

Matter 7. Site allocations

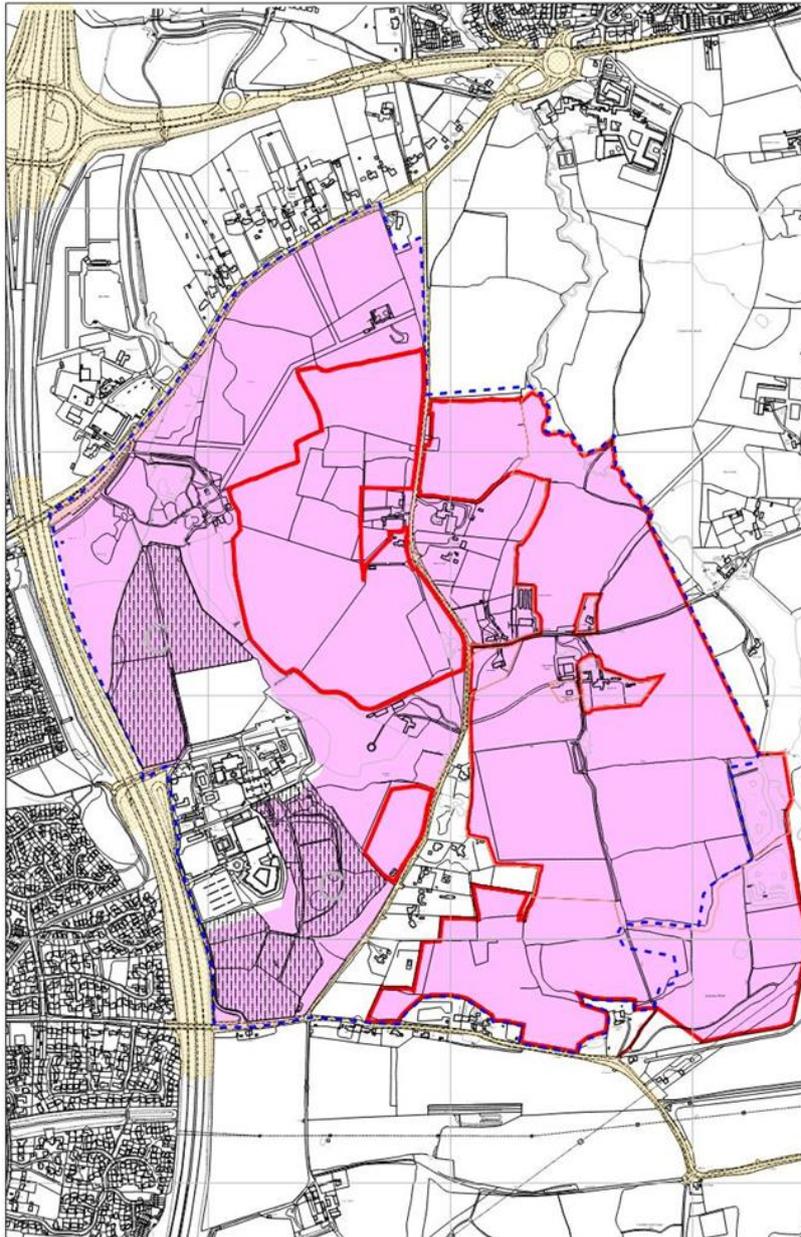
DCSP2 – Crabbet Park

Issue 1 Whether the plan adequately lays the framework for the sustainable development of each site.

- a) How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation**
- b) The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered**
- c) The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided**
- d) The implications for access to retail and employment centres**
- e) The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures**
- f) The protection of wildlife and biodiversity and opportunities for enhancement**
- g) The protection of heritage assets**
- h) The funding and delivery of necessary infrastructure and other necessary mitigation measures**
- i) The position regarding the existing condition of the site and its deliverability**
- j) Whether the Council's assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory**

Background

The majority of the land at Crabbet Park, i.e. that to the north, south and east as shown in Figure 1 below is being promoted by Wates Developments Limited on the behalf of the landowners. Land to the west was until recently owned and being promoted by Peacock 5. It is now being promoted by Slingsby Developments who are in contract with the landowner.



