

# CHAPTER 13: THE NORTH EAST SECTOR

## INTRODUCTION

- 13.1 The housing requirements of the 1993 Structure Plan require this Local Plan to provide for this neighbourhood by the allocation of the North East Sector of Crawley. Paragraphs 7.24 and 7.28 indicate the reasons for the allocation and its contribution
- 13.2 A study of airport issues and the options for additional airport capacity, including at policy. It is possible that this will encompass options for Gatwick Airport which could be prejudiced by or could prejudice development of the North East Sector for a new neighbourhood. Consequently, as indicated by Policy H3A, planning perm(t w)13(h-17( AD6(on)4( f)-9(o) ]]

**Objective 1**

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

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

**Objective 2**

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

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

**Objective 3**

**To safeguard as far as is practicable in a major new development, the interests of the existing residents and to integrate existing housing**

### **Objective 6**

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

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

## **POLICIES**

### **General Requirements**

#### **Policy NES 1**

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

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

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

(i)  
Local Plan policies;

(ii)  
development;

The Borough Council will also require:

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

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

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

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

## **Sustainable Development**

### **Policy NES 2**

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

13.14 Achieving greater sustainability in

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

13.16

2011 and must contribute significantly to meeting local housing needs rather than just sub-regional market demand. Proposals for the neighbourhood and individual areas within it, must conform to housing requirements elsewhere in this plan, including those for dwelling mix (Policy H6) and small, subsidised and low cost market housing (Policies H7 and H8). Opportunities will also be sought to meet other special needs, e.g. for hostels, shared accommodation, sheltered housing and nursing homes (Policies H9, H10 and H11). Guidance on local housing needs will be drawn from

potential for access to the new housing and therefore Policies H12 and H13 concerned with the availability of mobility and wheelchair housing will be regarded as important.

13.17

Crawley has a reputation for good standard of housing in a pleasant environment, accessible to a good range of local facilities and services. Proposals for the neighbourhood and individual housing areas within it, must meet the requirements of a variety of general development and design and housing policies. Policies GD1 and GD2 and paragraph 3.22 concerned with the design and layout of new development

13.19

## **Provision of Social Infrastructure**

### **Policy NES 7**

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

13.22 There is no mandatory requirement to prepare a full Environmental Assessment of a development such as a new neighbourhood. Whether one is required is discretionary,



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

- 13.27 Within or adjacent to the Sector are four premises which have the potential for producing pollution which may make nearby areas unsuitable for some forms of development. Policy GD16 indicates that pollution sensitive development will not be permitted in affected areas unless measure can be taken to reduce or eliminate the

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

## Public Transport Services

### **Policy NES 9**

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

13.32 For the development to proceed in an environmentally sustainable and acceptable manner, public transport and other modes of transport will need to cater for an

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

## Provision for a New Railway Station

### **Policy NES 10**

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

13.33 Provision of a railway station with good pedestrian and cycle links into the new neighbourhood and the employment areas to the west, could help ensure that the development is more sustainable with a choice of travel modes for new residents and employees. Moreover, a new railway station could help manage future traffic demands upon the local road network and assist in catering for part of the road improvement demands which might otherwise arise from the development. Presently many employees in Manor Royal travel by car from areas for which train services to the new station could provide a convenient alternative, transferring their travel

in centres which could be served by services from the new railway station. In both cases these services could help relieve the demands upon the A23, M23 and A2011/A264. Preliminary enquiries suggest that a new railway station south of Tinsley Green could be technically feasible. It could also be viable in terms of service provision although other options for providing public transport services for the Sector

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

## **Provision for Pedestrian and Cycle Routes**

### **Policy NES 11**

#### **Proposals for meeting the transportation requirements of developing the**

## Highway and Access Requirements

### **Policy NES 12**

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

- (i) a new or improved Tinsley Green Overbridge and new or improved roads either side;**
- (ii) a new junction on Crawley Avenue (A2011) providing a new access point for the neighbourhood;**
- (iii) the provision of a new route through the Sector, around the new neighbourhood connecting up points (i) and (ii);**

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

## **Monitoring**

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