

Technical note No 1

Rusper Parish Council - Highways and Transport Technical Advice Land West of Ifield, Crawley

1. Introduction and Background

1.1 Introduction

The Alan Bailes Consultancy Ltd. (ABC) have been appointed by Rusper Parish Council (RPC) to provide transport and highways advice on a proposed new sustainable garden community, including 10,000 plus new homes on “Land West of Ifield, Crawley” (Wol).

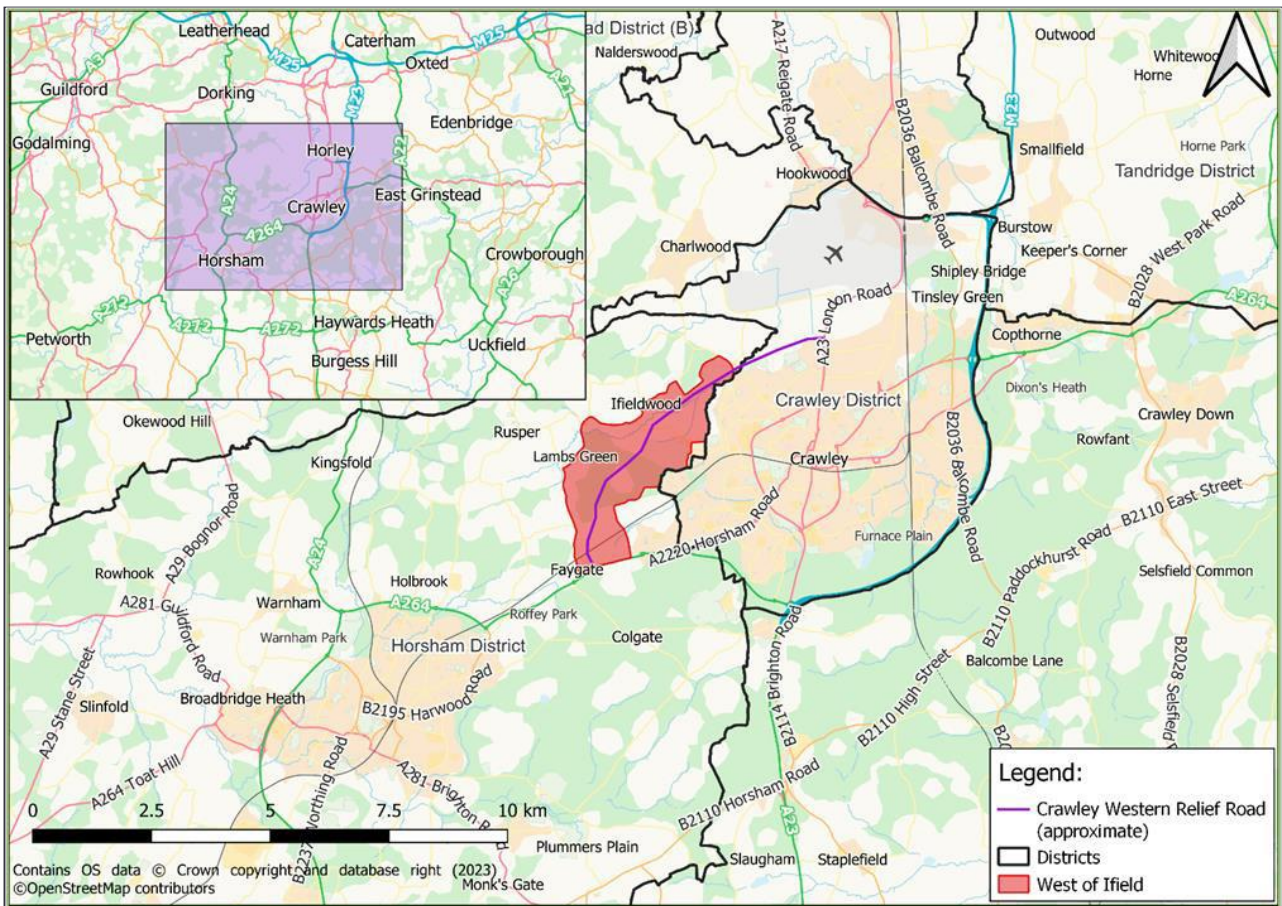
1.2 Background and Context

The Land West of Ifield (Wol) site has been identified in the Homes England Strategic Plan as a priority for investment. It forms an area of land which sweeps in a broad arc around the western edge of Crawley, from Faygate in the south west to Gatwick in the north east and is being promoted as having potential for up to 10,000 homes. It is suggested this area could be delivered as three new neighbourhoods of Crawley in the medium to longer term.

Homes England and Horsham District Council view the full proposal for 10,000 houses as a ‘strategic opportunity’, but the current focus is on delivering around 3,000 houses as the first phase. Confusingly, this is also called the West of Ifield site. In this report the sites or phases are referred to as the 3k and 10k Sites, namely: **Wol 3k or Wol 10k**.

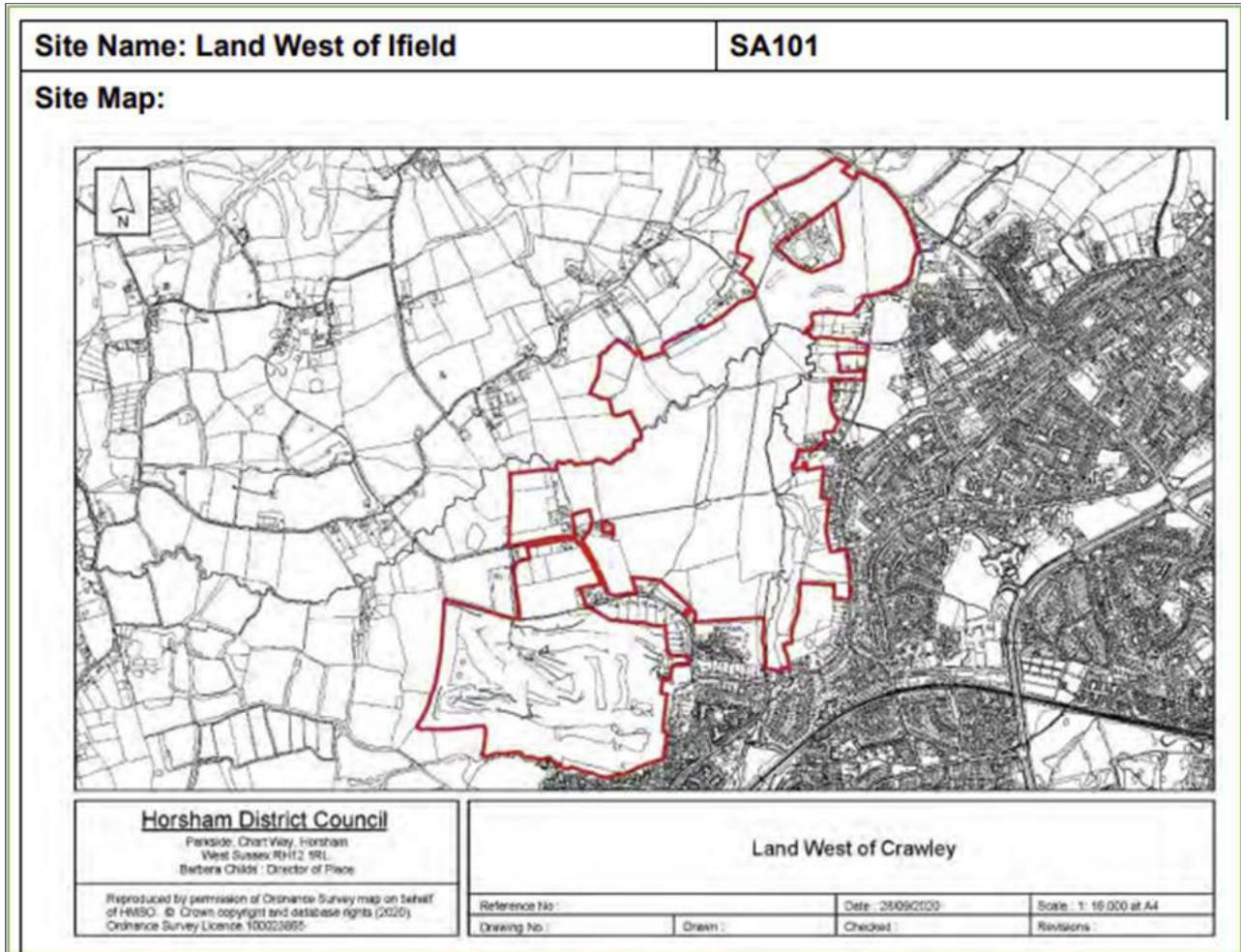
The land for the Wol 3k site (phase 1) is owned and controlled by Homes England and was allocated within the Horsham District Local Plan 2021 – 38 Regulation 19 Draft Document. The Wol 10k proposal is also referred to throughout the Plan, however, as a future opportunity. It is proposed that 35% of the houses delivered across the sites would be affordable. The location of the Wol 10k site is given at **Figure 1.1** and the Wol 3k site, owned by Homes England, at **Figure 1.2**.

Figure 1.1: Location of the West of Ifield Development and the Proposed Crawley Western Relief Road



The first phase of the WoI development site for around 3,000 dwellings, is included in the new draft Crawley and Horsham Local Plans in the period up to 2038 and has also been included within the respective Transport Models. The remaining 7,000 dwellings are to be brought forward as part of the Crawley and Horsham Local Plan Reviews (source Homes England Members Presentation 2019 and Horsham District Council Local Plan). **Figure 1.2** shows the location of the WoI first phase for around 3,000 dwellings.

