INFRASTRUCTURE PLAN

For the Crawley Borough Local Plan 2024-2040

July 2023

Crawley Borough Council

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What is an Infrastructure Plan?

This Infrastructure Plan has been prepared to support the Review of the Crawley Local Plan. It sets out how the developments and polices of the updated Local Plan will be delivered and supported by the necessary infrastructure.

The Infrastructure Plan helps demonstrate the deliverability of the key aims and strategic objectives of the Local Plan.

This Infrastructure Plan outlines:

- current provision of infrastructure;
- work that has been undertaken to ensure sufficient infrastructure is or will be available to support new development;
- any key issues that need to be addressed.

Why produce an Infrastructure Plan?

An increasing emphasis has been placed on demonstrating the deliverability of development strategies. The National Planning Policy Framework (NPPF) states that Strategic Policies within Local Plans should make sufficient provision for 'infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)', as well as 'community facilities (such as health, education and cultural infrastructure'. Furthermore, the NPPF requires local plans to be based on relevant and up-to-date evidence about the area. This includes an assessment of the quality and capacity of a wide range of infrastructure and its ability to meet forecast demands.

The preparation of an Infrastructure Plan will provide this evidence. By identifying what needs to be delivered, where, when and by whom, the infrastructure plan will be an essential tool to help ensure the creation of sustainable communities.

The Borough Council itself is not responsible for many elements of the types of infrastructure which are required to support development. Therefore, the production of an Infrastructure Plan requires the local authority to work with other infrastructure providers and to take into account their strategies and investment plans. It is recognised that the timing of the budgeting and planning processes of other organisations may not always tie in with that of the Local Plan and that investment plans of many infrastructure providers focus on timeframes different to those covered by the Local Plan. However, the preparation of the Infrastructure Plan alongside the Local Plan does enable any critical issues to be highlighted and provide a basis on which all the authorities and providers can work together.

What is infrastructure?

Infrastructure means the provision of facilities and services that are needed to support the needs of the community ensuring that those living, working or visiting Crawley experience a high quality of life.

The key infrastructure types covered in this document are:

- Water Supply
- Waste Water Infrastructure
- Electricity
- Gas
- District Energy Networks
- Education
- Library
- Waste and Recycling Facilities
- Health
- Police
- Fire
- Cemetery and Crematorium
- Ambulance
- Sports and Play Facilities
- Community Facilities
- Flood Defences
- Green Infrastructure
- Transport – Rail
- Transport – Road
- Transport – Walking and Cycling
- Transport – Bus
- Adult Social Care

What are the links to the Local Plan?

One of the key purposes of the Infrastructure Plan is to demonstrate that the overall vision and level of development set out in the Local Plan can be achieved. The vision for the borough will see Crawley experience change, growth and development over the Plan period to 2040.This will help ensure prosperity and progress whilst delivering development in a sustainable, well planned and timely fashion.

The Local Plan sets this out in more detail but the key elements of the vision that are of particular relevance to the Infrastructure Plan are summarised below.

- By 2040 around 5,030 new homes will have been built.
- Around 12 per cent of this provision will be in the new neighbourhood Forge Wood.
- Allocation of a new Strategic Employment Location at Gatwick Green.
- Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. The updated Local Plan Employment Land Trajectory identifies an available business land supply of 14.5 hectares within the borough; however, an additional supply of at least 10.73 hectares new land for B8 Uses is needed.
- By 2040, significant progress will have been made towards Crawley becoming a carbon neutral town.

The Infrastructure Plan highlights areas where there are identified requirements for new facilities or enhancements of existing provision. The Local Plan contains a specific policy (IN1) relating to infrastructure provision to help ensure that new development is supported by the necessary infrastructure and does not have a detrimental impact on existing infrastructure. Existing infrastructure services and facilities are also protected by this Policy. In addition, Policy IN2 provides a framework for consideration of proposals for new infrastructure facilities, including provisions relating to the provision of community facilities (including education facilities) within sites allocated for housing.

With regards to Gatwick Airport, the Local Plan supports the sustainable growth at Gatwick as a single runway, two terminal airport provided that (amongst other requirements) adequate supporting infrastructure, particularly for surface access, can be put in place. There is a S106 legal agreement between the Airport

Operator, the council and West Sussex County Council which includes obligations towards sustainable transport and highways.

The Gatwick Airport Master Plan, July 2019, anticipates capacity on its single runway could increase to up to 61 million passengers per annum by 2032. The Master Plan sets out two further scenarios for additional growth, through use of the existing standby runway and through continuing to safeguard land for an additional runway to the south of the airport. Use of the standby runway is a Nationally Significant Infrastructure Project, for which the airport operator has applied for a Development Consent Order. Infrastructure needs serving the airport and any consequential development are being assessed as part of the DCO process and will be secured by way of Requirements, and/or a new S106.

National policy regarding safeguarding falls back to the 2013 Aviation Policy Framework, meaning that, at the current time, land must continue to be safeguarded for a possible new runway south of Gatwick Airport.

Given the significant need for new employment land in Crawley, land to the east of Gatwick Airport, which is not required as part of the physical land take for a southern runway, is removed from safeguarding and is allocated as a Strategic Employment Location to meet Crawley's significant employment needs within the industrial and warehouse sectors.

How will infrastructure be delivered

A significant part of the housing growth that will take place in Crawley over the Plan period is in the form of the new Forge Wood neighbourhood. The planning conditions in connection with the planning permission for the new neighbourhood set out the requirements for infrastructure to support the new neighbourhood. This includes the provision of infrastructure within the neighbourhood itself which will meet the neighbourhood's own needs, including a primary school, community facilities, green infrastructure and play facilities and transport infrastructure. This follows the pattern of provision of such facilities in the rest of the town which are also provided on a neighbourhood basis.