Key

Pink = allocation

red outline = Wates

blue dotted line = proposed
built up area boundary

hatched area = Peacock 5/
Singsby Developments

Wates are progressing a policy compliant mixed use application for up to 1,500 dwellings, land for education provision including all-through school with 2FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with or without Sixth Form, with Early Years and Special Support Centre, space for a day care nursery, a self-service library, community buildings, local community infrastructure and community facilities, leisure facilities, extra-care housing etc on the land within Crabbet Park that falls within their ownership; and liaising with Slingsby Developments to ensure a co-ordinated approach to masterplanning and infrastructure delivery across the allocation as a whole.

A PPA is being entered into with MSDC to help manage the application process.

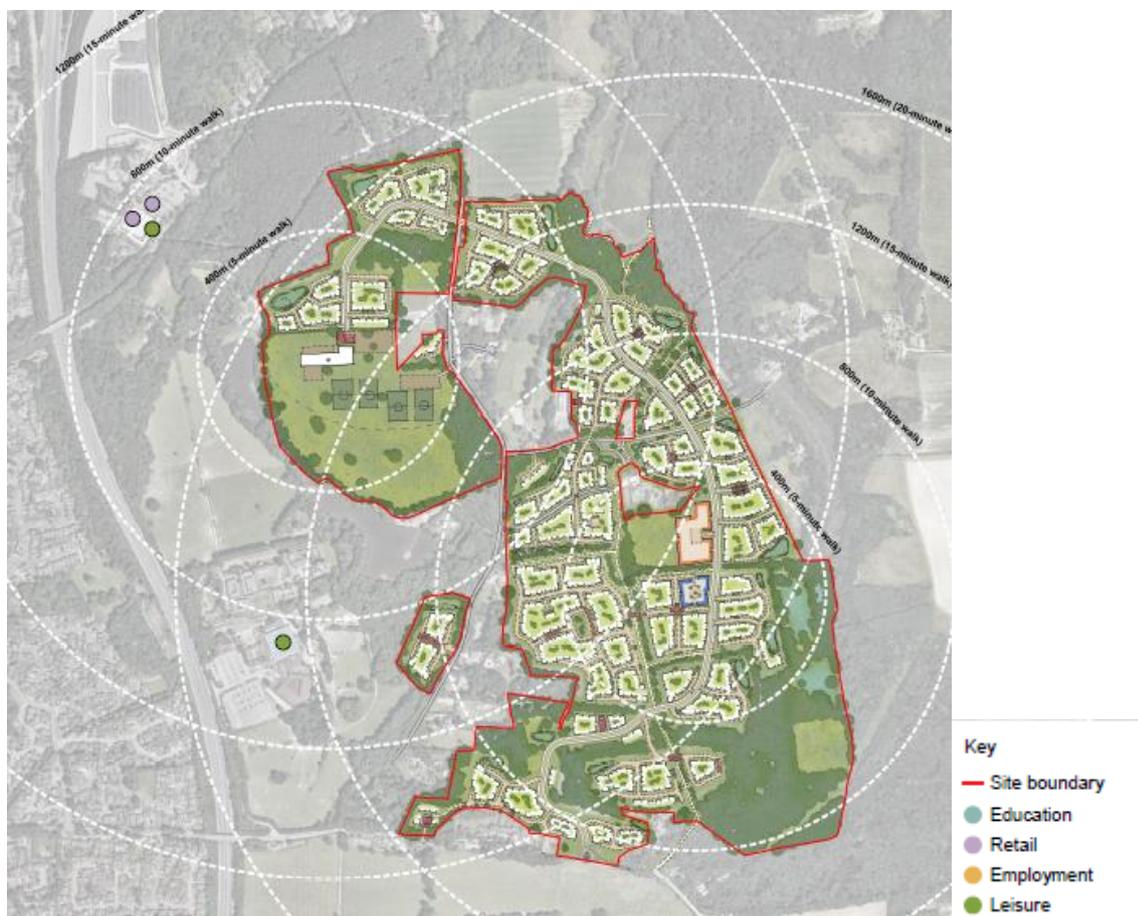
A significant amount of detailed work has already been done and a team is in place to ensure an application can be submitted within quarter 3/4 of 2026

Urban Design

7.1.1. The SoCG makes it clear at para 3.2 that a framework masterplan has been prepared to demonstrate how the proposed allocation can deliver all the key infrastructure identified in policy DPSC2 within the land under Wates control. The associated Framework Masterplan Document providing indicative information on the background site analysis, the vision for the site, the mobility strategy and an overview of the approach adopted to the Framework Masterplan. It is also acknowledged that Crabbet Park is also subject to policy DPSC GEN of the Submission Draft Local Plan, which provides for the delivery of an allocation-wide Masterplan for DPSC2, which must be informed by a community engagement exercise and consider relationships with existing settlements and other Site Allocations in order to ensure all future development is integrated with the existing community