Figure 1.2: Location of the First Phase of the Wol Site

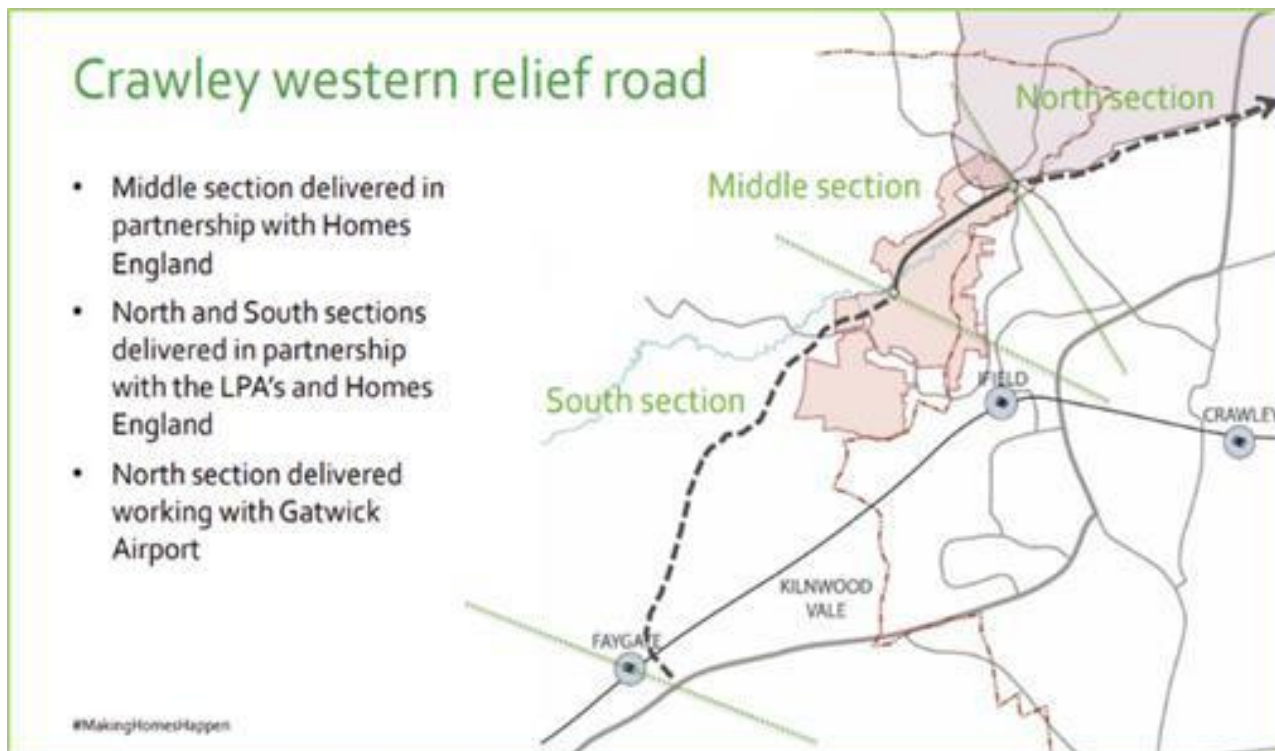


Source: Appendix 6 - Assessment of Potential Housing Allocations for Allocation in the Horsham District Local Plan

The assessment of the Wol 3k site as set out in Appendix 6 from the Regulation 18 consultation is given at **Appendix A**, whilst **Appendix B** gives the Strategic Site Allocations Strategic Policy HA2: Land West of Ifield from the Horsham District Local Plan 2021 – 38 Regulation 19 Draft Copy

As part of the Wol 10k development proposals there are plans to construct a Crawley Western Relief Road (CWRR). The full extent of the alignment of the proposed CWRR is given at **Figure 1.3**.

Figure 1.3: Approximate Alignment of the Crawley Western Relief Road.



Source: Homes England

It is anticipated that a full Crawley Western Link Road (as termed in the Draft Local Plan) and multi-modal corridor will be required to mitigate the impact of wider traffic growth in and around Crawley in addition to the development of the additional WoI houses in this location. The full Link Road will need to connect the A264 at Faygate to the A23 south of Gatwick Airport, north of County Oak.

1.3 Document Review

The following documents have been reviewed and utilised in the preparation of this Technical Note:

- Horsham District Local Plan Regulation 18 Consultation Document.
- Horsham Transport Study: Local Plan Preferred Scenario Transport Assessment, Stantec, May 2021;
- Horsham District Local Plan 2021 – 2038: Regulation 19 Draft Copy;
- Draft Crawley Borough Local Plan 2024-2040, May 2023;
- Land west of Ifield, Crawley, Members Presentation 29 July 2019, Homes England;
- Information and documentation from the West of Ifield website (www.westofifield.commonplace.is).

1.4 Purpose of the Technical Note

The purpose of Technical Note is to set out the findings resulting from a review of documents set out in

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Section 1.3. Following the document review the note then goes on to undertake an appraisal of the allocation of the Land West of Ifield within the Horsham District Local Plan 2021 – 38: Regulation 19 Draft Copy. The note also set out how the outcome of the appraisal and how they relate to the current national and local policies as they relate to transport.

Finally, the note then refers to the site's suitability to go forward into the Approved Horsham Local Plan.

2. Relevant Policies

2.1 Introduction

As discussed above the site allocation for the Land West of Ifield is set out in the Horsham District Local Plan 2021 – 2038: Regulation 19 Draft Copy and in order to make any objections on Transport and Highway grounds within the Regulation 19 process the bringing forward of the Wol sites will need to be contrary to current national and local transport policy.

This section sets out the current national and local policies as they relate to transport and under which any consultations representations will carry weight.

2.2 National Planning Policy Framework

In achieving sustainable development, the purpose of the planning system is to contribute to meeting sustainable development where at a very high level the objective of sustainable development can be summarised – “as meeting the needs of the present without compromising the ability of future generations to meet their own needs” (NPPF paragraph 7)

In assessing specific development sites for development and inclusion within Local Plans, the key paragraphs in NPPF as they relate to transport are:

With regards to “Identifying land for homes” in respect of transport, NPPF at **paragraph 73** states:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).” (ABC Emphasis)

This emphasis on genuine choice of transport modes is backed up at **Section 9 “Promoting Sustainable Transport”**, which states at 104:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;”*

and at **Paragraph 106**:

“Planning policies should:

- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;”*

When considering development proposals NPPF at **Paragraph 110**, states that plans and decisions should take account of whether:

- ‘Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- Safe and suitable access to the Site can be achieved for all people; and*
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*

Paragraph 111, which refers to the impacts on highways and states:

- ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*

Paragraph 112, which identifies those developments should be located and designed where practical to:

- ‘Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’*

2.3 Local Transport Policies

The Local Transport Policies as they relate to Wol are set out in the current Horsham District Planning Framework, dated November 2015. The District Council in January 2023 announced a delay to the forthcoming review of the Local Plan and as such the current plan’s relevant policies are considered below at a high level. These policies could change as a revised Local Plan is currently being advanced by the Council.

Policy 1 Strategic Policy: Sustainable Development - *When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

Policy 2 Strategic Policy: Strategic Development - *To maintain the district's unique rural character whilst ensuring that the needs of the community are met through sustainable growth and suitable access to services and local employment.*

Policy 39 Strategic Policy: Infrastructure Provision:

1. *The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.*
2. *Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.*
3. *To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligation / Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.*

Policy 40 Sustainable Transport - *There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.*

3. Document Findings

3.1 Development Proposals

The proposed West of Ifield (Woi) 10k development site lies immediately west of Crawley in the rural Parish of Rusper and has the potential for more than 10,000 dwellings. The first phase of the development, as set out in the Horsham Draft Local Plan is expected to consist of 3,250 dwellings and lies to the north-east of the land allocated for the whole development (Figure 1.2). This first phase (Woi 3k) is covered in both the Crawley Draft Local Plan and Horsham Draft Local Plan, and their associated transport models and studies, however the quantum of the first phase differs slightly between models. Further, the West of Ifield Consultation website also states a slightly differing figure. These are:

- The Crawley Transport Model includes 3,750 dwellings;
- The Horsham Transport Study includes 3,250 dwellings; and

- The West of Ifield consultation FAQ's state that the first phase of the development has been reduced to 3,000 dwellings.

For the whole of the WoI 10k development to be accommodated from a highways perspective, it has been proposed that the new Crawley Western Relief Road (CWRR) is required¹; this link will connect the A264 in the south to the A23 in the north and pass through the development. However, for the WoI 3k development, only the middle section of the CWRR is proposed and subsequently modelled within the Crawley and Horsham Traffic Models. This middle section of the CWRR will only connect to Rusper Road in the south-west and Charlwood Road in the north-east, thus channelling all traffic from the development onto these two rural roads. It will also allow access off the CWRR into the first phase (3,000 dwellings) of the WoI 3k site.

In addition to the WoI 3k development, there is an additional housing development proposed at the southern portion of the WoI land, namely the West of Kilnwood Vale development. Similarly, the Crawley Transport Study and the Horsham Transport Model have differing dwelling numbers for this development. It is important to note the relevance of the development as it lies within the immediate vicinity of the WoI 3k development, is included in the same modelling scenario as the WoI 3k development in the Crawley Transport Model and is treated as part of the WoI 3k development in the Horsham Transport Study. The number of dwellings for the West of Kilnwood Vale development considered are:

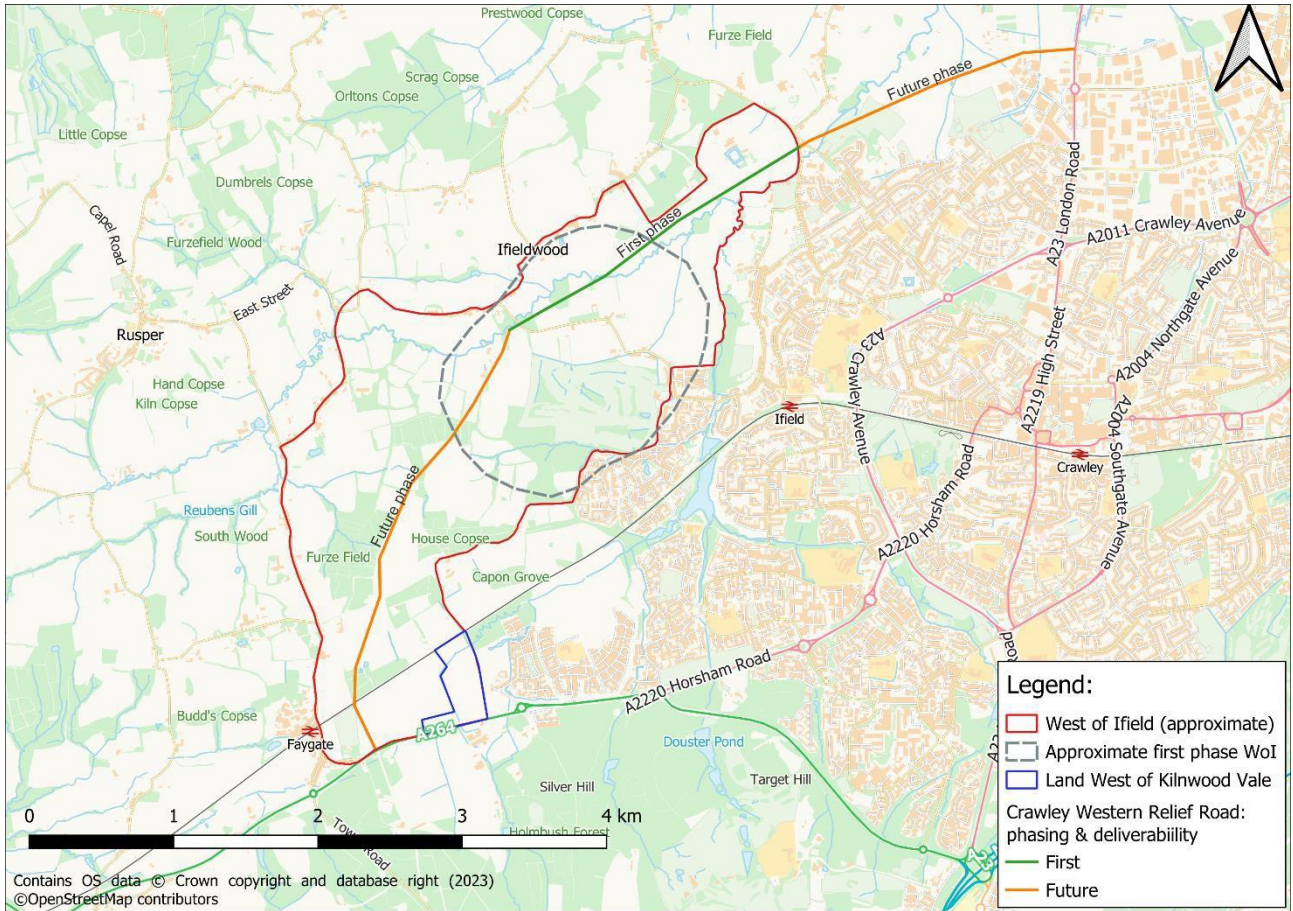
- The Crawley Transport Model includes 1,546 dwellings; and

- The Horsham Transport Study includes 350 dwellings.