Some elements such as the delivery of on-site utility infrastructure will be an integral part of all new development. In most cases, the costs of providing on site utilities and connection to existing networks will be borne by the developer. Outside of the site itself, if sufficient infrastructure capacity does not already exist to meet the need created by new residents or users of a development, the developer may need to make a financial contribution towards provision or enhancement elsewhere.

Where relevant, the Infrastructure Plan indicates how the infrastructure will be provided whether this is to be by the developer, the infrastructure provider or through S106 or CIL contributions. The council will work proactively with infrastructure providers and developers to support the delivery of the improvements and facilities required to deliver the Local Plan strategy, and opportunities to secure additional funding will be maximised through proactive engagement with government agencies, other public sector organisations, and private investors.

How has the Infrastructure Plan been prepared?

As highlighted earlier, the Borough Council is not directly responsible for the provision of most types of infrastructure. Therefore, it has worked with the infrastructure providers such as WSCC, the utility providers, transport operators, and the health authorities to take their plans and programmes into account in the preparation of the Local Plan and Infrastructure Plan as well as ensuring that they prepare over the longer term for the levels of development proposed in the Local Plan.

Infrastructure providers have contributed to the development of the Infrastructure Plan in a number of ways. These include the preparation of agreed position statements, as well as asset management plans (or equivalent) which are produced on a periodic basis by various infrastructure providers, in particular the utilities. This dialogue has taken place on a regular basis to ensure that the Infrastructure Plan reflects the latest position.

Some elements of infrastructure provision serve more than just the borough or need to consider issues over a wider area and a co-ordinated approach with the adjoining local authorities has been taken towards these issues. For example, the Borough Council is one of four local authorities which was involved in updating the Gatwick Sub Region Water Cycle Study to plan for infrastructure in a region of serious water stress. This was prepared in conjunction with the Environment Agency and the water companies responsible for water supply and waste water treatment in the sub area. This joint work led to further cross-boundary work on water neutrality, due to the potential impact of water supply abstraction on protected Habitats raised by Natural England.

What key issues have been identified?

The tables contained in “Appendix 1 – Key Infrastructure” of this Infrastructure Plan illustrate the main conclusions that have been reached regarding the provision of each type of infrastructure. The main conclusions are:

- Overall, in most cases, it was concluded, at the time of preparing the 2015-2030 Local Plan, that sufficient infrastructure already exists or could be improved to support the anticipated level of development. In some areas, this is still considered to be the case; while, in others, it is anticipated that this will require reassessment in respect of the growth now projected over the new Local Plan Review Plan period: 2024-2040.
- One overarching issue is the need to ensure that development within the Sussex North Water Resource Zone is water neutral and a joint policy and implementation approach is in place to achieve this. In addition, there are a number of other issues that need to be monitored or the nature of the provision considered in further detail, although these are not considered to be critical to the delivery of the development outlined in the Local Plan. These include:-
    - Potential issue of sewage infrastructure towards the end of the Plan period;
    - Secondary school provision;
    - Improved access to primary healthcare;
    - Mitigation of impacts of development on the local and strategic highways network.

What are the next steps?

The Borough Council will continue to liaise with the infrastructure providers during the course of the Plan period to discuss the provision of infrastructure alongside the phasing of new development.

Appendix 1: Key Infrastructure

WATER SUPPLY	
Current Provision	• Provided primarily by Southern Water. • Small areas of Crawley are supplied by South East Water and Sutton and East Surrey Water. • Crawley forms part of the Sussex North Water Resource Zone which is part of the wider Central Sub Region. • Supply for region is provided through groundwater (35%), river abstractions (51%), surface water reservoirs of which Weir Wood is the main reservoir (8%), and transfers (6%).
Evidence Base	• Water Cycle Study 2020 • Water Cycle Study Addendum and Appendix A (2021) • Water Neutrality Study Parts A-C (2021-2022) • Natural England Position Statement for Applications within the Sussex North Water Supply Zone (September 2021) • Water Neutrality Statement of Common Ground (July 2023) • Duty to Cooperate Statement (Crawley Borough Council, 2023) • Northern West Sussex Statement of Common Ground (2023) • Crawley Borough Council and Reigate & Banstead Borough Council Statement of Common Ground (2021) • Crawley Borough Council and Arun District Council Statement of Common Ground (2021) • Southern Water Business Plan 7 2020-2025 • Southern Water 'Water Resources Management Plan 2020-2070' (2019) • SES Water 'Water Resources Management Plan 2019' (2019) • South East Water 'Water Resources Management Plan 2019' (2019)
Current Findings	• The compulsory metering programme completes in Sussex North in 2025, when the latest plan forecasts the proportion of metered homes as 92%. 100% is not expected to be achieved. It is impractical to meter the remainder, but new homes, all metered, are expected to drive the figure up to 93% by 2030. In 2018-19, 91% of homes were reported as already metered.

