding development viability.

Contingency / Flexibility

- 5.29** PPS12: Local Spatial Strategies (paragraph 4.52) outlines the tests of soundness, which a Development Plan Document should meet to be found sound. Part of the 'effective' test is that the plan should be reasonably flexible to enable it to deal with changing circumstances. This section sets out the flexibility and contingency that exists in bringing forward the neighbourhood.
- 5.30** The flexibility and contingency that exists in bringing forward the neighbourhood primarily revolves around the Conceptual Masterplan, and of the detail to the delivery of each of the three Core Phases.
- 5.31** In addition to outlining the number of dwellings that each Core Phase is expected to deliver, Table 1 sets out when each Core Phase is programmed to commence development and see completions. Flexibility certainly exists in terms of the commencement of development. For example, if the railway crossing(s) were developed early development could occur north of the railway earlier than programmed, which would address any shortfall in delivery from earlier phases, if it were to occur.
- 5.32** Although Table 1 sets out the number of dwellings that each Core Phase is expected to deliver, flexibility exists through the development densities of each Core Phase. Provided the density or type of development proposed does not undermine the integrity of the Conceptual Masterplan, flexibility in terms of densities exists. For example, if dwelling delivery were to fall behind the anticipated rate for Core Phase Two, Core Phase Three could be developed to a greater density to increase supply.
- 5.33** The Conceptual Masterplan does not include the development of the field west of the link road and south of Pondtail Shaw, which forms part of the firm western boundary of the development. The western boundary of the field runs adjacent to the Holmbush Farm entrance and the mature hedgerow that bounds the access. This field, although identified for informal open space, is not required in its entirety to meet the requirements of WB 18. As

a result, it is safeguarded for a period of 5 years from May 2009 or up to the date of the adoption of the last of the two Core Strategy Reviews to enable West Sussex County Council to agree an alignment for a Western Relief Road (WRR), if required, and provides a 'contingency' development site in the unlikely event of the delivery of dwellings in the Core Phases being delayed for technical reasons, for example remediation. If a definitive decision confirming the requirement and alignment for a WRR were made then the capacity of the land parcel as informal open space or a contingency development site would be reduced accordingly. The requirement for this land to be used as a WRR and/or contingency development site will be established during Core Phase Two (subject to the adoption of the last of the two Core Strategy Reviews), which would allow the informal open space to be provided in Core Phase Three or earlier. If development is required in this locality however, it would need to respect the landscape character of this parcel of land and its proximity to the Strategic Gap and provide a firm western boundary to development, possibly by the provision of landscaping.

- 5.34** With regard to the requirement for remediation of the central portion of the neighbourhood, which forms part of both Core Phase Two and Three, flexibility exists around the delivery of this area. Should the remediation of the central portion unexpectedly fall behind the proposed programme the issue will be timing, not an issue of achievability. Therefore, it will not be the case that the central portion will never be available, it will be that it is not available as anticipated. If this were to be the case, as a last resort, the areas surrounding the central portion could be developed with the development of the central portion to follow. This would however mean that considerable residential development would occur prior to the delivery of the neighbourhood centre, which would need to be carefully managed to ensure residents have access to Bewbush neighbourhood centre, or smaller scale mixed use development.
- 5.35** Finally, should unforeseen circumstances occur and delivery was severely constrained the Councils' Core Strategy reviews present the opportunity to explore alternative strategic development locations and manage delivery in this context. Table 1 illustrates how it is anticipated that the development will be complete by 2018. If circumstances such as the economic climate indicate that the development proceeds at a slower rate than anticipated, then any shortfall in housing numbers will be addressed in the Councils' Core Strategy reviews as set out in the next Chapter.

Chapter 6: The Longer Term Approach

The Longer Term

- 6.1** It is essential to define what is meant by the longer term prior to outlining the policy context and approach for the longer term. Horsham District Council's and Crawley Borough Council's Adopted Core Strategies cover the plan periods to 2018 and 2016 respectively. However, the Inspectors' Reports into both Core Strategies outlined a requirement for the Councils to undertake early reviews of their Core Strategies. As a consequence, it is anticipated that Horsham District Council's and Crawley Borough Council's replacement Core Strategies will be adopted by the end of 2011 and mid 2012 respectively.
- 6.2** The Core Strategy reviews will cover the period to 2026, which mirrors the plan period of the South East Plan and means that the Core Strategies can address the definitive development requirements for the sub region, as set in the adopted South East Plan.
- 6.3** The Strategic Development Location this Joint Area Action Plan plans for forms part of the West Sussex Structure Plan (2001-2016) and, as set out in the Delivery and Phasing chapter, it is anticipated that development West of Bewbush will have concluded by 2018 in accordance with Policy CP6 West of Crawley (Horsham District Council's Core Strategy). Furthermore, the earliest possible commencement and completion of the development remains a key objective.
- 6.4** In the context of this Joint Area Action Plan, reference to the longer term relates to up to 2026 (in accordance with the South East Plan), post the completion of the neighbourhood West of Bewbush and the longer term development strategies being established in the Councils' Core Strategy reviews.