The approximate development proposal extents included in the transport models are shown in **Figure 3.1** below.

Figure 3.1: Development proposals

¹ Homes England
August 2023



3.2 Transport Models

The Draft Crawley Local Plan uses, as part of its evidence base, the Crawley Saturn Transport Model² (CTM), which is described in the Crawley Transport Study reports.

The Horsham District Local Plan uses the Horsham Highway Model, which is described in the Horsham Transport Study. This is also a Saturn model with no allowance within the model to adjust for mode shift to public transport, cycling or walking.

Table 3.1 summarises the pertinent points as output and recorded from each model.

Table 3.1: Summary and Comparison of Crawley and Horsham Transport Models

Item	Crawley Transport Model	Horsham Transport Model
WoI 3k development extents	Phase 1 only, with 3,750 dwellings	Phase 1 only with 3,250 dwellings

² SATURN is a highway-based transport model with no allowance within to adjust for mode shift to public transport, cycling or walking.

West of Kilnwood Vale development extents	1,546 dwellings	350 dwellings
Trip generation	Wol and Kilnwood Vale combined. AM peak: 3,612 trips PM peak: 3,979 trips	Wol and Kilnwood Vale combined* AM peak: ~2,132 trips PM peak: ~1,884 trips
Trip reduction	<ul style="list-style-type: none"> • Internalisation of trips reflected in trip generation totals. • 5% reduction in local car trips with the assumption that they will switch to cycling. • 12% car trip reduction to trips on the local network because of bus, cycling and walking infrastructure improvements 	<ul style="list-style-type: none"> • 12% car trip reduction to trips to Crawley Town Centre • Range of car trip reductions based on travel distance; range from 22% for 1km trips to 3% for 10.1km - 50km trips. • 12% due to internalisation factors • Trip reductions for sustainable measures, ranging from 5% to 9%
Highways impacts	<ul style="list-style-type: none"> • Flow increases on minor roads to the west of Crawley including: <ul style="list-style-type: none"> ▫ Rusper Road ▫ Ifield Green ▫ Ifield Avenue ▫ Ifield Drive • Capacity constraints on Crawley Avenue • Flow increases on M23 (northbound and southbound) 	<ul style="list-style-type: none"> • Ifield Avenue / Stagelands junction • Ifield Roundabout • Ifield Avenue/ Russetts Road • Ifield Avenue/ Warren Drive
* Estimated from trip rates and development extent as no trip generation totals provided		

It can be seen from Table 3.1 that the two models appear to have some significant differences in the extent of the Wol 3k development, including the trip generation and trip reduction rates. It is important to note that, in the absence of trip generation figures provided in the Horsham Transport Model, this has been estimated based on the trip rates and development extents provided in the relevant study reports.

It should be noted that both models apply generous trip reduction rates to the Wol 3k development, based on internalised trips, and car trip reductions based on trips to major centres, journey length and sustainable measures.

It can further be seen from Table 3.1 that with the inclusion of the first phase of the development, even with generous amounts of trip reduction rates, the roads surrounding the Wol 3k development have been shown to have capacity constraints in the scenarios modelled as a result of the flow increase on the minor roads.

This increase in traffic on the surrounding road network as a result of the Wol (3k) site is contrary to both NPPF sections 106 and 111, as well as the Horsham District Planning Framework Policies 2 and 39.

3.3 Public Transport

As stated in the Horsham District Local Plan Regulation 19 draft copy, “public transport provision within the district is poor and there is a high reliance on the car”. The nearest train stations to the proposed Wol 3k development are Ifield Station and Faygate Station, and the nearest bus routes travel through Kilnwood Vale, Ifield West and Bewbush. No detail of new public transport provision, such as type, routes and frequency, to facilitate the Wol 3k development has been provided.

With regards to the existing public transport provision, Ifield Station is some 1.8km from the approximate centre of Phase 1 of the development, whilst Faygate Station is over 5km away. Important to note is that both stations only have 2 trains per hour in the weekday peaks, per direction. The nearest station at Ifield station is dated with narrow platforms, in addition it has no car parking, passenger drop off or bus facilities (the nearest bus stops are some 200m distant) to encourage its use, as indicated at **Figure 3.2. Figure 3.2: Ifield Station**



Figure 3.3 shows the walking catchment of the bus stops and train stations nearest the Wol 3k development, with a 400m walk to a bus stop and a 1,200m walk to a train station considered to be reasonable³. It is clear from Figure 3.3 that the walking distances to the nearest bus stops and train stations from anywhere within the proposed Wol 3k development, except for the periphery, is substantially further than is considered reasonable to attract public transport users and consider the site sustainable, a test within both NPPF and Local Plan Policies.

The Chartered Institute for Transport (CIHT) – Planning for Walking (2015) document reinforces this point which adds that the power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200

metres (DOENI, 2000). People will walk up to 800 metres (with a preferred maximum of 1200 m) to get to a railway station, which reflects the greater perceived quality or importance of rail services. It also states that:

“Most people will only walk if their destination is less than a mile away”.

and

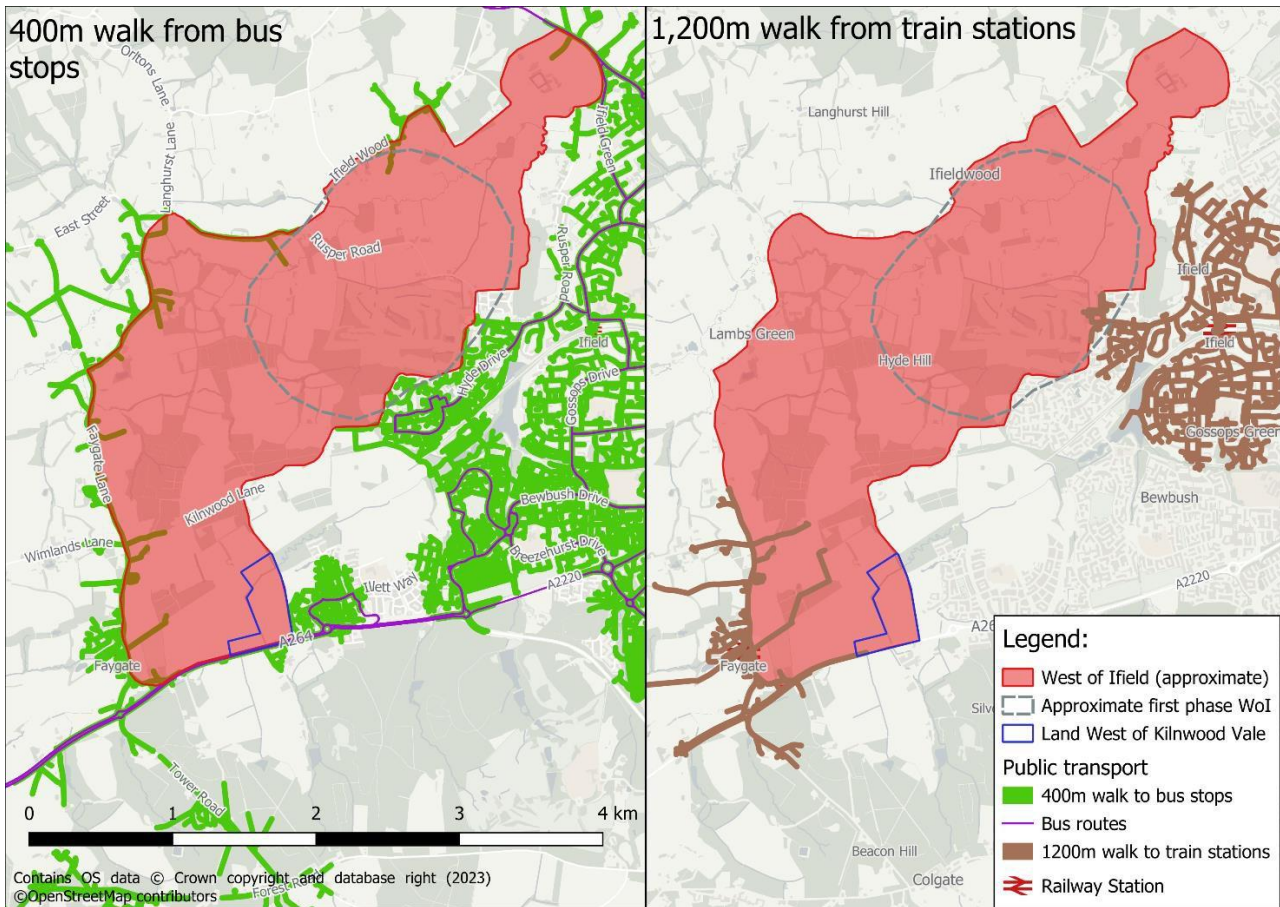
“Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of “walkable neighbourhoods,” with a typical catchment of around 800 m or 10 minutes’ walk”.

³ CIHT document “Providing Journeys on Foot”

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

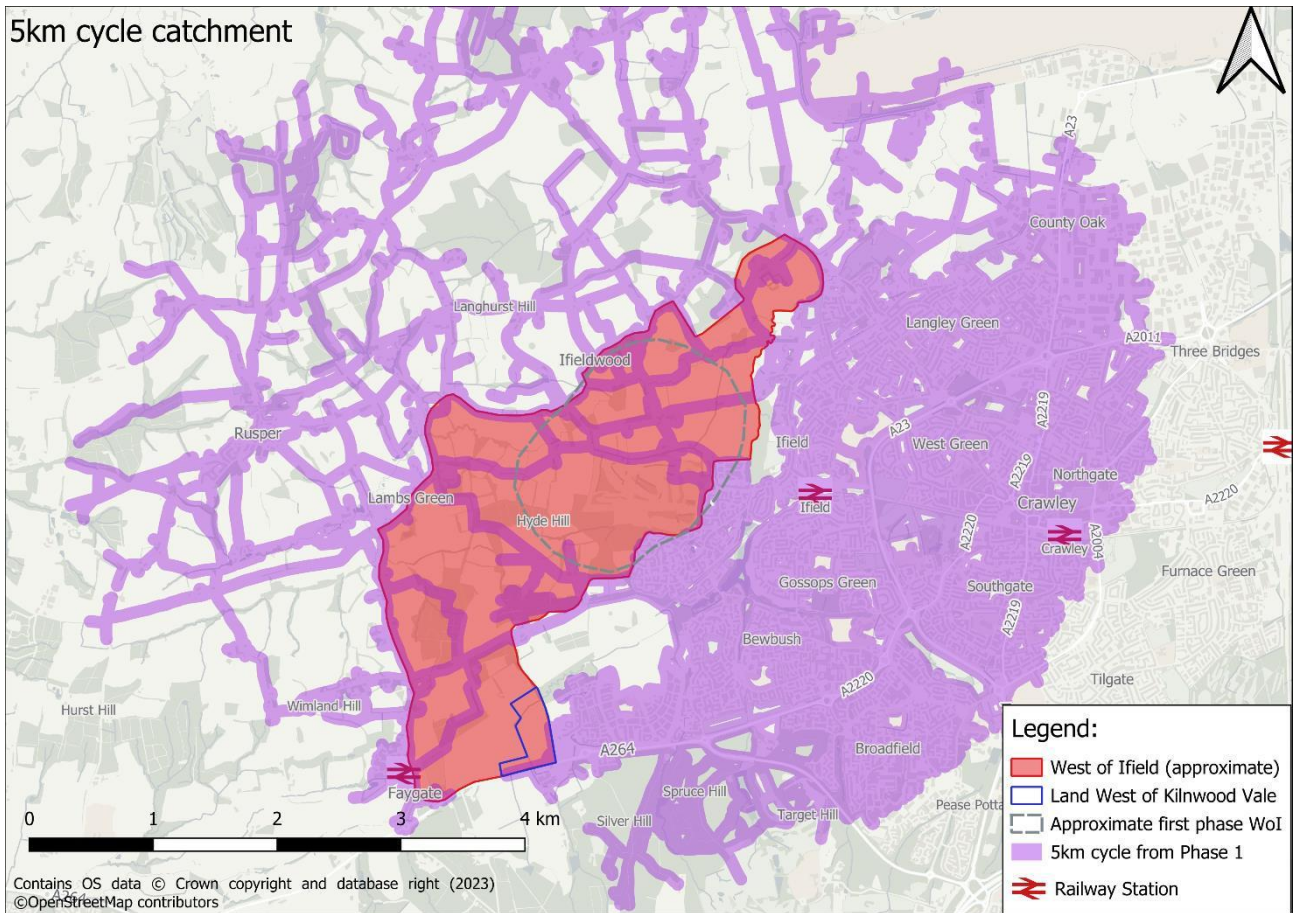
Figure 3.3: Walking catchments to existing public transport.