	• Southern Water's 'Water Resources Management Plan 2020-2070' identifies that its customer base is forecast to grow by 22% to exceed 3 million by 2045. Connections are expected to increase by 27% to just over 1.4 million. Climate change may also lead to additional demand for water. However, sustainability reductions have by far the biggest impact on supply-demand balance. In addition to the reductions Southern Water has already agreed with the Environment Agency, there may be further reductions in the future to address emerging evidence of environmental impacts in Sussex North and to achieve a long term sustainable abstraction regime in line with the Water Resources National Framework. • Demand side solutions include a reduction in demand of around 20 litres/person/day by 2040 as part of Target 100 programme, as well as leakage reduction by 15% by 2025 and 50% by 2050 across the Southern Water region. • Supply side solutions include increased internal transfers to move water from areas of surplus to areas of deficit and water re-use schemes. • The next Business Plan will cover the period 2025 to 2030 and will be published in December 2024. The next Water Resources Management Plan will cover the period 2025-2075 and will also be published in December 2024. • Southern Water's plans indicated that during a dry year there would be a supply-demand deficit. Southern Water's 'Water Resources Management Plan 2020-70' seeks to address this issue across the region. • Southern Water's 'Water Resources Management Plan' schemes for the Central Area include water efficiency; leakage reduction; water transfer schemes; drought orders and permits to permit abstraction from water sources in dry weather; upgrade and refurbishment of a groundwater sources and water supply works in north Sussex. • The 2020 Water Cycle Study confirmed a classification of 'serious water stress' across the Gatwick sub-region, and a need for stringent planning requirements to ensure water efficiency in new development. The study indicated that the water companies have sufficient water resources to serve the level of growth proposed by strategies in the sub-region, including the emerging Crawley Local Plan, although the Environment Agency and Natural England have raised concerns regarding the sustainability of abstractions at Pulborough. This position was confirmed in the 2021 Addendum to the Study, reflecting a revised growth scenario. • The Water Neutrality Study arises from the identification of Water Neutrality as a potential means to allow development to proceed within Southern Water's Sussex North Water Resource Zone (WRZ) without increasing water abstraction from Pulborough, and thereby avoiding further addition to the adverse effect concerns raised

	by Natural England. It identifies a Strategy to enable the development within the WRZ envisaged in the Local Plan to proceed on a 'water neutral' basis. • The overall situation places increased importance on the council's policies which seek to manage long term sustainable demand for water.
Future Studies and Plans	• Continue liaison with Southern Water regarding future housing plans and preparation of water companies' 5 year plans and long term plans. • Strategic Water Neutrality Scheme to be agreed among Local Planning Authorities and stakeholders to ensure water neutrality through a combination of on-site demand reduction and offsetting within the Sussex North Water Resource Zone. • Southern Water draft Water Resources Management Plan 2024 technical documents. • Water Resources South East Draft Regional Plan (November 2022)
Phasing	• Water supply infrastructure upgrades / reinforcement to be provided as developments proceed
Funding	• Southern Water have secured funding for all schemes contained within the Southern Water Business Plan 2020-25. • The preparation of the next Business Plan will inform bids to OFWAT for funding for any future schemes. Ofwat are due to make a determination on the 2025-30 Southern Water Business Plan in December 2024. • Growth related future capacity to be developer funded through the new infrastructure charge implemented from April 2018 (see https://www.southernwater.co.uk/developing-building/connection-charging-arrangements for more information). • Developers will need to pay towards the additional offsetting measures required to ensure that additional development within the Sussex WRZ is water neutral.
Summary	• Planned investment in water supply infrastructure is sufficient to accommodate proposed development in Crawley up to 2030. • Crawley falls within a wider area of serious water stress across the region. The resource constraint in the area is considered moderate to high. • Proposals are being developed to enable the quantum of development set out in the Local Plan to achieve Water Neutrality.

	• The need to manage demand for water through water efficiency measures in sustainability policies are a vital component of managing the water supply and achieving water neutrality over the Plan period. • Liaison with water companies over housing and commercial development needs to continue.

WASTE WATER INFRASTRUCTURE	
Current Provision	• Provided by Thames Water • Waste water is treated at Crawley Waste Water Treatment Works (WwTW)
Evidence Base	• Water Cycle Study 2020 • Water Cycle Study Addendum and Appendix A (2021) • Duty to Cooperate Statement (Crawley Borough Council, 2023) • Northern West Sussex Statement of Common Ground (2023) • Crawley Borough Council and Reigate & Banstead Borough Council Statement of Common Ground (2021) • Crawley Borough Council and Arun District Council Statement of Common Ground (2021) • Water Resources Management Plan 2019 (Thames Water, 2020) • Thames Water Business Plan 2020-2025 (AMP7)
Current Findings	• 2020 Water Cycle Study & 2021 Addendum indicate that growth over the period up to 2037 may exceed the hydraulic capacity of Crawley WwTW and the permitted flow from the WwTW into the associated catchment. Upgrades to infrastructure capacity are likely to be required and may take 3-5 years to deliver. • The ability of the existing Crawley WwTW site to accommodate further expansion may be possible, subject to technological requirements, the availability of land and consent permissions being granted by the Environment Agency. • Land availability at Crawley WwTW is reaching its limit and it may be necessary to extend beyond the site boundary. However, as technologies are changing all the time it may be able to accommodate upgrades which require a smaller footprint. • The requirement for an additional facility will be dependent on various factors include housing forecasts and changes in technology for the treatment of waste water and trade flows. • Outline Study also recommends that developers of 10 or more dwellings should as part of any Water Sustainability and Drainage Assessment demonstrate that the sewerage provider has been contacted to determine if capacity exists offsite for foul and surface water provision. Where capacity off-site is not available, developers should ensure that all necessary permits are be applied for early in the development process and all permits granted and the required infrastructure and connections built prior to developments' occupation.

Future Studies and Plans	• Any upgrades to sewage capacity will need to be justified as part of the Asset Management Plan process. The requirement for additional treatment facilities will be dependent upon various facts such as realisation of housing forecasts, changes in technology for the treatment of waste water and trade flows.
Phasing	• The phasing of growth post 2021 will need to take into account the outcome of Asset Management Plan 2020 - 2025 and any proposals for a further upgrades to the WwTW which might be required. • Asset Management Plan Projects are subject to review in response to the COVID-19 Pandemic.
Funding	• Any upgrades to Crawley WwTW that are required during AMP7 2020 – 2025 will be funded by funded as part of Thames Water's business plan. • Network improvements are funded from infrastructure charges per new dwelling.
Summary	• Ongoing discussions required with Thames Water and other key stakeholders as the Local Plan is progressed, to help ensure additional infrastructure capacity is provided in a timely manner.