7.1.2 Within the context of the above the Framework Masterplan Document sets out a clear narrative of how the land at Crabbet Park could become a high quality residential neighbourhood with a distinct identity and strong sense of place; and how the vision for Crabbet Park Village aims to create an attractive, well-connected and sustainable neighbourhood that fits into its landscape setting and takes inspiration from the historic context.

7.1.3 The Framework Masterplan Document sets out a clear structure to achieve the ‘20 Minute Neighbourhoods and Local Living’ objectives of the Submission Draft Local Plan. It allows for the delivery of supporting infrastructure including education, community centre, green spaces and employment opportunity consistent with the features set out in Figure 1 (page 17 – Draft Submission Local Plan). These features are predominately located centrally within the site, with interconnectivity provided between phases and parcel to enable walking and cycling connectivity in line with the 20-minute neighbourhood concept.



Implications for the Wider Transport Network

7.2.1 The cumulative impacts of planned growth, inclusive of DPSC2, have been tested extensively through the MSDC Transport Study, which forms part of the Local Plan evidence base. This work has informed the spatial distribution of development by locating development where the ‘severe’ cumulative impacts upon the highway network can be cost effectively mitigated to an acceptable degree, consistent with the requirements of paragraph 115 of the National Planning Policy Framework. While this work has identified the mitigation required to address the impact of planned development, a full and comprehensive Transport Assessment will accompany the planning application/s for development at Crabbet Park, further scrutinising the development impacts and identifying any site-specific mitigation that may be required.

7.2.2 Measures to encourage active and sustainable modes of travel to reduce the impact of the private car use upon the local highway network have been at the forefront of the development proposals from the outset, enabling development at Crabbet Park to adhere to a clear vision-led approach, consistent with the requirements of NPPF paragraph 109.

7.2.3 The strategy for the site has been guided by an evolving Mobility Strategy and developed through engagement with the Council and its transport stakeholders. This has informed the inclusion of DPSC2 specific policies, including the requirement for a transport

mobility hub (v), a layout that prioritises active travel (vi), the improvement of sustainable travel routes to Three Bridges Station (viii) and the conversion of Old Hollow to a green travel corridor (ix). These measures form the basis of the ‘Reduce, Contain, Transfer’ approach to minimising the transport impacts.

7.2.4 Authority-led delivery of strategic intervention required to mitigate the impacts of planned growth, will be facilitated by pooled contributions. A Transport Infrastructure Management Group (TIMG) has been established with clear Terms of Reference (T16), consistent with the approach and framework used at other districts within West Sussex (e.g. Chichester and Horsham), with the support of all relevant consultees including the District Council, County Council (as local highway authority) and National Highways (responsible for the Strategic Road Network). Appropriate ‘triggers’ will be agreed as part of the site-specific S106 Agreement/s to ensure funding is provided when required to enable delivery of the transport infrastructure.

7.2.5 Infrastructure critical to the implementation of development – e.g. connections to established pedestrian and cycle networks, bus improvements, on-site infrastructure etc – is to be delivered directly by the development, ensuring that it is in situ at the appropriate time within the buildout phase to support sustainable travel.

The Implications for the Impact On, and Provision Of, Social and Community Facilities and how Necessary New Facilities would be Funded and Provided

7.3.1 As set out above all the key infrastructure required of Crabbet Park as set out in policy DPSC2 will be delivered on the land within Wates control and proportionate contributions and phased delivery proposed across all sites will reflect this. Furthermore, an Infrastructure Delivery Strategy and Phasing Plan will form part of the future planning application, in accordance with policy DPSC GEN which will demonstrate how the infrastructure will be delivered in a timely manner to meet the needs of the new community and to mitigate the impacts of the development on the existing community.

Within the context of the above, as set out in the SoCG, Wates and MSDC are happy to engage with Crawley BC on matters relating to infrastructure and services and any direct impacts on areas within the administrative boundary of Crawley BC.