It is the generally accepted industry standard that an acceptable distance for cycling trips is up to 5km, and **Figure 3.4** shows this catchment, from the approximate centre of the first phase of the WoI 3k development. This catchment includes Ifield, Faygate and Crawley Train Stations, although Crawley and Faygate Station are located at the far end of the catchment. The catchment also includes parts of Crawley Town Centre.

Part of the WoI 3k development proposals include upgrades to Ifield Train Station; however, these proposals only include upgrades to the cycle parking and bus interchange at the station. No upgrades to increase train or platform capacity or even frequency is proposed. This is not expected to make the use of the train station substantially more attractive to commuters, and to access more frequent train services commuters will need to cycle almost 5km to Crawley Station, where they will then change modes. Crawley Station has some 4 trains per hour in the peaks.

Figure 3.4: Cycle catchment



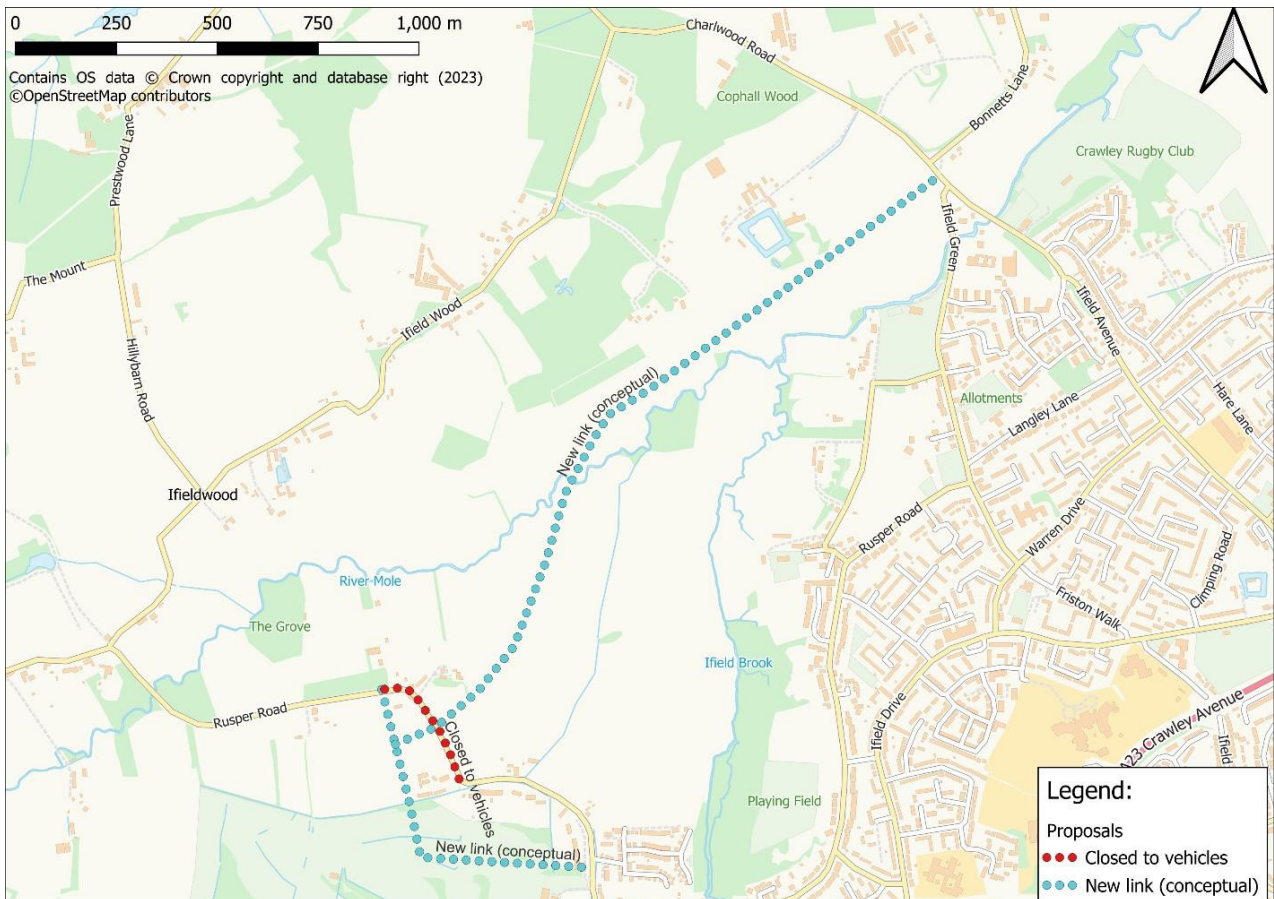
Overall, the WoI 3k site due to its remote peripheral location does not appear to be situated in the most sustainable of locations and does not allow for the appropriate opportunities to promote sustainable transport modes. This lack of ability to promote sustainable travel can therefore be seen as contrary to both NPPF sections 106 and 110, as well as the Horsham District Planning Framework Policies 1 and 40.

3.4 Transport Constraints

Both the Draft Horsham Local Plan and Draft Crawley Borough Local Plan, based on the modelling in their evidence base, propose that only the middle section of the Crawley Western Relief Road (CWRR) be constructed to provide access to the WoI 3k site. This section will connect from Rusper Road in the south to Charlwood Road in the north. Such a connection will serve only to provide access to the development and will not provide a direct link into Crawley or to a major strategic route. Therefore, most of the development traffic is likely to use Rusper Road, Charlwood Road, Ifield Avenue and the minor roads of west Crawley to access the A23 and Crawley Town Centre. Further, the proposals suggest that a section of Rusper Road will be closed to vehicles, with a new link constructed through the development which will connect Rusper Road (north) to Rusper Road (south). It is clear from these proposals that all WoI 3k development traffic will be required to utilise the lower order roads of Ifield Avenue, Charlwood Road or Rusper Road to access the

development. **Figure 3.5** below illustrates these connections, conceptually, as depicted in the West of Ifield (3k) Masterplan³.

Figure 3.5: Wol 3k Access Proposals



The following is a brief description of each of the roads mentioned above as they currently exist:

- Rusper Road is a narrow single carriageway rural road, with no footpaths. It is rural in nature with no lighting, and with carriageway widths of c.5.2 m;
- Charlwood Road is a single carriageway road, with no hard shoulders. It is rural in nature with no lighting (except for its junction with Ifield Avenue/ Ifield Green), with widths of c.6 – 7 m;
- Ifield Avenue is a single carriageway road with widths of mainly c.8m. It is mainly semi-rural and suburban in nature and has lighting.

Significant trip reductions have been suggested in the modelling of the Wol 3k development, with a high proportion of these reductions based on the provision of and/ or contribution to sustainable transport measures, including bus services and bus rapid transit routes. The proposals for highways access as mentioned above, would mean that any bus services would be required to use Rusper Road, Charlwood

³ <https://westofifield.commonplace.is/en-GB/proposals/consultation-2022-our-plans-for-west-of-ifield/step1>
August 2023

Road and/ or Ifield Avenue to access the development. It is not clear from any of the documentation reviewed how these bus services will be accommodated on these roads, and whether any upgrades to the roads will be made to facilitate additional bus services.

Furthermore, while some localised mitigating measures and upgrades have been proposed to a limited number of junctions near the development, there are still a vast number of local roads and junctions surrounding the development which will need to accommodate traffic travelling towards Crawley and major routes such as the A264 and the A23. It is not clear how the remaining junctions and links surrounding the development will accommodate development traffic, particularly should the trip reductions proposed in both the Crawley and Horsham transport models not materialise. Important to note also is that the junction of Ifield Avenue and Stagelands is identified as a hotspot in the Horsham Transport Study; there do not appear to be any mitigation measures proposed for this junction.

Finally, the Draft Crawley Local Plan states that:

“Without commitment to the construction of a full Western Multi-Modal Transport Link between the A264 and A23 (North), all the traffic from any development to the west of Crawley, from permitted schemes and any future proposals which could emerge through the Horsham District Plan Review and/or through planning applications permissions granted as windfalls, is likely to feed into residential roads in Ifield and/or Langley Green and onto the already congested A23 junctions, particularly the Ifield Avenue/A23 junction in the long term.”

It can therefore be concluded that the existing surrounding highway, particularly the lower order roads, will be severely negatively impacted by the Wol 3k development if only the middle section of the WRCC is constructed; it is clear that the entire length of the CWRR between the A264 and the A23 should be considered as part of the Wol 3k development.

3.5 Other Transport Infrastructure Upgrade Proposals

The document review revealed the following sustainable transport proposals including “a high-quality bus corridor that would be extended to serve these proposed developments [Wol 3k and West of Kilnwood Vale], linking to key destinations including Crawley Town Centre and Manor Royal, as well as improvements to cycling and walking infrastructure”. However, there is not enough available detail on extent, frequencies, capacities, accessibility and implementation timeframes to be able to make a comfortable determination on the ability of these proposals to satisfactorily reduce the traffic generated by the development, and its impact on the surrounding highway.