The Longer Term Approach

- 6.5** The longer term context clearly presents a number of local and sub regional uncertainties, which have been considered in formulating the longer term policy approach in this Joint Area Action Plan. This Joint Area Action Plan is primarily concerned with facilitating the timely delivery of a well planned, sustainable neighbourhood West of Bewbush. However, at the centre of the longer term approach is that this Joint Area Action Plan should not prejudice the possibility of further longer term development elsewhere within the Area of Study, if the South East Plan development requirements, sub regional assessments and ultimately (taking account of these factors) the Councils' Core Strategy reviews indicate that further development West of Crawley is the most appropriate and sustainable location for delivering development. If this were to be the case the development would be planned

for, and allocated through Horsham District Council's Core Strategy review, or both Councils' Core Strategy reviews and a further JAAP produced as the best mechanism of addressing cross boundary issues, particularly timely delivery and ensuring democratic involvement. A Core Strategy allocation and a further Joint Area Action Plan will be assisted through this Joint Area Action Plan's policy context in that the masterplanning, design and infrastructure provision of the neighbourhood West of Bewbush will not have prejudiced further development elsewhere within the Area of Study. To bring forward the neighbourhood without regard to the possibility of longer term development elsewhere within the Area of Study would represent a blinkered approach and undermine a plan-led longer term approach.

- 6.6** With regard to the South East Plan, Horsham District Council and Crawley Borough Council believe the most appropriate arena to set out a clear strategic planning approach to the requirements of the adopted South East Plan is through the Councils' Core Strategy reviews. Hence, the Councils' Local Development Schemes outline a programme for early review, in light of an adopted South East Plan and the respective Core Strategy Inspectors' Reports. Conversely, the Councils consider that seeking to address the development requirements of the South East Plan through the Joint Area Action Plan prior to its adoption and a definitive understanding of the development requirements, would undermine the respective Core Strategy reviews and a thorough examination of the opportunities 'at Crawley' to meet South East Plan development requirements across the sub-region. Indeed, to identify an area to accommodate development beyond the neighbourhood West of Bewbush within the Area of Study would be to prejudice a thorough examination of the development opportunities 'at Crawley', resulting in not giving full regard to the considerable degree of uncertainty on a number of matters and ultimately, perhaps critically, undermine the plan-led system.
- 6.7** As a consequence of recent High Court Judgements relating to the North East Sector (NES) and the lack of a definitive decision regarding the requirement for a second runway at Gatwick, the uncertainty regarding whether the NES will be able to make a contribution to Crawley meeting its South East Plan development requirements is set to continue for some time. Crawley Borough Council's Core Strategy review will bring forward a revised policy approach for the NES, if required, in light of any Government airport decisions, or the outcome of the re-opened NES Inquiry. Furthermore, it is appropriate that the availability of the NES is considered in the sub regional context in terms of the sub region as a whole meeting its South East Plan development requirements (as outlined in Crawley Borough Council's Core Strategy Inspector's Report).
- 6.8** It is acknowledged that the uncertainty regarding the requirement for a second runway at Gatwick is likely to continue for some considerable time and certainly in the short to medium term. In this context it is considered that the policies of Horsham District Council's and Crawley Borough Council's

Core Strategies should continue to be applied to the Area of Study in accordance with Policy WB 28 – Area of Study. It is appropriate that the latest position regarding the likelihood of a definitive decision regarding the requirement for a second runway at Gatwick should influence and be considered in the sub regional context in terms of the sub region as a whole meeting its South East Plan development requirements.

Policy WB 27

Longer Term Approach

The development, masterplan, design and service and infrastructure provision for the neighbourhood West of Bewbush should not prejudice the potential of longer term development elsewhere in the Area of Study outside the allocated land of policy WB 1.

Horsham District Council's and Crawley Borough Council's Core Strategy reviews will establish whether there should be a further neighbourhood within or adjacent to Crawley.