Implications for Access to Retail and Employment Centres

7.4.1 DPSC2 is supported by the policy requirement for the provision of community facilities and 1,000sqm Class E employment space, enabling the retention of journeys within the site consistent with the ‘Reduce, Contain, Transfer’ transport strategy for the site.

7.4.2 Crawley is located to the west of the DPSC2 site, providing a wide range of day-to-day services and facilities associated with a regional town, including local and town centre retail opportunities and large-scale employment opportunities including Manor Royal and Gatwick. It also provides for mainline rail services to a number of other urban centres, including London, from both Three Bridges and Crawley Railway Stations.

7.4.3 The transport strategy for the site has been informed by pre-application engagement with the County Council as local highway authority, to identify and develop pedestrian and

cycle corridors into Crawley to facilitate connectivity by active modes of travel. These corridors are to be provided along the A2220 Copthorne Road, Turners Hill Road and the predominately off-carriageway 'Worth Way' route. This will be supported by the conversion of Old Hollow, which provides a north-south connection between Turners Hill Road and the A2220, to a green travel corridor. These corridors provide connectivity to retail, employment and onward public transport connections within Crawley.

7.4.4 The A2220 corridor to the north of DPSC2 will also be extended to the east, connecting it to pedestrian and cycle infrastructure to the north of the A264 associated with the St Modwen development – this provides onward connectivity to the employment locations north of Crawley including Manor Royal and Gatwick.

7.4.5 These improvements will be delivered by the development appropriate triggers, which will be agreed through the associated S106 Agreement/s to ensure that the infrastructure is available at the appropriate time within the delivery of development – e.g. prior to first occupation / phased occupation – to establish positive travel behaviours.

7.4.6 While frequent and established bus routes are present on both Turners Hill Road and the A2220, providing connectivity into Crawley and outlying settlements, Wates are engaging Metrobus to enhance service provision and to provide a new service that enters the DPSC 2 site to further enhance connectivity. It is envisaged that this will be a local circular service that provides connectivity to Crawley as well as other inter-urban routes. As it has with planning permissions at both Crawley Down (DPA 8) and Bolney (DPA 14), the Site Promoter will enter into a Bus Service Agreement with the Operator to enable delivery of the enhanced services.

Effect on the Appearance of the Area including the Character of the Countryside, taking into account any Mitigation Measures

7.5.1 As set out in the Framework Masterplan Document the site is characterised by open fields, formed over time by agricultural uses, which are lined by trees and hedgerows. A number of woodland clusters of various sizes are also located within the site boundary, strengthening the landscape character of the site. The design concept aims to celebrate this by creating a sustainable new neighbourhood with homes set in landscape and woodland clusters, thus retaining and enhancing existing landscape features wherever possible. To this end, as set out in the Framework Masterplan Document the retention of the existing established trees, woodland and hedgerows will form a strong, rich landscape fabric of green corridors, connecting to the Crabbet Park parkland to the west and the National Landscape to the south; whilst to the north and east, these green corridors open towards the surrounding countryside and enable connections with the existing natural habitats associated with the Kits Brook and Mill Pond.

7.5.2 Within the context of the above, and as per criterion 10 of policy DPSC2 the proposed layout will have regard to the setting of the High Weald National Landscape to the south. Furthermore, the proposed development will look to have regard to the Key Considerations' identified by Crawley BC at paras 12.17 – 12.23 of their Adopted Local plan for urban extensions on or close to Crawley's administrative borough boundaries, especially criterion iv and ix.

The Protection of Wildlife and Biodiversity and Opportunities for Enhancement

7.6.1 An Ecological Assessment has confirmed that there are no statutory or non-statutory nature conservation designations present within or immediately adjacent to the site. The nearest designated sites are:

- Grattons Park LNR located c. 1.2km north-west;
- Waterlea Meadows LNR located c. 1.8km west; and
- Tilgate Forest LNR located c. 1.8km south-west

7.6.2 It has also confirmed that a large proportion of the site is heavily managed agricultural land or previously developed land in the form of residential and commercial property and thus considered to support habitats of relatively low ecological value and present opportunities to provide biodiversity net gains by the development of areas of high distinctiveness habitat. The site does however also contain a network of habitats of more ecological significance, including irreplaceable habitats such as ancient woodland and priority habitats. These have been designed into the scheme, with enhancement were possible and suitable buffers provided.