3.6 Summary

The following can be summarised from the above:

- The full Wol development has the potential for 10,000 dwellings, however the first phase (Wol 3k) has an extent of 3,000 to 3,750 dwellings. This extent differs between sources with the Wol 3k consultation stating 3,000 dwellings, the Horsham Transport Study stating 3,250 dwellings and the Crawley Transport Study stating 3,750 dwellings;
- The Crawley Western Relief Road (CWRR) linking the A264 to the A23, travelling through the Wol 10k development, has been proposed to accommodate the full Wol 10k development, however

only a middle section of this road has been proposed to accommodate the Wol 3k development. This will link between Rusper Road and Charlwood Road. Provision of this section of road will serve only to provide access to the Wol 3k site, thereafter new development traffic will be forced to use the existing minor rural roads around the development to access Crawley Town Centre, the A264, the A23 and other major routes;

- Both the Crawley Transport Model and the Horsham Transport Model take the Wol 3k development into account, however their extents, trip generation and trip reduction rates differ. Further, both models apply generous trip reduction rates to the development based on internalised trips, and car trip reductions based on trips to major centres, journey length and sustainable measures;
- It has been shown in the models that the roads surrounding the development will experience capacity constraints. Should the above-mentioned trip reduction measures not be fully successful, these capacity constraints will be exacerbated and contrary to both National and local policies;
- Several sustainable measures including provision of walking, cycle and public transport services and infrastructure have been proposed; however, there is limited detail on these measures and it is difficult to conclude that they will successfully mitigate against the additional trip generation from the development; and
- It has been shown that the existing public transport provision and access associated with the Wol 3k development is poor and therefore unlikely to assist significantly to mitigate against new traffic generation from the development and contrary to both National and local policies.

4. Impact on Rural Roads and Villages

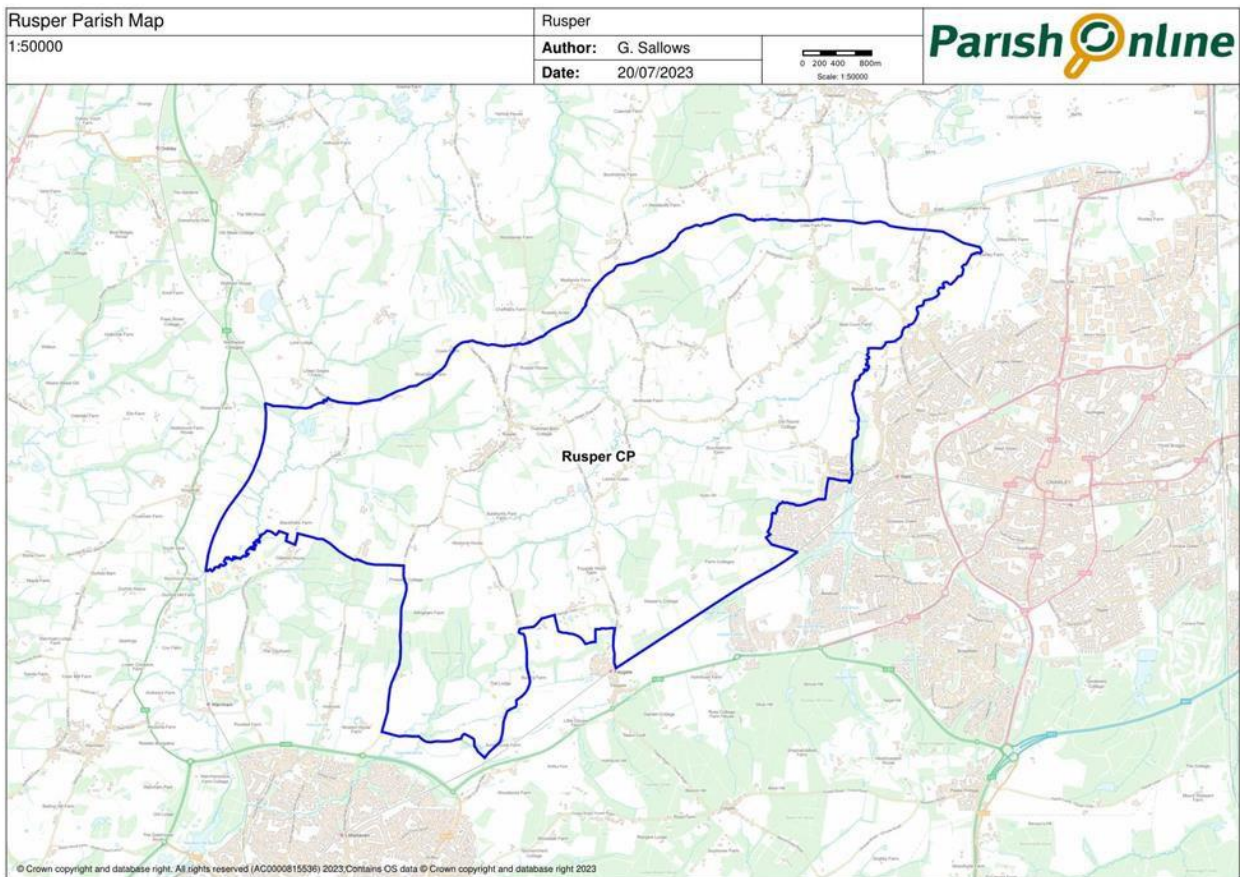
4.1 Introduction

The Wol 3k land as proposed within the draft Horsham Local Plan lies almost extensively in the Parish of Rusper.

The Parish of Rusper (PoR) is rural in nature, whereby the total area is 2,588.56 hectares with a perimeter distance of 30.6km. In 2020 there were 690 dwellings in the parish, but it is now around 940 dwellings, giving around 0.4 dwellings per hectare. These figures do not include for the proposed developments at North Horsham (Mowbray) and Kilnwood Vale, which between them will add approximately another 800 dwellings into the Parish. The population in 2020 was around 1,635 people in the parish, giving around 0.65 persons per hectare.

Figure 4.1 shows the rural extent of Rusper Parish.

Figure 4.1: Extent of Rusper Parish



4.2 Transport Characteristics

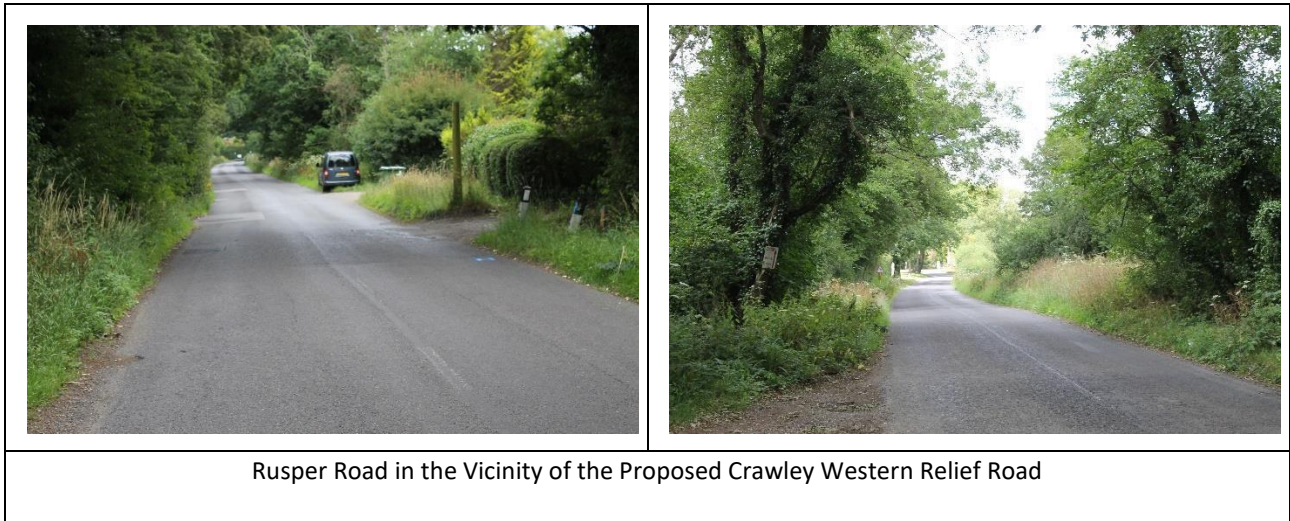
Given its rural location, PoR only has C class roads within its area, there are no A or B class roads in the Parish, whereby all the roads, apart from where Charlwood Road meets Ifield Avenue, are around 5.2 metres in width with no footpaths. These rural roads exhibit poor horizontal alignment with no footpath provision, the speed limit in the parish on these roads are 40mph. In addition, being rural in nature the roads are extensively used by horse riders, as demonstrated by the plethora of equestrian establishments in the area, together with cyclists and walkers.

Figures 4.2 to 4.3 demonstrates the limitations of the road network throughout the Parish.

Figure 4.2: Rusper Road Village



Figure 4.3: Rusper Road in the Vicinity of the Proposed Crawley Western Relief Road



Due to the congestion along the A264, Horsham Road and Crawley Avenue, motorists travelling between Horsham and Crawley/Gatwick Airport, and the M23, use the rural roads within PoR as rat runs. The rat running traffic is most noticeable along Horsham Road, East Street, Rusper Road, Ifield Wood and Charlwood Road during the peak hours, where speeding is also prevalent. Given the limited road width and alignment these roads are not suitable for rat running traffic and are particularly dangerous when confronting large vehicles, horses, pedestrians and cyclists. As illustrated in **Figures 4.4 to 4.5**.

Figure 4.4: Rural Roads in Rusper Parish



Figure 4.5: Equestrian Activity in Rusper Parish



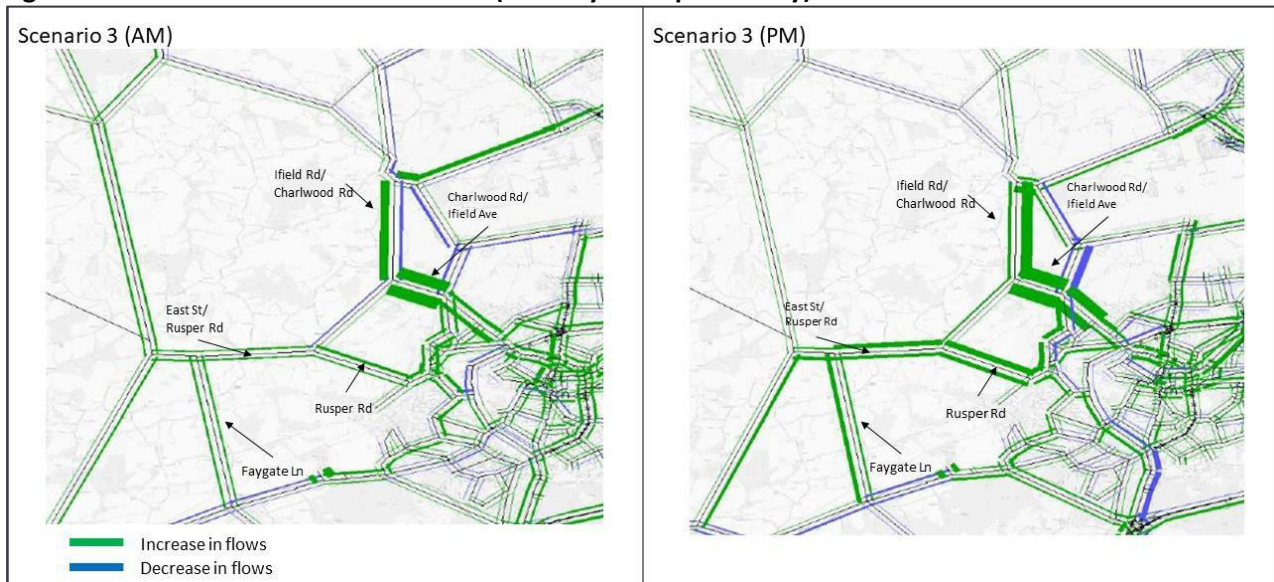
Rusper village lies at the heart of the Parish with local facilities and a primary school. There is a 30mph speed limit in force through the village, however there is no street lighting in existence. At the entrance to the village from East Street the width is only 5 metres, whereby the width of Horsham Road outside Rusper Primary School is only 6 metres.