The Area of Study Policy Context

- 6.9** The principle of identifying an Area of Study for the Strategic Development Location, in accordance with the West Sussex Structure Plan was established through both Councils' adopted Core Strategies. The identification of an Area of Study provided a spatial context to the respective Core Strategy policies and clearly defined the area the Councils were examining to accommodate the neighbourhood. Furthermore, the identification of an Area of Study provided the spatial context to the Issues and Options Joint Area Action Plan (September 2006).
- 6.10** As a consequence of this Joint Area Action Plan outlining that the Strategic Development Location is to be accommodated West of Bewbush it is important to outline the policy context for the remainder of the Area of Study.
- 6.11** As a consequence of West of Bewbush being allocated to accommodate the neighbourhood there is no longer a requirement to identify the Area of Study on the Councils' Proposals Maps, particularly as the Joint Area Action Plan's primary role is to plan for and facilitate the development of the neighbourhood. However, it should be acknowledged that this approach does not prejudice the former Area of Study forming part of the Councils' Core Strategy review process to examine all the strategic development options 'at Crawley'.

- 6.12** Therefore, in the absence of the Area of Study being designated within Horsham District the Council's Policy DC1 Countryside Protection and Enhancement (General Development Control Policies DPD (December 2007)) will apply and the former Area of Study will be designated as countryside on the Proposals Map.
- 6.13** As a consequence of the Area of Study no longer being designated within Crawley, the Borough Council's Core Strategy (November 2007) policies; C1 Development Beyond the Built-Up Area Boundary; C2 Strategic Gap; EN1 Nature Conservation; G2 Gatwick Safeguarding will apply until possibly superseded by a future DPD, or a definitive decision regarding the requirement for a second runway at Gatwick is forthcoming. Policies C1 Development Beyond the Built-Up Area Boundary, C2 Strategic Gap, EN1 Nature Conservation and G2 Gatwick Safeguarding will continue to be annotated on Crawley Borough Council's Proposals Map in accordance with the Core Strategy (November 2007).
- 6.14** Therefore, the Joint Area Action Plan does not supersede any policies that currently form part of the Development Plan for both Councils.

Policy WB 28

Area of Study outside the allocated land of Policy WB 1

Within Horsham District Council's administrative area the following policy continues to form part of the Development Plan:

- DC1 Countryside Protection and Enhancement [General Development Control Policies DPD (December 2007)]

Within Crawley Borough Council's administrative area the following policies continue to form part of the Development Plan:

- C1 Development Beyond the Built-Up Area Boundary [Core Strategy (November 2007)]
- C2 Strategic Gap [Core Strategy (November 2007)]
- EN1 Nature Conservation [Core Strategy (November 2007)]
- G2 Gatwick Safeguarding [Core Strategy (November 2007)]

Chapter 7: Monitoring and Implementation

Introduction

- 7.1** Monitoring is an important aspect of policy making. It aims to provide information on the performance of policy, the delivery of development and the impact on the environment and on sustainability. Monitoring will help the Councils to assess whether this Joint Area Action Plan's policies remain appropriate, or whether they need to be reviewed.
- 7.2** The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an Annual Monitoring Report (AMR) every year and this will be the main mechanism for assessing the Joint Area Action Plan's performance. The AMR must be based on the period 1 April to 31 March and be submitted to the Secretary of State no later than the end of the following December. AMRs are required to assess the implementation of the Local Development Scheme, and the extent to which policies in local development documents are being successfully implemented.
- 7.3** Both Councils will monitor the implementation of this Joint Area Action Plan and assess the extent to which the strategy, vision and spatial objectives are being achieved through their respective AMRs. Where this is failing, an explanation will be set out, in addition to the steps that will be taken to address this. Monitoring will proceed by reference to the framework of key LDF indicators set out in the Core Strategies of both Councils as well as in the General Development Control Policies Document of Horsham District. In addition, the Joint Area Action Plan monitoring framework set out below, which is specific to the West of Bewbush development will be used. This framework identifies the key indicators and targets to be monitored in order to ensure the delivery of a high quality, sustainable, mixed use neighbourhood west of Bewbush. This framework will also be included within and monitored through the AMRs of both Councils.
- 7.4** Many of the indicators and targets in this Joint Area Action Plan monitoring framework are intended to monitor the delivery of various aspects of the development of the neighbourhood. This is considered essential in order to meet the overall objectives of this Joint Area Action Plan and indeed the requirements of PPS12 in relation to Development Plan Documents. Therefore, in addition to the monitoring framework, a phased housing trajectory for the development has been produced ('Appendix 1: Housing Trajectory'). This sets out a policy based assessment of the commencement, phasing and completion of the development. The trajectory includes the expected delivery of dwellings per core phase.