ELECTRICITY	
Current Provision	• Transmission Network operated by the National Grid. • Distribution Network operated by UK Power Networks. • Crawley Borough is mainly served from Bolney Grid Supply Point (GSP), which serves a large area including Brighton, Shoreham, Worthing, Horsham. • Local supply is provided via main transformer at Three Bridges and substations at Southgate West and Crawley Business Quarter.
Evidence Base	• UK Power Networks – South East Business Plan 2015-2023 • UK Power Networks South Eastern Power Networks Plc – Long Term Development Statement: Introduction (May 2022)
Current Findings	• Whenever presented with new development proposals for the Region, the UK Power Networks team will examine the proposal, its impact on the existing network and provide an economic design for connection. The developer is required to meet appropriate costs in accordance with the current industry regulations. • Increasing electrification of energy demand and requests for network connections from generation and battery storage schemes is placing increased demands on the distribution network served from Bolney GSP. • A new Super Grid Transformer (SGT) is required at Bolney in order to provide an uplift in capacity. • Asset replacement programmes provide the opportunity to rethink the way in which infrastructure is developed to meet future customer needs, particularly for connections to green and renewable energy sources.
Future Studies and Plans	• UK Power Networks – Business Plan 2023-28. • Methodology and thresholds for charging developers for infrastructure upgrades are subject to confirmation. • Calculation of network capacity allocated to battery storage facilities may be reviewed.
Phasing	• Electricity distribution infrastructure upgrades / reinforcement to be provided as developments proceed. • New SGT estimated for completion in 2026, subject to confirmation of need and funding from a ‘first comer’ customer.

Funding	• Funding arrangements, which are set in periodic price reviews by the regulator, Ofgem, specifically do not allow the Electricity company to invest in infrastructure ahead of need. The regulator views such investment as risky, inefficient and not in the best interests of customers as a whole. • Connections to network will be funded by developers. • Delivery of the new SGT is to be funded by customers/developers. An identified developer/customer must commit to the full cost in order to trigger delivery, although under the 'second comer' rule the cost will in reality be widely shared among new connections across the area served from Bolney which benefit from the increased capacity, meaning that the cost to individual developers is reasonable.
Summary	• Connections to supply can be made on a site by site basis along with any required reinforcement works.

GAS	
Current Provision	• Supply provided by Southern Gas Networks (SGN) part of the Scotia Gas Networks company. • Whole of Borough served via pressure reducing stations from the medium pressure national grid network. • National Gas Transmission owns and maintains the high-pressure gas transmission system across the England, Scotland and Wales.
Evidence Base	• SGN RIIO-GD2 Business Plan 2021/22-2025/26 submission (2019) • SGN Long Term Development Statement 2018: Network Capacity • SGN Moving Forward Together: Our journey so far 2013-2018 (2018)
Current Findings	• SGN can provide gas supply to any location that may be required through reinforcing an existing network or creating a new network by extending their medium/intermediate pressure tiers. • Any reinforcements that are required can then be prepared, so that if the sites do become live through the connections process they have a contingency in place to deal with any capacity issues. • At this moment in time SGN do not envisage laying any Reinforcement on the Intermediate Pressure or Medium Pressure Infrastructure within Crawley. Scope/need for low pressure reinforcement would need to be assessed when the customer makes a connection request to SGN, which states the exact connection point on the gas network and the total gas demand for the development. • At present SGN consider that there is sufficient capacity on the Intermediate/Medium gas network to meet the potential development sites proposed in the Local Plan. This may change in the future as SGN are unable to book capacity and this current assessment does not guarantee the availability of future capacity, which is offered on a ‘first come, first served’ basis.
Future Studies and Plans	• Additional gas connections from new residential development are anticipated to cease from 2025 as part of regulatory changes to reduce emissions from new-builds in pursuit of UK Government commitments on climate change.
Phasing	• Phasing of reinforcement will take into account phasing for development of sites.
Funding	• Each project is analysed and costed on an individual basis. Costs and whether they are to be borne by the developer or supplier will be dependent on the scale and location of the site.
Summary	• Connections to supply can be made on a site by site basis along with any required reinforcement works.

DISTRICT ENERGY NETWORKS	
Current Provision	• Some decentralised energy (source) centres in place (e.g. Combined Heat and Power unit at K2 Crawley, and Biomass Boiler at Town Centre Library). • Planning permission (ref CR/2018/0139/FUL) has been granted for an energy centre containing a gas-fuelled CHP unit as part of the wider Town Hall redevelopment scheme (planning ref CR/2017/0997/OUT). The energy centre came online in 2022 and will provide heat and power to a new civic centre/office building, residential developments on or adjacent to the Town Hall site, and other developments and existing buildings in the Town Centre.
Evidence Base	• Corporate Climate Change Strategy (2008) (*Crawley Borough Council*) • Strategic Design Advice Report - Decentralised Energy Study (2011) (*hurleypalmerflatt*) • West Sussex Energy Study (2013) (*AECOM*) • K2 CHP Detailed Engineering Study (2013) (*Ramboll*) • DCS/024 Cabinet Report - Update on the Sussex Energy Saving Partnership (2013) (*Crawley Borough Council*) • Background Briefing: Re-energise Manor Royal Local Energy Community (2022) (*West Sussex County Council with Manor Royal Business Improvement District*) • BISEPS Re-Energise: Strategic Energy Opportunities (2018) (*West Sussex County Council with Manor Royal Business Improvement District*) • Manor Royal Heat Network Study (2018) (*Ramboll*) • Crawley Civic Centre DHN Concept Design Report (2018) (*Ramboll*)
Current Findings	• Significant opportunity for the installation and efficient use of District Energy Networks in specific areas. • District energy networks are a feasible and viable proposition in Crawley. • Council has a strategic role to play to ensure networks are implemented.
Future Studies and Plans	• Phase 1 of the Town Centre heat network is in the process of being implemented, with the energy centre at the Town Hall site coming into use to provide heat to the new Town Hall / Create Building in addition to adjacent housing developments. • A feasibility study is under way into options for the further extension of the Town Centre heat network.