Regarding public transport within Rusper Parish, this is non-existent, as there are no rail stations situated within the Parish, with no daily bus services serving the Parish. The only exception being in the far northeast corner of the Parish where there is a bus route serving Charlwood.

4.3 Traffic Impact of the Wo1 3k Site within the Parish of Rusper

It is difficult to determine the expected additional traffic flows expected on each of the local rural roads within the Parish of Rusper which surround the Wo1 3k development from the information provided in the Crawley Transport Study and the Horsham Transport Study, as these have not been reported on in detail. However, it can be seen from the Saturn Model Flow Difference Plots provided (in Appendix K of the Crawley Transport Model and Appendix H of the Crawley Transport Report) that substantial additional traffic flows are expected on the local road network after inclusion of the Wo1 3k development trips, even with sustainable mitigation. Extracts of the flow difference plots from Appendix K of the Crawley Transport Study are shown in **Figure 4.6** below. These plots show the difference in flows between the Reference Case and Scenario 3, which includes both the Wo1 3k site and West of Kilnwood Vale developments.

Figure 4.6: Flow Difference Plot Extracts (Crawley Transport Study)



The flow difference plots show flow increases (in green) on all rural roads surrounding the Wo1 3k development. Whilst these flow increases are not quantified in the reports or the plots, their bandwidth gives an indication of their comparative volumes. It can be seen from the plots that there are flow increases on all the surrounding rural low order roads, with the most significant increases seen on Ifield Road, Charlwood Avenue, Rusper Road and Ifield Avenue. It is not clear from these plots whether the first phase (middle section) of the CWRR has been included, however as mentioned earlier in this section, it has been stated in the relevant reports that this section of the CWRR has been included in both transport models.

Further, a sensitivity analysis test was undertaken as part of the Crawley Transport Study, which considered Scenario 3 (with the Wo1 3k and West of Kilnwood Vale developments) with the CWRR in its entirety (from A264 to A23), against Scenario 3 without the CWRR. This test showed that the full CWRR would reduce the flows on the surrounding rural low order roads of Faygate Lane, East Street, Rusper Road, Ifield Road, Charlwood Road and Ifield Avenue, as expected.

It is clear from the above that the effect of the Wo1 3k site will severely impact the local roads throughout the Parish of Rusper and that only the inclusion of the fully completed CWRR (A264 to A23) would reduce the impact of the Wo1 3k traffic on the rural roads within the Parish. Without the inclusion of the full

extent of the CWRR the resultant impacts of the WoI 3k site would be severe and contrary to both NPPF and the Horsham District Planning Framework Policies.

5. Horsham District Local Plan 2021 – 38: Regulation 19 Draft Copy Review

5.1 Introduction

This section of the Technical Note deals with the allocation of the Land West of Ifield site within the Regulation 19 Draft Horsham Local Plan and the policy relating to the site allocation process. The allocation of the WoI site was based upon Horsham District Local Plan Regulation 18 Consultation Document, which undertook an assessment process for allocating potential housing allocations in the Horsham District Local Plan. The section then goes onto review the WoI allocation by relating the assessment to the Document Review findings as set out in Section 3 and linking them to the relevant transport policies as set out in Section 2.

In creating the vision for the Horsham District Local Plan, the area will have become a place where opportunities for non-car-based transport including walking, cycling and community transport services are prioritised to help reduce the reliance on private vehicles and contribute to low carbon-based futures and healthy lifestyles. To achieve the vision objective no.6 relates to transport which will:

“Bring forward well designed development that is supported by the timely provision of necessary infrastructure, that promotes walking, cycling and public transport, provides accessible community services and open spaces that meet local and wider District requirements and contributes to healthy lifestyles.”

5.2 Land West of Ifield Strategic Site Allocation

Horsham District Local Plan 2021 – 38: Regulation 19 Draft Copy sets out at Chapter 11 (pages 139 – 144) the Strategic Site Allocations, whereby “Strategic Policy HA2: Land West of Ifield” describes the Policy site and then sets out Policy HA2.

As part of the site description at section 11.7 it states that:

“Within the overall area promoted for 10,000 homes a parcel of land known as Land West of Ifield, controlled by Homes England, is allocated for 3,250 homes. Although a stand-alone allocation, it is considered this allocation would have the potential to form part of any wider development of 10,000 homes should this be identified as part of a future Local Plan review.”

At section 11.15 the document goes on to review the transport evidence, whereby:

“Evidence from strategic transport modelling shows that to deliver the Land West of Ifield, significant mitigation will be necessary to mitigate the impacts on the local road network. The proposals include as

a minimum the development of a partial link road to be delivered within the site. Its initial main purposes will be to provide the main vehicular access to the development, and to facilitate new bus, cycling and walking links through the site and integrating with the wider movement network. Delivery of the road must be delivered 'up front' within the first phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected."

It is not clear if the "partial link road" is the CWRR as set out by Homes England, however it is clear that this transport infrastructure only applies to 3,250 dwellings (now 3,000 dwellings). It is interesting to note that at section 11.16 the documents elaborate further by stating that:

"It is anticipated that a full Crawley Western Link Road and multi-modal corridor will be required to mitigate the impact of wider traffic growth in and around Crawley in addition to the development of additional homes in this location (Wol)." And goes onto state that:

"The full Link Road must connect the A264 at Faygate to the A23 south of Gatwick Airport, north of County Oak." And then mentions that "Contribution towards transport mitigation schemes on the A23 junctions may also be necessary."

The Strategic Policy HA2: Land West of Ifield is set out at Pages 141 to 144 of the Regulation 19 Draft Copy Review. In respect of transport, it sets out within the policy at point 2 that the development will be in accordance with a comprehensive masterplan to be agreed with the Council in the period to 2038 for 3,250 homes (now 3,000 homes). In addition, at 2. h) it mentions that:

"Comprehensive sustainable travel improvements, including the first phase of a link road to connect the A264 at Faygate to the A23 north of Crawley alongside high-quality bus service connections and sustainable travel options for first residents."

Finally point 8 of the policy states:

"A comprehensive transport strategy is submitted as part of the masterplan with development to include the following:

- a) A walking and cycling strategy that demonstrates how attractive, direct and legible routes that have priority over motorised traffic, and integrated with the existing and wider network will be delivered and maintained;*
- b) A link road with segregated Fastway bus lanes initially connecting Charlwood Road to the north with Rusper Road to the south (with southern access limited to public transport and emergency and non-motorised vehicles);*
- c) Extensions to the Crawley Fastway bus rapid transit network to enable fast connections to (as a minimum) Crawley Town Centre and Manor Royal Business District, and provide convenient bus access to key destinations within Horsham District; and*
- d) Demonstrate how electric vehicle use for private car travel and, as far as possible, for public transport are embedded in the strategy from the first phases of development.*
- e) A comprehensive Travel Plan and Construction Travel Plan to be agreed by the Council and Local Highway Authority is submitted, to cover the entire construction period, which demonstrate the longterm embedment of the transport strategy."*

5.3 Strategic Policy HA2: Land West of Ifield Review

Highway Constraints

From the work undertaken at Section 3 and 4, the results of the transport modelling undertaken by both Crawley and Horsham Councils clearly indicates that, even with generous trip reduction rates, the existing surrounding highway will be severely negatively impacted by the WoI 3k development if only the middle section of the WRCC is constructed. This is backed up by both the draft Horsham and Crawley Local Plans which point out that without the construction of a full Crawley Western Link Road between the A264 and A23 (North), traffic from any development to the west of Crawley, from permitted schemes and any future local plan proposals are likely to feed into residential roads in Ifield and/or Langley Green and onto the already congested A23 junctions.

Regarding other transport infrastructure upgrade proposals, as revealed in Sections 3 and 4, there is not enough evidence or detail to make an informed decision on the ability of the proposals to reduce impact of the traffic generated by the Phase 1 development on the surrounding highway network.

From the evidence it is clear that Homes England (the developer) envisages only constructing the middle section of the CWRR as part of WoI 3k site. However, without the completion of the complete CWRR that its omission will only seek to cause an unacceptable impact on the residual cumulative impacts on the road network which would be severe. **This position is contrary to Paragraph 111 of the National Planning Policy Framework.**

Public Transport

Section 3 and 4 highlights the fact that public transport provision within the district is poor, in particular Ifield station is located almost 2 km from the centre of the WoI 3k development and is considered beyond the acceptable maximum walking distance to access a railway station. Furthermore, the upgrades proposed for Ifield station only include cycle parking and a bus interchange; the limited train service of only 2 trains per hour in weekday peaks per direction is not proposed to change. There are no proposals to increase either train capacity or frequency, or even platform capacity.

The WoI 3k transport strategy appears to, at policy HA2 point 8 b) rely on the middle section of the CWRR to facilitate segregated Fastway bus lanes. Given its peripheral nature and that the end points at Charlwood Road and Rusper Road and the fact that they do not have segregated Fastway bus lanes, the mitigation impact would be very limited in promoting sustainable transport modes. Policy HA2 point 8 c) refers to extensions to the Crawley Fastway bus rapid transit network with fast connections from the WoI 3k development to key destinations within Horsham District. Unfortunately, the areas to the east and south of the WoI 3k development consist of residential areas with mainly residential roads, which are not conducive to being used as Bus Rapid Transit routes.

The comprehensive transport strategy, as set out in Policy HA2, whilst looking impressive, can only be regarded as extremely ambitious as it would be difficult to achieve the required permeability through the surrounding residential area and across Crawley Avenue. The WoI 3k development is surrounded by residential areas where transport infrastructure improvements will be restricted and would be difficult to achieve the required penetration of segregated Fastrack routes.

Cycling and walking

The evidence provided in section 3 shows that the existing walking catchments to the nearest bus stops and train stations nearest to the development, from anywhere within the proposed development except for the periphery, is substantially further than is considered reasonable to attract public transport users and consider the site sustainable. It is imperative therefore that the walking and cycling strategy clearly demonstrates how attractive they will be particularly to bus stops within the Wol 3k development. Clearly this will not apply to rail users as the walking distance from anywhere within the site is too great to attract walking trips.

Summary

It is evident that without the completion of the whole of the CWRR that its omission will only seek to cause an unacceptable impact on the residual cumulative impacts on the road network which would be severe.

The public transport provision proposed, appears to be delivered exclusively by segregated bus provision, with a heavy reliance on bus lanes and the Fastway bus rapid transit system. There is very little detail around how this reliance can be delivered and indeed how the bus will form the backbone of the shift from the car to bus in order to obtain the necessary shift from the private car to more sustainable transport modes.

Due to the peripheral nature of the Wol 3k site, being wrapped around the western edge of Crawley, the distances to the major employment areas, town centre shops and facilities are over 2 miles away and are not conducive to attracting walking trips.