- 7.5** The role of the trajectory is to integrate the 'Plan, Monitor, Manage' approach to housing delivery by showing past performance and using this to estimate future delivery performance targets. This trajectory will be updated each year and included within the Horsham District Council AMR. In accordance with the Horsham District Core Strategy (2007), the 2,500 dwellings included within the Joint Area Action Plan trajectory are considered to be independent of Horsham's district wide housing requirement.

Monitoring Framework

Table 5 Joint Area Action Plan Monitoring Framework

Indicator number	Indicator	JAAP/LDF Policy	Targets
WC1	Condition of areas designated for their intrinsic environmental value	WB 13	Conserve and enhance areas and conditions of House Copse SSSI, Kilnwood Copse Ancient Woodland/SNCI and High Weald AONB
WC2	Provision of green linkages	WB 14	Implementation of green linkages outlined on the Conceptual Masterplan
WC3	Development within identified flood hazard zones	WB 16	No built development within the Bewbush Brook flood zone 2
WC4	Provision of flood attenuation and SuDS	WB 16	No net increase on pre development surface run-off levels
WC5	Housing Density	WB 4	Development to occur at no less than 30 dwellings per hectare within each phase
WC6	Delivery of educational facilities	WB 18	Provision of primary school places amounting to between 2 and 3 forms of entry
WC7	Delivery of health facilities	WB 6	Provision of a Primary Health Centre for a minimum of three GPs
WC8	Delivery of open space, sport and recreational facilities	WB 18	Provision of open space totalling 15.4 hectares Provision divided equally between informal open space and formal open space

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Indicator number	Indicator	JAAP/LDF Policy	Targets
WC9	Delivery of Community facilities	WB 5	A minimum of 700m ² of indoor community facilities to be located at the Neighbourhood centre
WC10	Retail land supply	WB 9	Completion of between 1,250 and 2,500m ² of retail floorspace within the Neighbourhood Centre
WC11	Supply of affordable housing	WB 11	<ul style="list-style-type: none"> • Delivery of up to 40% affordable housing in each phase • Affordable housing delivered within each phase comprising 70% social rented and 30% intermediate tenure housing, subject to up-to-date assessments as indicated in the Policy.
WC12	Mix of affordable homes	WB 11	Affordable housing provision to comprise sizes and types of dwellings as set out in up-to-date housing market and needs evidence
WC13	Supply of supported (non-general) needs housing	WB 11	<ul style="list-style-type: none"> • A proportion of all affordable dwellings to be fully adapted for wheelchair users (approximately 2%) • A proportion of affordable dwellings encouraged to meet Lifetime-Homes Standards (approximately 20%)
WC14	Employment land supply by type	WB 20	Completion of at least 8,000m ² (gross internal) employment floorspace (B use classes)
WBC15	Renewable/Low-carbon energy generation capacity installed by type	WB 21	A minimum of 10% of the new neighbourhood's overall (non-transport) annual energy requirements encouraged to be generated from decentralised renewable and low-carbon sources by 2018

Indicator number	Indicator	JAAP/LDF Policy	Targets
WC16	The proportion of all homes meeting Level 3 or above of the CSH	WB 21	<ul style="list-style-type: none"> 100% is being encouraged by Policy WB21
WC17	The proportion of all relevant non-residential buildings meeting BREEAM 'Very Good' or above	WB 21	<ul style="list-style-type: none"> 100% is being encouraged by Policy WB21
WC18	Delivery of transport infrastructure	WB 25	Delivery of road, cycling, pedestrian, equestrian and public transport infrastructure for each core phase as set out in the Phasing and Delivery chapter
WC19	Distance to public transport	WB 25	All residential, employment and community development to be within 400m (5 minute walk) of a bus stop
WC20	Landfill remediation	WB 22	<ul style="list-style-type: none"> Commencement of remediation by mid 2010 Completion of remediation by end 2011/12
WC21	Annual and phased completion of dwellings	Chapter 5 of JAAP	<ul style="list-style-type: none"> Average of 357 per year, 2011 to 2018 600 completed in core phase one by 2013/14, 1050 in core phase two by 2015/16 and 850 in core phase three by 2017/18

Chapter 8: Conclusions

- 8.1 This document forms part of both Horsham District Council's and Crawley Borough Council's Local Development Frameworks. The document is a key component in setting out the joint approach to the future growth of Crawley, in accordance with the respective Councils' Core Strategies and seeks to reflect the discussions and comments made by key stakeholders and the local community during the Joint Area Action Plan's preparation.
- 8.2 For further information on the Local Development Framework process, or if you have any queries on this document, contact a member of the Strategic and Community Planning Department at Horsham District Council on 01403 215398, or the Forward Planning Department at Crawley Borough Council on 01293 438761.