7.6.3 Ecological survey work has also confirmed the presence of bats on site, a low potential for Great Crested Newts, Badger, Hazel Dormice, low populations of Grass Snake and Common Lizards, and Otter on site/ within the immediate area. In addition, whilst the bird communities and populations are considered fairly common and widespread within Sussex and regionally, skylark and yellow hammer were noted.

7.6.4 Following the undertaking of ecological surveys within the 2025 survey season, it is considered that a comprehensive ecological baseline has been established from which to form the basis for the design of appropriate mitigation for the species identified within the site, with ample space available in which to accommodate habitat buffers, targeted enhancements and compensatory measures to maintain the ecological conservation status of wildlife within the site and ensure that the scheme does not result in negative impact biodiversity

7.6.5 In the context of the above, as set out in the Framework Masterplan Document opportunities for movement of wildlife will be provided within and around the site by the strengthening of existing treelines and hedgerow corridors and associated semi-natural habitats; and in accordance with policy DPSC2, biodiversity net gains will be demonstrated through a Biodiversity Gain Plan which will set out how net gains for biodiversity will be achieved, secured, and managed appropriately taking into account the Council's objectives and priorities for biodiversity net gain and nature recovery.

The Protection of Heritage Assets

7.7.1 Criterion 12 of policy DPSC2 as amended by the proposed main mods (DP2) makes it clear that the layout of the proposed development must be informed by a Heritage Statement, and that the layout and design should preserve and enhance the setting of Grade II* Listed Building Crabbet Park, the Orangery and Tennis Court and Grade II Listed Buildings Pear Tree House, Ley House, Rowfant Mill, Rowfant Mill House, and Rushmore Cottage.

7.7.2 As set out in the Framework Masterplan Document, the Framework Masterplan has been designed to respond sensitively to the heritage assets that characterise the site. To this end the school and its associated playing fields are located within the western part of the site to help preserve the setting of Crabbet Park the Orangery and Tennis Court and Pear Tree House; and the development parcels are set back from the boundary of Ley House to sensitively respond to its setting and protect existing views, with a landscape buffer proposed along the northern, eastern and western boundaries. There being no development adjacent to/ strong landscape buffers to the listed buildings located to the south (Rushmore Cottage), and east of the site (Rowfant Mill, Rowfant Mill House).



The Funding and Delivery of Necessary Infrastructure and other Necessary Mitigation Measures

7.8.1 All the on-site facilities and the associated S106 contributions and other infrastructure works, as well as any on and off site mitigation measures, are all to be funded through the proposed development; and the proposed development has been assessed accordingly, with discussions ongoing with MSDC and infrastructure providers about the scale, nature

and cost of these works, and the provision of proportionate contributions from others benefiting from these facilities.

The position regarding the existing condition of the site and its deliverability

7.9.1 A preliminary site investigation, which included 15 boreholes, 17 No. topsoil samples and 3 No. subsoil samples, as well ground-gas and infiltration testing has been undertaken. This has not identified any impediments to development. In addition, it has confirmed that the site is in an area no radon protection measures are currently considered to be required; and that infiltration rates to date indicate generally poor soakage due to the shallow clays of the Upper Tunbridge Wells Sand, with the exception of the northeast corner of the site and southern area of the site where soakage rates are slightly improved