Overall, the Wol 3k development is situated in a remote and currently rural location on the far western edge of Crawley and there is a lack of robust evidence to indicate that routes, which are critical in developing infrastructure to widen transport choice and realise opportunities for large scale development, can be realised. This standpoint is contrary to both NPPF and the Horsham District Planning Framework Policies.

6. Conclusions

In conclusion, and given its peripheral and rural location, the Wol 3k site can be considered unsustainable in transport terms and should the site be included in the Horsham Local Plan, it would only serve to promote the use of the private car.

On review of the transport aspects associated with Strategic Policy HA2 in the Horsham District Local Plan 2021 – 38: Regulation 19 Draft Copy can be considered as aspirational. **There is a distinct lack of any robust evidence that the Land West of Ifield does not have a severe impact on the surrounding highway network, or indeed can be delivered in a sustainable manner, and therefore if brought forward the site would be contrary to both the National Planning Policy Framework and current Local Plan Policies as set out in Section 2. As a consequence, Strategic Policy HA2: Land West of Ifield, should not be included within the Final Horsham District Local Plan 2021 – 38.**

It may well be the case that a new draft Local Plan could be forthcoming in 2023 following the election of a new Council administration. If so, then the Parish of Rusper reserves the right to provide further evidence to make clear any changes and potential resultant implications.

Issued by

Alan Bailes

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Approved by

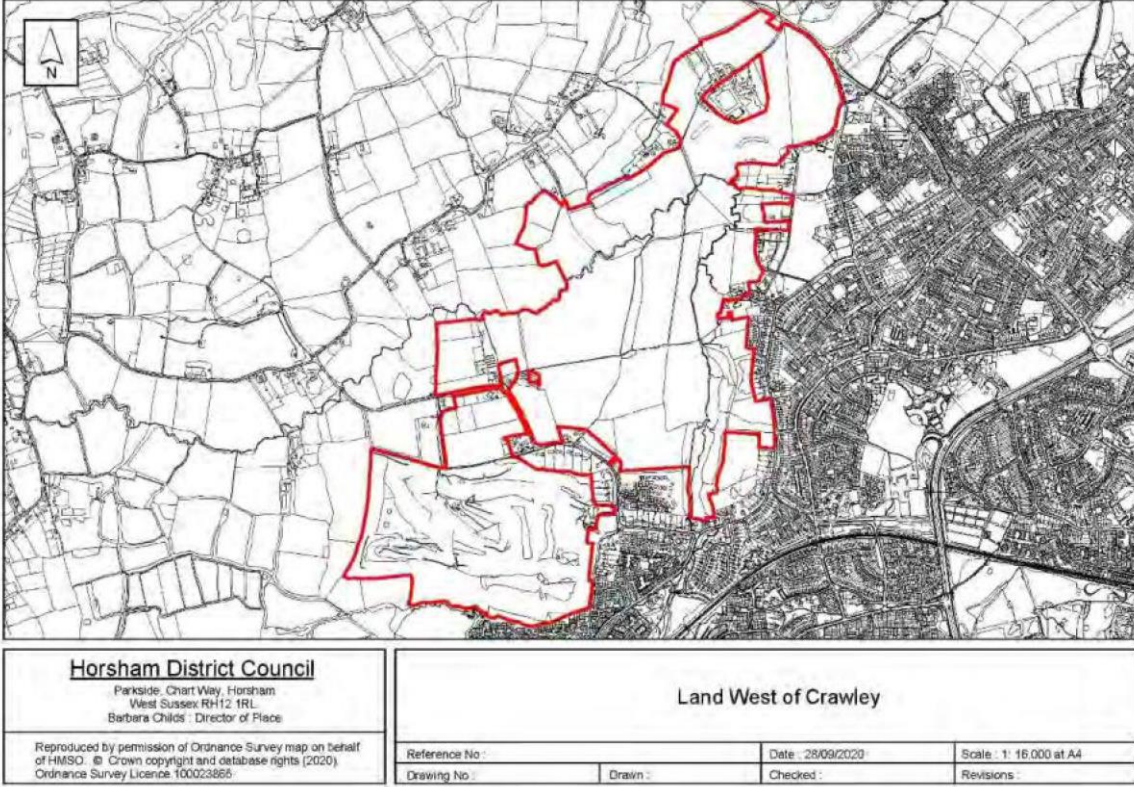
Alan Bailes – 7.08.2023

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Appendix A - Appendix 6 from the Regulation 18 consultation

Site Name: Land West of Ifield	SA101
Site Map:	
	
Site Area:	170 hectares
Site Description:	<p>The site is being promoted by the Government Agency, Homes England. Most of the site comprises arable and pasture fields bounded by hedgerows and mature trees. Ifield Golf Club course, consisting of fairways and woodland, makes up around a third of the site. It is located in the southern section of the site.</p> <p>Some isolated mature trees are present within some of the fields. To the east, the site adjoins the neighbourhood of Ifield in Crawley, and Gatwick Airport is to the north, both of which are key urban influences in this area. Although adjacent to the busy road network, and close to the urban influences, the area is predominantly rural in character including areas of Ancient Woodland.</p>

Summary of Proposal:	The site is being promoted for 3,250 to 3,900 homes. The site promoter indicates that it could from a standalone extension to Crawley, but has been promoted as the first phase of a wider expansion of the town comprising 10,000 homes in total. The site promoters have identified an
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	<p>'area of search' which sweeps in a broad arc around the western edge of Crawley from Faygate in the south west around to Crawley and Gatwick in the north east. Within the area of search Homes England considers that there is potential for up to 10,000 homes which could be delivered as three new neighbourhoods of Crawley.</p> <p><u>Land West of Ifield</u></p> <p><u>Housing</u></p> <p>The new community of between 3,250 and 3,900 homes. This would include a minimum of 35% affordable housing. A range of housing types and tenures would be provided to respond to local needs. Potential to deliver accommodation for 15 Gypsies and Traveller pitches has also been identified by this promoter with a specific land area identified to the Council through a recent call for Gypsy and Traveller sites.</p> <p><u>Employment</u></p> <p>The site promoter indicates that as part of the masterplan for a new neighbourhood, the development will deliver workspaces for start-up and intermediate businesses and land for employment which complements the existing offer at Gatwick Airport, and in both Crawley Borough and Horsham district. There is an intention to provide an enterprise/innovation centre as part of the 3,250 home scheme, however details of how this will be delivered, and its scale, have not to date been provided.</p> <p><u>Transport</u></p> <p>Homes England is proposing that the garden town is a '15-minute neighbourhood' whereby all day-to-day services and facilities are within a 15 minute walk or cycle ride for all residents. Proposals would also seek to ensure that there is access to high levels of public transport including an expansion of the Crawley fastway system. It is proposed that this element of the scheme would provide the first phase of a wider western link road from the A264 to the A23 in the north.</p> <p><u>Education and Community</u></p> <p>The proposals will deliver two new primary schools and would provide land for a secondary school, which will be delivered in the first phase of any build programme. Schools would provide for special educational needs (SEND), and</p>
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	<p>nursery / pre-school provision. A new community centre would be provided which would provide retail space and a community hall and pub/ restaurant. Open space and sports pitches would be provided</p> <p><u>Environment</u></p> <p>The proposed development area contains land which is designated for its importance for biodiversity and landscape including a Local Wildlife site (Ifield brook Meadows), SSSI and ancient woodland. This land is not proposed for built development. The site promoters have committed to a landscape led scheme that would deliver 10% biodiversity net gain. A target of 50% of the land being open space has been identified.</p> <p><u>Net Zero Carbon</u></p> <p>The site promoters state that the development would reduce its carbon footprint and would ensure homes are designed to be zero carbon ready to meet government climate change targets. Opportunities for on-site energy generation would also be provided.</p>
<p>Site Assessment Summary & Recommendation</p>	

Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. Evidence indicates that 35% affordable housing can be provided. The land West of Ifield is adjacent to the built up area of Crawley and benefits from close proximity to existing major employment hubs, and a number of higher order facilities and services at Crawley. It is considered that there is potential for development in this location to help meet some of Crawley's unmet housing needs.

The site promoter indicates that the site would deliver a range of services and facilities to facilitate the creation of a new neighbourhood community in this location. This includes the provision of a new secondary school, which could again contribute to meeting existing educational needs in Crawley. Other facilities include retain, sports, open space and employment land.

Overall, strategic development at this scale will have an impact on what is currently a generally rural landscape and there are areas where the landscape is sensitive to development. Any development will need to be designed to minimise adverse impacts as far as possible. Without mitigation, there is also potential for adverse biodiversity impacts, including ancient woodland and Ifield Brook Meadows Local Wildlife site. This land is not proposed for built development and the site promoter is committed to providing However it is recognised that the site promoter indicate that 10% biodiversity net gain.

The site is close to Gatwick Airport – this is beneficial in terms of economic links, but there is potential for new development to be adversely impacted by noise. The indicative masterplan shows that all noise sensitive development will be located to the south of the 60dB noise contour. The site is also close to the river Mole. It is noted that the emerging masterplan limits development to Flood Zone 1, and commits to delivering a comprehensive SuDs strategy. There is also limited capacity for foul drainage and it is anticipated that significant upgrades to sewerage infrastructure may be required.

Homes England has set out a vision for a '15 minute neighbourhood' and taking its lead from the Crawley Neighbourhoods concept. There is a strong commitment to walking, cycling and sustainable travel which builds on the site's proximity to the existing urban area. The site could be connected to existing public transport networks, in particular through expansion of the Crawley Fastway bus network. The site is also relatively close to Ifield railway station.

Roads in and around Crawley are known to experience congestion in the area of the proposed development, for example on the A264 corridor and routes into and through Crawley from the west. There is a need to ensure that any development which comes forward addresses the significant local concerns. The first phase of a link road is proposed as part of this scheme but the land ownership and scale of the scheme is insufficient to deliver the full relief road.

The scheme has been assessed as financially viable. The site is promoted by Homes England, who now own or controls 97% of the land. Homes England is the national agency for strategic housing delivery and has a good track record of creating successful new places. As a Government Agency it is also able to help secure infrastructure investment required to accelerate housing delivery. It is therefore considered there is potential to deliver 3,250 homes in the plan period.

Officer Recommendation: Taking account of the location of the site close to both Crawley and Horsham, this site is well located in terms of its ability to meet housing demand and meet unmet housing and educational needs for both towns. Homes England is the national agency for strategic housing delivery and there is potential to help secure infrastructure investment required to accelerate housing delivery. The site is therefore considered suitable for allocation. However, any scheme must be carefully designed to deliver high quality development that minimises landscape, biodiversity and other environmental impacts and takes account of its relationship on the edge of Crawley. The development will also need to deliver very high rates of sustainable travel and contribute towards the delivery of a wider Crawley relief road.

Appendix B - Allocations Strategic Policy HA2: Land West of Ifield

and any necessary transport mitigation. The design of development should consider the future direction of refuse collection and disposal. All developments will be expected to provide full-fibre, gigabit-capable broadband infrastructure.

9. Be designed to minimise the need to travel in the first instance and prioritise pedestrian and cycling opportunities. Development shall have a legible layout that facilitates other modes of sustainable transport and minimises reliance on the private car. It is expected that extensive provision for electric vehicle charging will be incorporated into the development.
10. Identify long-term management mechanisms and/or arrangements to ensure the long-term success of communities which are created.