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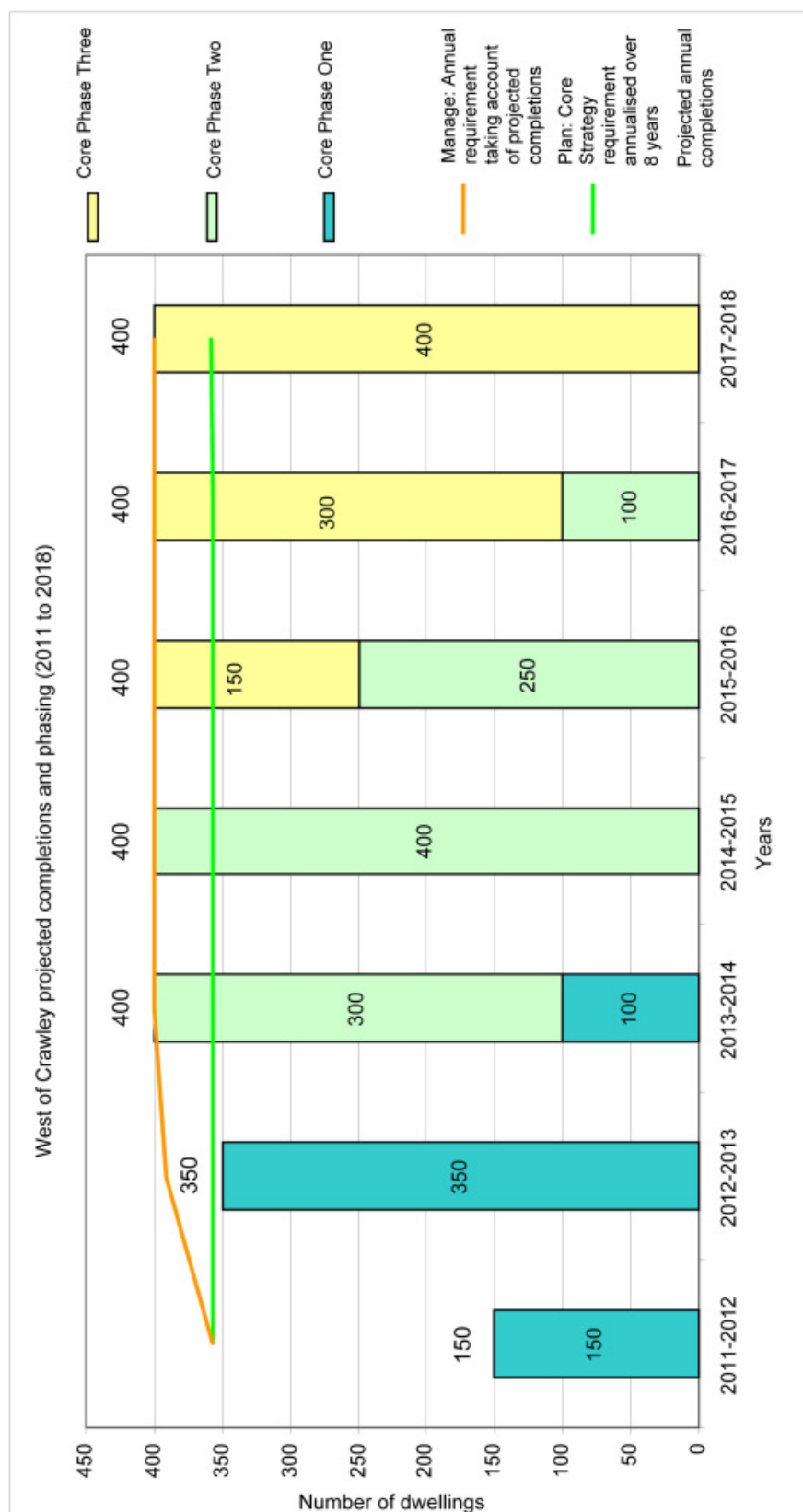
Appendix 1: Housing Trajectory

Table 6 West of Bewbush Housing Trajectory - Completions and Phasing

Period 2011-2018	Projected Completions / Development Phasing							
	2011-2012	2012-13	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Check
Market Housing	90	210	240	240	240	240	240	1500
Affordable Housing	60	140	160	160	160	160	160	1000
It is anticipated that the development completions set out above will be delivered according to the phasing below								
Core Phase One	150	350	100					600
Core Phase Two			300	400	250	100		1,050
Core Phase Three					150	300	400	850
Projected annual completions	150	350	400	400	400	400	400	2,500
Cumulative projected completions	150	500	900	1,300	1,700	2,100	2,500	
Plan: Core Strategy requirement annualised over 8 years	357	357	357	357	357	357	358	2,500
Monitor: Position above/below zero indicates how many dwellings above or below the cumulative allocation at any point in time	-207	-214	-171	-128	-85	-42	0	0
Manage: Annual requirement taking account of projected completions	357	392	400	400	400	400	400	0

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Glossary

Affordable Housing

Housing subsidised in some way for people unable to rent or buy on the open housing market. The definition of 'affordable housing' includes key worker housing and shared ownership.

Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Area of Outstanding Natural Beauty (AONB)

An area with statutory national landscape designation, the primary purpose being to conserve and enhance natural beauty. Natural England is responsible for designating AONBs and advising Government and others on how they should be protected and managed.

Biodiversity

The whole variety of life on earth. It includes all species of plant and animals, their genetic variation and the ecosystem of which they are a part.

Biofuels

Biofuel is any fuel that derives from biomass - recently living organisms, particularly wood. It is a renewable energy since the carbon in biofuels was recently extracted from atmospheric carbon dioxide by growing plants, so burning it does not result in a net increase of atmospheric carbon dioxide.

BREEAM / Eco-Home standard

Standards laid down for the design and building of businesses and homes to be more sustainable, including wildlife friendly design, use of recycled materials, and energy, heating and water conservation methods. The EcoHome standard has been replaced by the Code for Sustainable Homes, although the BREEAM standard for non-residential development remains valid.

Built Up Area Boundaries (BUAB)

These identify the areas in the District of primary built form, rather than countryside. They identify the boundaries of sustainable settlements within which development may be appropriate. Any land outside the Built Up Area Boundary is classed as countryside, where development is strictly controlled. They do not include a presumption for the development of greenfield land such as playing fields and other open space, indicated in PPG 17 'Planning for Open Space, Sport and Recreation'. Identified built-up area boundaries do not necessarily include all existing 'developed' areas or imply that any development is necessarily acceptable.

Building Regulations

Rules of a legal or statutory nature by which the manner and quality of buildings is controlled. They are designed to ensure public safety, health and minimum acceptable standards of construction. Part 'L' of the Building Regulations sets out standards for carbon emissions.

CHP (Combined Heat and Power)

A system (also called cogeneration) that involves the recovery of waste heat from electricity generation to form useful energy like useable steam or hot water. At the domestic scale CHP generators may be run on natural gas or on biomass. Micro-CHP units are able to supply peak heat and power demand to a single building or larger CHP systems run district heating schemes.

Coalescence

The merging or coming together of separate settlements to form a single entity.

The Code for Sustainable Homes (CSH)

The Code, which replaced EcoHomes, measures the environmental performance and sustainability of a home against key design categories, such as energy, water use and construction materials. The rating relates to the 'whole home' as a complete package. The minimum standards for Code compliance have been set above the requirements of Building Regulations. New homes can achieve a rating on a scale of one to six 'Code Levels' depending on the standard achieved.

Community Facilities and Services

Facilities or services for the community, including open space, sport and recreational facilities, community halls or buildings, doctor's surgeries, libraries, pubs, churches, and children's play areas.

Conservation Area

An area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance.

Core Phase

A Core Phase relates to the stage at which development takes place. The document identifies three Core Phases of development for the land West of Bewbush.

The Core Strategy

The Core Strategy sets out the key elements of the planning framework for the area. It is comprised of a spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation framework with clear objectives for achieving delivery. Once adopted, all other Development Plan Documents must be in conformity with it.

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dBa

The scale for measuring noise in decibels; based on a logarithmic scale.

District heating

Also known as 'community heating' describes heating systems which distribute steam or hot water to a number of buildings across a development or wider area and makes individual boilers unnecessary. Heat is generally provided from a CHP system.

Eco-Home

A sustainable, healthy and environmentally friendly home, using sustainable building methods, materials, energy, heating and water conservation methods (now replaced by the Code for Sustainable Homes).

Environmental Infrastructure Area

The Environmental Infrastructure Area is an area within which facilities of communal environmental infrastructure are located such as waste management facilities, renewable/low carbon energy generation/transmission and water recycling facilities that are required in order for the development to meet the environmental and sustainability performance standards required by this JAAP.

Greywater recycling

Water conservation techniques involving the collection, storage, filtration and treatment and redistribution of water from sources such as bathing, laundry washing, and household cleaning.

Habitat

The natural home or environment of a plant or animal.

Hectare (Ha)

A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.

Housing Needs Assessment

An assessment of housing needs in the local area. This assessment plays a crucial role in underpinning the planning policies relating to affordable housing. In addition, the information on local needs is required to determine the location of such housing and guide new investment.