	• A detailed heat network feasibility study has been undertaken in Manor Royal, and proposals are being advanced to establish an energy community within the Business District.
Phasing	• The Town Hall site Energy Centre is completed and providing heat to the new Town Hall. The remaining Phase 1 of the network will include the residential scheme on the redeveloped Town Hall site, as well as neighbouring residential developments at the adjoining former Boulevard car park site and John Brackpool Court. • Implementation of Manor Royal pipe network, energy centres and associated works from 2023 (subject to approval).
Funding	• K2 Crawley leisure centre district energy network will initially be funded by Crawley Borough Council and public sector partners. • Crawley Borough Council has allocated a capital budget to the Town Centre District Heat Network, which is also being funded from other sources including the national Heat Network Investment Project (HNIP). The council has been awarded funding towards feasibility work on the expansion of the Town Centre Network from the Heat Network Development Unit. • The Manor Royal heat network project is being supported from a range of sources including West Sussex County Council, the Manor Royal Business Improvement District, and EU funding awarded via the BISEPS (Business clusters Integrated Sustainable Energy Packages) initiative. Vehicles for coordinating business support for the project are being explored. • The connection of new developments to District Energy Networks in Crawley may be secured as part of a development by means of a planning obligation.
Summary	• Local Plan period is projected to see significant expansion of District Energy Networks within the borough, focused on identified District Energy Network priority areas.

DIGITAL INFRASTRUCTURE	
Current Provision	• Existing broadband infrastructure is operated by Openreach and Virgin Media: superfast and ultrafast broadband speeds achievable using part-fibre connections are widely available but access to faster speeds resulting from full fibre connection is more patchy • 4G mobile infrastructure is operated by Vodafone, O2, EE and Three: between them these provide good 4G coverage over most of the borough • 5G coverage available from some providers as of late 2022 with further rollout plans underway.
Evidence Base	• UK Industrial Strategy: *Building a Britain Fit for the Future* (Secretary of State for Business, Energy and Industrial Strategy, 2017) • Gatwick 360º, Coast to Capital LEP Strategic Economic Plan (2018-2030) • Gatwick Diamond Local Strategic Statement (2017)
Current Findings	• UK Industrial Strategy sets out the objective for 'a Britain that lives on the digital frontier, with full-fibre broadband, new 5G networks and smart technologies'. Pledges to boost digital infrastructure with over £1bn of public investment, including £176m for 5G and £200m for local areas to encourage roll out of full-fibre networks. Outlines that the availability of high quality infrastructure is essential for lives and work, and future growth and prosperity, allowing people to lead modern lives and to do business in the technologies and industries of the future. • The Gatwick 360º Coast to Capital LEP Strategic Economic Plan identifies need to prioritise investment in a new standard of full fibre broadband connectivity between economic hubs. The document outlines that in spite of the area's innate strengths in digital and creative technologies, the quality of infrastructure remains inconsistent; with problems accessing modern technology services. Ultra-Fast Broadband is only accessible to premises in limited parts of the Coast to Capital area. • The Gatwick Diamond Local Strategic Statement identifies that continued development and roll-out of superfast broadband is central to the promotion of sustainable economic growth across the Gatwick Diamond. Its Priority 5 is to provide superfast broadband and other ICT technologies for new housing and employment developments as well as retrofitting to existing communities that will allow the Diamond to compete economically at regional, national and global levels.

Future Studies and Plans	• West Sussex Gigabit Project will deliver a full fibre network connecting key public sector sites
Phasing	• New developments during the Local Plan will be provided with gigabit-capable full fibre connections as required by proposed Local Plan Policy IN3 and it is anticipated that full-fibre connections and 5G services will be extended to existing homes and businesses over the course of the Local Plan period.
Funding	• Existing services are largely provided to homes and businesses on a commercial basis but some additional funding for infrastructure is provided by the Department of Culture Media and Sport
Summary	• All the local authorities in West Sussex have agreed to work together to secure greater coverage of full fibre infrastructure by attracting further commercial investment, to support the expansion of key urban clusters across the county into gigabit towns and cities. Increased speeds and data transmission and the demands of future technologies such as 5G will rely on higher frequencies, greater bandwidth and network densification. Without the required level of investment, including in digital infrastructure, the full growth potential in the area will not be achieved. Exclusion from access to broadband can also reduce access to public services and employment opportunities, cause social isolation and mean that people may not be able to benefit from discounts for online billing or payments.