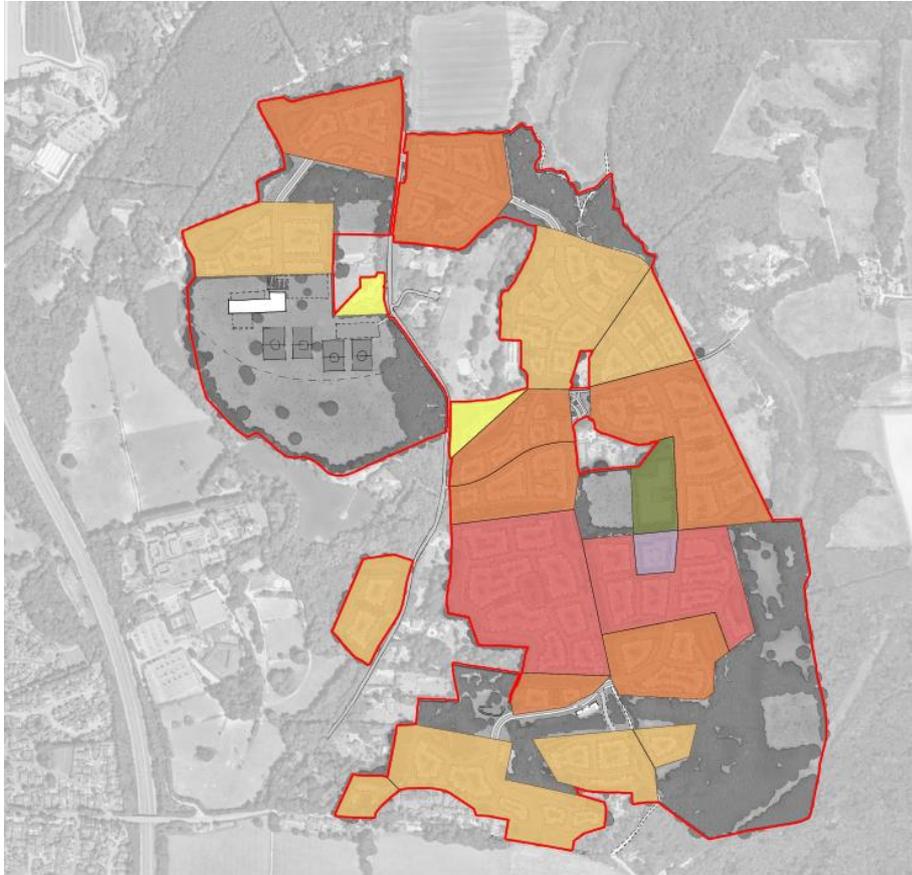
7.9.2 Given the above nothing has been discovered that cannot be dealt with by a suitable worded condition.

7.9.3 In addition, as set out above, the land within Wates control has no restrictions on it, or tenancies that would preclude the site coming forward.

Whether the Council's Assumptions are Realistic in Respect of Densities, Start Dates, Number of Suggested Outlets and Build Out Rates, and hence the Delivery Trajectory

7.10.1 We believe the Council's aspirations are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory as far as DPSC2 (Crabbet Park) is concerned.

7.10.2 As set out in the Framework Masterplan, the developable area has been shaped around the site's key constraints and opportunities, with development parcels sized to allow residential frontages to face onto streets, paths and green spaces, promoting natural surveillance and supporting the safe and active use of these public spaces. To this end and having regard to the varied nature of the development parcels and their associated relationship to the surrounding area, the proposed development encompasses a variety of development parcels of differing density. These range from parcels of 20 – 29/ 30 – 39dph on the outer edges of the development to parcels of 50 – 59dph within the centre of the site, and circa 60dph within the mixed use village centre.



Key

- Site boundary
- Residential: 20 to 29 dph
- Residential: 30 to 39 dph
- Residential: 40 to 49 dph
- Residential: 50 to 59 dph
- Mixed use: 60 dph
- Extra Care: 60 beds

7.10.3 In terms of start dates and build out rates, as set out in our Matter 2 Statement, Wates are progressing a policy compliant mixed use application for up to 1,500 dwellings, land for education provision including all-through school with 2FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE at Secondary), with or without Sixth Form, with Early Years and Special Support Centre, space for a day care nursery, a self-service library, community buildings, local community infrastructure and community facilities, leisure facilities, extra-care housing etc on the land within Crabbet Park that falls within their ownership; and liaising with Slingsby Developments to ensure a co-ordinated approach to masterplanning and infrastructure delivery across the allocation as a whole.

7.10.4 To this end a significant amount of detailed work has already been done and a team is in place to ensure an application can be submitted within quarter 3/4 of 2026; and a PPA is being entered into with MSDC to help manage the application process. On this basis and given Wates contractual obligations, Wates believe, assuming 3 outlets on the Wates site and two on that controlled by Slingsby Developments, the delivery rates agreed within the SoCG are realistic. These are reproduced below for ease

	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	40/41	Total
Wates	40	90	130	160	160	160	160	160	160	160	120	0	1,500
Slingsby	50	80	80	80	80	80	0	0	0	0	0	0	450
Total	90	170	210	240	240	240	160	160	160	160	120	0	1,950
Cumulative total	90	260	470	710	950	1,190	1,350	1,510	1,670	1,830	1,950	0	1,950
MSDC	0	100	150	200	200	225	225	225	225	225	175	0	1,950
MSDC Cumulative position	0	100	250	450	650	875	1,100	1,325	1,550	1,775	1,950	0	1,950

Nb. Green falls within the 5 yr HLS and red beyond the plan period