Examination

Undertaken into the 'soundness' of the Submission Local Development Framework Document. The examination is held before an independent inspector appointed by the Secretary of State. The final report is binding on the Council.

Infrastructure

A collective term for the services and facilities needed to support development such as roads, electricity, sewerage, water, children's services, health facilities and recycling and refuse facilities.

Landscape Buffer

An area of land separating certain types of development from adjoining sensitive land uses.

Legibility

An area with a strong sense of local identity; has a clear image, is easy to understand and find your way around.

Local Development Document

The Local Development Framework will be partly comprised of the Local Development Document, prepared by the District Councils. These documents include the Statement of Community Involvement; Supplementary Planning Documents; and Development Plan Documents (being the Core Strategy, Site Allocations, Area Action Plans, Proposal Map, General Development Control Policies).

Local Development Framework

The Local Development Framework is not a statutory term, however it sets out, in the form of a 'portfolio/folder', the Local Development Documents which collectively deliver the spatial planning strategy for the local planning authority's area. The Local Development Framework will be comprised of Local Development Documents, and Supplementary Planning Documents. The Local Development Framework will also include the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.

Local Development Scheme

This is a public statement of the Council's programme for the production of Local Development Documents. The scheme will be revised when necessary. This may either be as a result of the Annual Monitoring Report which should identify whether the Council has achieved the timetable set out in the original scheme or if there is a need to revise and/or prepare new local development documents.

Conceptual Masterplan

A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

Mitigation Measures

These are measures requested/ carried out in order to limit the damage by a particular development/activity.

Mixed Use

Mixed use refers to the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site.

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Planning Policy Guidance Notes (PPG)/Planning Policy Statements (PPS)

Central Government produce Planning Policy Guidance Notes, to be replaced by Planning Policy Statements which direct planning in the country.

Rainwater harvesting

Rainwater harvesting is collecting water from roofs or clean hard standing instead of getting it from the mains or abstracting it from rivers or groundwater. The water is filtered and stored in a tank, either underground or in the roof space. The water is generally used for laundry, toilets and outside use rather than for drinking.

Regional Planning Guidance (RPG)

Regional planning policy and guidance issued for each region in England by the Secretary of State. RPG9 covers the South East. This is to be replaced by the Regional Spatial Strategy (RSS).

Regional Spatial Strategy (RSS)

This is the statutory planning document for delivering, monitoring and managing future development in the South East over a 20 year period. In the South East this document is called the South East Plan and was adopted May 2009.

Renewable energy

Energy obtained from sources that are essentially inexhaustible, unlike, for example, fossil fuels, of which there is a finite supply. Renewable sources of energy include wood (biomass), solar, wind and geothermal.

Registered Social Landlords

These are independent housing organisations registered with the Housing Corporation under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.

Section 106 Agreement (S106)

A legal agreement under section 106 of the 1990 Town & Country Planning Act. They form a legal agreement between a planning authority and a developer to ensure that additional works related to a development are undertaken. For example, securing community infrastructure to meet the needs of residents in a new development or mitigating the impact of new developments upon existing community facilities.

Site of Special Scientific Interest (SSSI)

A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest due to its natural features, flora or fauna.

Spatial Planning

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

Stakeholder

A party with an interest in an organisation, e.g. employees, customers, suppliers or the local community. This is due to the effect that the organisations activities will have on them, although they are a "third party" in that they are outside of the organisation. It can also be used to describe people who will be affected by a project, or who can influence it, but who are not directly involved in doing the work.

Strategic Gap

A policy designed to keep settlements separate and distinct by avoiding their coalescence.

Strategic Locations

Broad locations for major mixed-use development, including housing, identified within the West Sussex Structure Plan 2001-2016. The precise locations and boundaries, mix of uses, and phasing of development to be identified in the relevant local plan i.e. in Horsham District the Horsham District Local Development Framework and in Crawley Borough the Crawley Borough Local Development Framework.

Sustainable Development

In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five guiding principles for sustainable development in its strategy "securing the future-UK Government strategy for sustainable development". The five guiding principles, to be achieved simultaneously, are: Living within environmental limits; Ensuring a strong healthy and just society; Achieving a sustainable economy; Promoting good governance; and Using sound science responsibly.

Sustainable Travel / Transport

Utilising ways of travelling which are less damaging to the environment; often includes walking, cycling and public transport.

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Sustainability Appraisal (SA) Strategic Environmental Assessment (SEA)

The Planning and Compulsory Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability Appraisal is a systematic appraisal process. The purpose of Sustainability Appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable development.