EDUCATION	
Current Provision	• Twenty five primary schools considered to be at around 87% capacity at year of entry. • Six secondary schools considered to be at 100% capacity at year of entry. • One all-through school considered to be at 26% capacity at primary year of entry and 98% capacity at secondary year of entry • Some primary schools also provide nursery classes and there are a range of pre-schools throughout the town. • Two Special Educational Needs schools considered to be at 100% capacity. • One Alternative Provision setting considered to be 100% capacity in all year groups. • Eight Special Support Centres co-located on mainstream school sites, both primary and secondary.
Evidence Base	• Duty to Cooperate Statement (Crawley Borough Council, 2023) • North West Sussex Statement of Common Ground (2023) • Infrastructure Funding Statement 2020/21 (Crawley Borough Council, 2021) • Infrastructure Business Plan Outline 2022/23 (Crawley Borough Council, 2022) • Planning School Places (West Sussex County Council, 2022) • SEND Developer Contribution Requirements as a Statutory Education Provider (West Sussex County Council, 2020) • School Effectiveness Strategy 2018-2022 (West Sussex County Council, 2018)
Current Findings	• Additional early education places for children aged 3 or 4 are actively being prioritised by supporting new and existing providers in the three neighbourhoods of Maidenbower, Pound Hill and Furnace Green. • Secondary schools are at capacity and it is currently estimated that provision will be needed for around 4-6 additional forms of entry at secondary school level in Crawley during the course of the Local Plan. This is on the basis that four forms of entry are being provided by The Gatwick Free School, and two further forms of entry are being provided permanently by existing schools in the borough. • Provision for at least 4FE is therefore required going forward to include existing demand within the Borough. Due to the lack of an identified site for a new secondary school in Crawley the potential to provide additional secondary school places, to serve Crawley's needs, will also be considered on sites close to Crawley in neighbouring authorities, and discussions are taking place with neighbouring authorities. If new strategic

	development on Crawley's boundaries could provide this opportunity, the DfE will seek to bring forward a school as early as possible. In that case a 6-8 FE secondary would be required to include any additional children emanating from the strategic development where a site is likely to be identified. In the meantime, WSCC will look to a combination of permanent and temporary expansions to cater for additional places. The Local Plan also makes allowance for consideration of education provision on sites allocated for uses including housing. • Specialist provision for children with Special Educational Needs is required moving forward by providing a combination of a new special school, Special Support Centres at mainstream schools, and an alternative provision college site for children who are excluded from mainstream education. There is a particular shortfall in provision for children with Social, Emotional and Mental Health needs (SEMH) and for children with Autism. • The precise level of need generated by new development over the Local Plan period, and any excess need over and above that met by the interventions identified above, will depend on the mix and tenure of the dwellings delivered. WSCC will continue to assess predicted pupil numbers and discussions will continue with WSCC over the provision of additional primary and secondary places in the borough. • Recent immigration schemes have created localised demand for additional places particularly around hotels housing refugees. • Surrey County Council report that Oakwood School in Horley is unlikely to be able to expand further or take additional pupils from Crawley. Primary schools are also experiencing capacity issues in the Horley area. • Youth, Adult Education and Further Education facilities may be required as the Crawley population increases although these elements of education are not led by WSCC.
Future Studies and Plans	• Annual updates to Planning School Places. • Proposals in respect of early years childcare are likely to evolve in response to the proposals for expanded provision announced in the 2023 budget • Further discussions and investigations to identify how additional capacity is to be provided.
Phasing	• The conditions and agreements for the development of the new neighbourhoods that form part of Crawley set out requirements for the timing of the expansion of the of new primary schools recently built.
Funding	• Financial contributions have been secured from the developers of the two new neighbourhoods that will form part of Crawley through s106 agreements towards the provision of additional secondary school places within the town.

	• The provision of schools and additional school places will form part of the calculation of the Community Infrastructure Levy. • West Sussex County Council received basic need grant annually where there is a shortfall in places across the County and some of this can be applied to Crawley Secondary Schools amongst other projects. • Additional funding sources may need to be considered.
Summary	• Additional provision at secondary school level is required to cater for anticipated levels of growth. • Additional forms of entry and temporary bulge classes are being provided at existing secondary schools. • Refugee resettlement programmes can create localised demand at short notice. • Further discussions are required regarding the approach to meeting additional requirements for Special Educational Needs provision.

LIBRARY	
Current Provision	• Major new library in Crawley Town Centre opened in December 2008. • Facilities enhanced through S106 contributions from housing developments. • Local neighbourhood library in Broadfield.
Evidence Base	• Position Statement (2008-2014) • At Crawley Study 2009
Current Findings	• The proposals for a community building at Forge Wood currently include provision for a pick up / drop off library in library facility.
Future Studies and Plans	• No additional studies needed.
Phasing	• The pick up / drop off facility will be provided within the community building as part of the development of Forge Wood.
Funding	• The community building is being provided as part of the development of Forge Wood.
Summary	• Excellent existing provision. • Requirements for additional provision relate to new neighbourhoods.

WASTE AND RECYCLING SERVICES	
Current Provision	• Household Waste Recycling Site and transfer station, with a capacity of 45,000 tonnes per annum opened in 2006 on Metcalfe Way, County Oak. Site has a catchment area of 5 miles. • General household waste goes to a Mechanical Biological Treatment (MBT) plant, at Brookhurst wood, Warnham. • West Sussex is a net importer of waste (2021 data), although a large amount of imports were Construction, Demolition and Excavation (CD&E) waste which were used in the restoration of sites, therefore a beneficial use.
Evidence Base	• Position Statement (2008-2014) • West Sussex Waste Local Plan (2014) • WSCC Waste Local Plan Review 2019 • West Sussex Monitoring Report 2021-22
Current Findings	• The West Sussex Waste Local Plan was adopted in 2014 and covers the period until 2031. The Plan was subject to Review in 2019 and considered to be relevant and effective. • The aspiration of the Waste Local Plan is that West Sussex has 'zero waste to landfill' by 2031. This will be achieved through the transfer, recycling and recovery of waste. • There is insufficient capacity at existing waste management facilities in West Sussex to secure the maximum recovery of waste. • The Plan states that it has been calculated that an additional waste management capacity of 0.67 million tonnes per annum is required by 2031. • Some additional facilities are required for transfer, recycling, and treatment of commercial and industrial waste and construction and demolition waste. The strategic waste sites which are allocated in the Waste Local Plan are allocated in accordance with the spatial strategy. • An additional site at Brookhurst Wood near Horsham, adjacent to the existing facility is allocated to meet identified shortfalls in transfer, recycling and recovery capacity. It is one of four sites allocated in the Waste Local Plan. • The sites allocated in the Waste Local Plan are considered to be suitable for uses including waste transfer station, material recycling facility, mechanical biological treatment plant, and energy from waste plants