Strategic Site Allocations

Strategic Policy HA2: Land West of Ifield

11.5 The settlement of Crawley directly adjoins the north eastern boundary of Horsham District. The town plays a key economic role within North West Sussex and is at the centre of the Gatwick Diamond with significant employment and a large range of services and facilities. The town has tight administrative boundaries and constraints including aircraft noise which has meant that in recent years that it has been unable to meet the full housing need for the town. The settlement has identified infrastructure issues, including education.

11.6 An area of land which sweeps in a broad arc around the western edge of Crawley, from Faygate in the south west to Gatwick in the North east has been promoted as having potential for up to 10,000 homes. It is suggested this area could be delivered as three new neighbourhoods of Crawley in the medium to longer term. At this stage, the longer term housing needs of Crawley are unknown, and would need to be considered within the wider context of the town. Furthermore, the deliverability of a 10,000 home scheme site in the period to 2038 cannot be demonstrated at this time. It will therefore be necessary to consider the need for and any future allocation of this wider parcel of land as part of a subsequent Local Plan review.

11.7 Within the overall area promoted for 10,000 homes a parcel of land known as Land West of Ifield, controlled by Homes England, is allocated for 3,250 homes. Although a stand-alone allocation, it is considered this allocation would have the potential to form part of any wider development of 10,000 homes should this be identified as part of a future Local Plan review.

11.8 Once completed, development in this location will form part of the wider urban form of Crawley. Whilst the starting point for any Local Plan is to meet the needs of the Local

Authority Area, it is envisaged that development in this location will also assist in delivering unmet housing needs for Crawley. Therefore, any development which takes place in this location will require close and ongoing discussions with Crawley Borough Council. In addition to delivering housing (including self and custom build), there are strong opportunities to support economic growth in the area and deliver education needs arising from Crawley. Development in this location will also need to ensure infrastructure impacts in and around the town are considered cumulatively, taking account of development within and around the town.

- 11.9 An Economic and Employment strategy is to be submitted and agreed by the Council, to demonstrate the phased delivery of an appropriate number and diversity of jobs to ensure a balance between population and jobs growth and promote economic growth and prosperity for local communities.
- 11.10 Crawley differs from the rural and market town character which dominates Horsham and West Sussex more generally. This is due to the population and economic profile of the town, alongside the borough's transport infrastructure, with two major rail stations situated on the Brighton-London main line, an established Bus Rapid Transit network (Fast-way network), and Gatwick Airport. As a result, a bespoke approach is required to deal with the cross-boundary issues including existing character, urban design and sustainable travel.
- 11.11 The Land West of Ifield is currently rural in character, although there are urban influences including Gatwick Airport, which is located some 2km to the north east as well as Crawley town itself. Although close to these urban influences, the rural character takes in areas of Ancient Woodland, a section of the River Mole, and Ifield Brook Meadows (a Local Wildlife Site). It also abuts the Ifield Conservation Area, including the Grade 1 Listed St Margaret's Church. Any development in this location must respect the rural and natural environment and local heritage and be brought forward in a sensitive way which generates net biodiversity gain and green infrastructure that is functionally linked to the surrounding environment. Development will also need to ensure access to the wider countryside for existing residents of Crawley is retained.
- 11.12 A neighbourhood centre is proposed as the heart of the new community for Land West of Ifield; this area will provide a mixture of higher density residential development (compared with the neighbourhood as a whole), retail, community facilities and civic public realm. The development will also deliver, in a timely manner, schools and education, sports and open space, and necessary sewerage upgrades.
- 11.13 1A comprehensive masterplan is being developed to ensure that issues such as flood risk, biodiversity net gain, carbon neutrality, air quality and noise impact are comprehensively addressed ahead of any development taking place. The masterplan will also ensure that the development is landscape-led, includes a Gypsy and Traveller residential site, and provides excellent green infrastructure and recreational links (including via public rights of way) to the wider countryside.

- 11.14 The site is of a scale which provides an opportunity to achieve a degree of selfcontainment, with many day-to-day journeys being made locally, but will from the very first phases, enjoy good quality bus, cycle and pedestrian links to key destinations outside the site, including Crawley town centre, Manor Royal business park, Ifield train stations, and Horsham Town. It will be important for the development to locate places of work, shops and community facilities to maximise convenience of travel within the site. To promote sustainable and active travel modes, the scheme design will prioritise movement within the site by walking and cycling, with motor vehicles being required to give way to non-motorised traffic on most routes. Walking and cycling routes should seek to include off-road provision and 5km exercise circuits to help promote healthy lifestyles.
- 11.15 Evidence from strategic transport modelling shows that to deliver the Land West of Ifield, significant mitigation will be necessary to mitigate the impacts on the local road network. The proposals include as a minimum the development of a partial link road to be delivered within the site. Its initial main purposes will be to provide the main vehicular access to the development, and to facilitate new bus, cycling and walking links through the site and integrating with the wider movement network. Delivery of the road must be delivered 'up front' within the first phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.
- 11.16 It is anticipated that a full Crawley Western Link Road and multi-modal corridor will be required to mitigate the impact of wider traffic growth in and around Crawley in addition to the development of additional homes in this location. Land is therefore safeguarded in the plan to allow for the delivery of such a road as soon as is practicable and deliverable. The full Link Road must connect the A264 at Faygate to the A23 south of Gatwick Airport, north of County Oak. An indicative safeguarded area of search for the full Link Road is shown on the Policies Map. Contribution towards transport mitigation schemes on the A23 junctions may also be necessary.

Strategic Policy HA2: Land West of Ifield

1. Land West of Ifield, as shown on the Policies Map, is allocated as comprehensive new neighbourhood to deliver the necessary infrastructure, services and facilities to meet the longer-term development of 3,250 homes.
2. Development will be in accordance with a comprehensive masterplan to be agreed with the Council which clearly shows the key elements of development, a comprehensive site-wide Design Code, and a clear phasing plan and will provide the following:
 - a) In the period to 2038, at least 3,250 homes (C2 and C3 Use Class), a minimum 35% of which will be affordable homes, together with the provision of a permanent Gypsy and Traveller site of 15 pitches.
 - b) A new Neighbourhood Centre to provide a community, employment and transport hub to include a library, community centre, and potentially café and/or public house and indoor sports facilities
 - c) Approximately 3,300 sqm of retail space to cater for day-to-day shopping and service needs delivered as part of the Neighbourhood Centre and/or secondary neighbourhood centre and a medium size food store.
 - d) Around 2.0 ha of employment floorspace to incorporate an enterprise and

innovation centre, and to include:

- i. non-retail and restaurant E class employment uses (offices, research, professional services and light industrial),
 - ii. B2/B8 uses (general industry and warehouse/distribution
 - iii. provision for improved home working facilities and desk space units within the development.
- e) Land and contributions to meet the education provision standards advised by the Local Education Authority, (or any future updates) as follows:
- i. Two 2-form entry primary schools, to incorporate support centres for special educational needs (SEND);
 - ii. An 8-form entry secondary school, to incorporate support centres for special educational needs (SEND) and meet existing education needs in Crawley
 - iii. Two new full-day care nurseries; and
 - iv. An education, skills and innovation facility.
- f) Through liaison with the Clinical Commissioning Group (CCG) or any updated organisation with responsibility for health care provision, ensure that development facilitates, the delivery of local healthcare facilities which as a minimum, meet the needs of the new occupants of the development. This may include the appropriate provision of land, buildings and/or financial contributions.
- g) Formal and informal open space, sport and recreation provision is provided to meet the needs of the new community in accordance with standards and the respective recommendations in the Playing Pitch Strategy and Open Space, Sport & Recreation Review 2021. Informal open space provision shall include (but not be limited to):
- i. a network of nature paths throughout the development, integrating with existing public rights of way,
 - ii. accessible natural green space,
 - iii. 3G football pitches & MUGAs
- h) Comprehensive sustainable travel improvements, including the first phase of a link road to connect the A264 at Faygate to the A23 north of Crawley alongside high-quality bus service connections and sustainable travel options for first residents.
3. The development is landscape-led, to reflect the landscape and townscape context, and the pattern of development enhances identified landscape and heritage features with particular attention given to:
- a) Views from Hyde Hill to the south of the development along the River Mole valley;
 - b) Ensuring good access to the open countryside from Crawley's existing communities is maintained and public rights of way across the site connect their users with the landscape and retain some of their rural aspect
 - c) Preserving and enhancing all designated and non-designated heritage assets and their settings, including the Ifield Conservation Area (which includes the Grade I Listed St Margaret's Church), and Ifield Court (Scheduled Ancient Monument) and as far as possible historic field patterns.

- d) Maintains the sense of settlement separation between Horsham and Crawley.
4. Proposals must provide a comprehensive Ecology and Green Infrastructure Strategy, incorporating a Biodiversity Gain Plan, to demonstrate how a minimum 10% net biodiversity gain will be achieved on the site, and in particular demonstrate:
 - a) that the Ifield Brook Meadows Local Wildlife Site is conserved and enhanced, ensuring an appropriate buffer;
 - b) that the Ancient Woodlands at Ifield Mill Stream, Hyde Hill, The Grove and Ifield Wood are protected and enhanced, ensuring an appropriate buffer;
 - c) the delivery of a biodiverse River Mole Linear Park, which protects and enhances the riparian ecosystems along the River Mole corridor;
 - d) that other ponds, watercourses, wetlands, ecologically important hedgerows and woodlands and veteran trees are in the first instance protected and enhanced in situ, or else impacts appropriately mitigated to ensure the protection of protected or vulnerable species.
 - e) ensure the retention and creation of wildlife corridors, and support delivery of the emerging Nature Recovery Network
 - f) the proposals do not have an adverse impact on operations at Gatwick Area through increased risk of bird strike, create building-induced turbulence or lighting that could pose a hazard to the safe operation of the airport aerodrome.
 5. An Air Quality Impact Assessment and comprehensive Air Quality Strategy is submitted to, and agreed by the Council, to demonstrate that any impacts on the Hazelwick Air Quality Management Area, and any impacts elsewhere, have been assessed and mitigated.
 6. A full noise impact assessment and mitigation strategy is submitted and agreed by the Council, which demonstrates that aircraft noise has been assessed and its impacts mitigated across the whole development. No residential or other noise sensitive uses are permitted anywhere on the site considered to be exposed to current or potential future aircraft noise level, which is above 60dB $L_{Aeq, 16hr}$;
 7. The masterplan and Sustainability Statement must demonstrate the delivery of net zero carbon, including demonstrating a fabric first approach to the construction of built development, and maximum use of onsite renewable energy technologies. This shall include a strategy to ensure that from 2025, all homes built on the site are designed as net-zero carbon through their expected lifetime.
 8. A comprehensive transport strategy is submitted as part of the masterplan with development to include the following:
 - a) A walking and cycling strategy that demonstrates how attractive, direct and legible routes that have priority over motorised traffic, and integrated with the existing and wider network will be delivered and maintained;
 - b) A link road with segregated Fastway bus lanes initially connecting Charlwood Road to the north with Rusper Road to the south (with southern access limited to public transport and emergency and non-motorised vehicles);
 - c) Extensions to the Crawley Fastway bus rapid transit network to enable fast