Supplementary Planning Document

A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Tenure

Refers to the way in which a property is held e.g. freehold, leasehold, shared equity or rented.

Urban Fringe

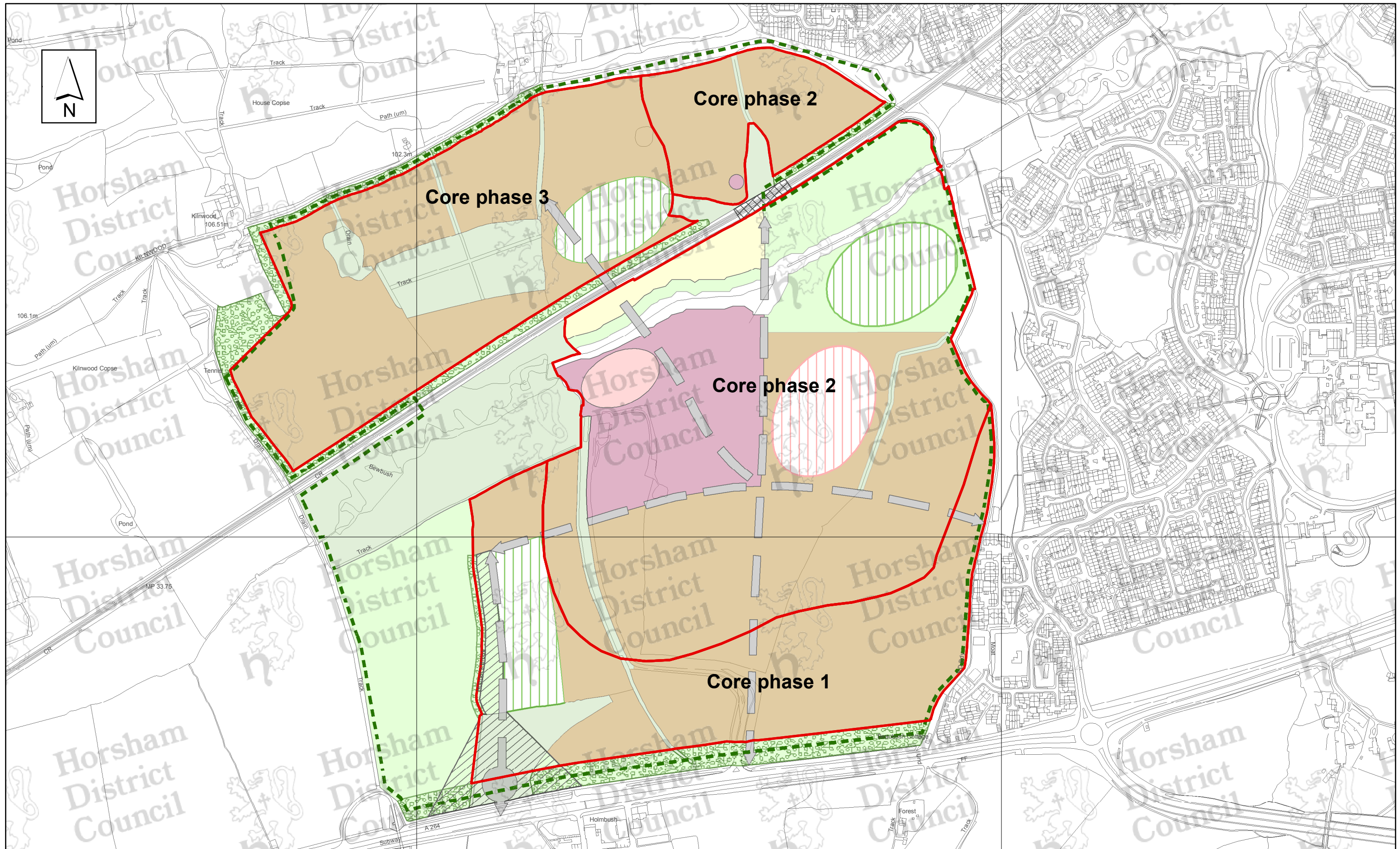
The transitional area between an urban area and the countryside.


Zero Carbon

The definition of 'zero carbon' homes has changed a number of times in recent years as the national policy in this area has evolved. The latest officially recognised definition may be found in the most recent version of the 'Code for Sustainable Homes – Technical Guide' published by the DCLG (currently May 2009) and available on their website.

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 Core phasing

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HORSHAM DISTRICT AND CRAWLEY BOROUGH LOCAL DEVELOPMENT FRAMEWORKS
West of Bewbush Submission Joint Action Plan
- Indicative Core Phasing Plan

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