Future Studies and Plans	• There are no allocated built waste management sites in Crawley Borough but the allocations in the WLP will contribute to a sustainable network of waste management facilities to help maintain net self-sufficiency in West Sussex. • Policy W2 (Safeguarding Waste Management Sites and Infrastructure) seeks to safeguard existing waste sites and infrastructure for the achievement of sustainable waste management. A list of safeguarded waste sites is listed in the West Sussex Monitoring Report 2021/22.
Phasing	• New treatment facility at Brookhurst Wood now fully operational.
Funding	• The collection of household waste and recycling is a statutory service funded as part of the council's budget. • Recycling centres for household waste are provided by West Sussex County Council as statutory Waste Disposal Authority. • Commercial waste collection services are provided by the private sector.
Summary	• Preparation of WSCC Waste Local Plan provides the context for the provision of waste management facilities for Crawley. • The allocations in the plan will help meet the need for waste facilities generated by Crawley in the context of provision for the county as a whole. • No additional waste sites are identified or required in Crawley itself.

HEALTH	
Current Provision	• 12 GP practices. • Bewbush Medical Centre, Bridge Medical Centre, Coachman's Medical practice, Furnace Green Surgery. Gossops Green Surgery, Ifield Medical practice, Langley Corner Surgery, Leacroft Medical Practice (Langley Green) , Pound Hill Medical Group, Saxonbrook Medical Centre (Maidenbower and Northgate), Southgate Medical Group, Woodlands and Clerklands (Tilgate and Horley). • In line with the NHS Long term Plan, Crawley has developed into 3 Primary Care Networks (PCNs): **Crawley Care Collaborative PCN** (Bridge, Langley Corner, Leacroft and Southgate) **Healthy Crawley PCN** (Ifield, Furnace Green, Pound Hill and Woodlands and Clerklands) **South Crawley PCN** (Bewbush, Coachmans, Gossops Green and Saxonbrook) • Crawley Hospital includes an Urgent Treatment Centre, a variety of Outpatient and Day Surgery services and has 74 beds. • A&E, and acute services are provided at East Surrey Hospital in Redhill by Surrey and Sussex Healthcare NHS Trust. • Improved Access Service (IAS) provides 66 hours of additional GP and nurse appointments, from 5 hubs across Crawley, up to 8pm weekdays and at weekends and bank holidays.
New Developments	• PCNs form the bedrock of the new national strategy to increase resilience in Primary Care, strengthen collaboration between practices and form the basis for offering a range of enhanced services at network level for the population of a network which complement and enhance primary care provision, such as Musculo-skeletal services, clinical pharmacy and other services which cannot always easily be developed at a single practice level. • From 2019, the CCGs have started to commission an Improved Access Service (IAS) covering all Crawley GP practices. This IAS provides 66 hours of additional GP and nurse appointments, from 5 hubs across Crawley, up to 8pm weekdays and at weekends and bank holidays. This is an important development as it increases available appointment capacity across all GP practices, thereby enabling them to see more patients. • NHS Sussex was established in July 2022 to take over the commissioning functions formerly carried out by CCGs.
Evidence Base	• GP Forward View

	• NHS Long term Plan • Sussex and East Surrey Sustainability and Transformation Partnership: North Place Business Plan 2019/20 • Sussex and East Surrey Sustainability and Transformation Partnership: Transition Year Business Operating Plan 2019-20
Current Findings	• Crawley Hospital has the capacity to provide more services and is underused. • Most practices in Crawley have capped lists, hence the majority of patients who would like to register need to be allocated a GP practice through NHS England • Capping is due to the population increase associated with new housing developments, lack of available doctors and nurses locally and some restrictions to premises • Crawley Member practices are commissioned by NHS England, it is the only CCG locally who has voted against delegation. • People moving into the Forge Wood and Copthorne developments will be registering with local Crawley Practices, which will create an additional pressure on Primary Care. • Kilnwood Vale is a large development within the Horsham District Council area that borders Crawley comprising 2,500 homes. Phase 1 and 2 of the build are nearing completion and Phases 3 and 4 will start later in 2019. • Bewbush Medical Centre is in a building that requires refurbishment. There was extensive work undertaken to identify possible new premises for Bewbush, however in 2018 the practice decided that they were not able to invest in a new premises. The registered patient list at Bewbush has fallen by circa 500 in the last year, which has reduced the need for additional clinical space. • NHS Sussex Integrated Care Board project that a population increase of 20,000 over the Local Plan period would require an additional 1,350sqm of General Practice premises, with an estimated cost of £7.8 million, although the specific estate need is subject to further confirmation. Actual population growth within the borough itself may fall some way short of this level bearing in mind the proposed housing requirement of at least 5,030 dwellings between 2024 and 2040, the 2021 census average household size of approximately 2.59 persons, and the role of local connection criteria in allocation of affordable homes.
Future Studies and Plans	• There are additional plans for a development to the West of Ifield, on land within Horsham but immediately adjacent to Crawley, with transport connections affecting land in Crawley. This proposes a potential additional

	10,000 homes plus industrial/business areas and will pose a significant pressure to primary care in both Crawley and Horsham in the future. • Further clarification regarding GP estate need in Crawley is expected to be provided by March 2024. • Further discussions with NHS Sussex.
Phasing	
Funding	• Pound Hill Practice development has been identified as a project for support through CIL. NHSE funding for the new build in Bewbush has since been withdrawn. Crawley Borough Council have moved over to CIL funding so some may become available in the future for Health.
Summary	• Struggling Primary Care system as most practices are currently capped, which potentially delays the patient journey • There are significant housing developments both in Crawley, and in sites adjacent to the town boundary • There are substantial issues with Crawley's Primary Care premises, and they cannot meet the needs of the growing population • The newly formed PCNs should be able to provide resilience and stability in the future

POLICE	
Current Provision	• Crawley forms part of West division of Sussex Police • Staff (officer & support staff) delivering policing to the borough of Crawley include 250 police officers and 170 support staff. • Vehicles delivering policing to the borough of Crawley include 30 divisional vehicles and 33 force-wide vehicles. • Based in Crawley Police Station, Northgate Avenue, with other local sites • Community Office in Broadfield Library and Neighbourhood Hub
Evidence Base	• Position Statement (2008-2014) • Sussex Police Estates Strategy 2013-18 • Infrastructure delivery requirement update 2019 • Sussex PCC Medium Term Financial Strategy (March 2019) • Sussex Police & Crime Plan (2017/21)
Current Findings	• Based on the existing operating model of Sussex Police, the crime increase and housing growth identified, this would require an additional 52 staff being employed by Sussex Police. • Requirement for personal equipment for staff/officers – This includes workstations, radios, protective equipment, uniforms and bespoke training in the use of these. Sussex Police try to retain equipment when existing staff leave our service and are replaced. However, additional staff require additional equipment. There are also practical limits to the extent to which existing equipment can be re-used. e.g. with uniforms or where technology has moved on. • Requirement for police vehicles of varying types and functions covering existing patterns of development and community demand. The fully equipped fleet of vehicles consists of 20 Force-wide vehicles and 14 Divisional vehicles. Vehicles are retained to meet the existing patterns of demand • Requirement for Automatic Number Plate Recognition (ANPR) and Closed Circuit Television cameras. New development will require investment in this infrastructure to identify criminals and can act as a preventative measure against crime. • Requirement for improved facilities at Crawley police station.

Future Studies and Plans	• Discussions with Sussex Police to identify future infrastructure priorities will continue.
Phasing	• Modernisation of Crawley Police Station likely to be completed in 2020/2021 financial year.
Funding	• Primary funding from central government and local taxation. • Additional funds required via developer contributions (CIL/S106) for capital expenditure.
Summary	• Existing provision of premises is concentrated in a central location. • The council will continue to work with Sussex Police over the provision of Police services over the Plan period.

FIRE	
Current Provision	• Part of West Sussex Fire & Rescue Service • Fire Station located on edge of town centre on Ifield Avenue • 5 bay fire station with 2 water tenders, 1 heavy rescue tender and a four wheel drive vehicle
Evidence Base	• Operational Performance Reports 2022/23 • Statement of Assurance 2021-2022 • West Sussex Fire and Rescue Service Assessment 2021/22 • West Sussex Fire and Rescue Service Integrated Risk Management Plan (IRMP) 2018-2022
Current Findings	• The Fire Service is continuing to invest capital in the current station as there is currently no firm timetable or specific funding for the construction of a new station. • The Forge Wood development has a planning condition requiring it to submit a scheme for the provision of new fire and rescue infrastructure to serve the new development. This will need to take into account the latest West Sussex Fire Service proposals. • Some parts of Crawley fall into the High risk category for West Sussex Emergency Response standards (critical incident – fire) • Any increase in population, particularly age over 65, will increase pressure on the service, as will any increase in commercial floorspace.
Future Studies and Plans	• Investing and developing the delivery of new firefighting tactics to enhance our response to fires in buildings. This has seen Smoke Curtains and Fog Nails being introduced in 2019. • Implement new Emergency Rescue equipment to enhance our response to transport incidents. • Research new Personal Protective Equipment (PPE) for all of our staff as part of a national collaboration. • Review the fleet of special appliances and rationalise the capability where appropriate and provide options.
Phasing	• There is currently no identified programme for the construction of a new fire station.
Funding	• There is currently no agreed funding for the construction of a new fire station.
Summary	• Existing facilities or construction of new fire station will provide adequate cover for Crawley.

	• The Fire & Rescue Service are working towards implementing the IRMP 2018 -2022 • WSCC would like to work with CBC following to identify mitigation requirements from planned development.

CEMETERY AND CREMATORIUM	
Current Provision	• Snell Hatch cemetery in West Green covers an area of 3.5 hectares. • Little Trees cemetery opened on a 4.8 hectare site in October 2017. • Surrey and Sussex Crematorium is located on Balcombe Road.
Evidence Base	• Cabinet Report 13 November 2013 New Crawley Cemetery – provision of Burial Services • Cabinet Report 3 December 2014 New Cemetery, Little Trees, Tollgate Hill, Crawley
Current Findings	• The Muslim section of Snell Hatch cemetery was predicted to have reached capacity by around April 2014. • Other areas of the cemetery are also nearing capacity. • The council agreed, in November 2013, a small extension at the cemetery which would create an additional 86 spaces for Muslim burials. • This would allow the cemetery to remain open to all sections of the community until the end of 2017. • As of December 2017, it was estimated that the Little Trees site was capable of providing up to 50 years' burial capacity for Crawley. • Surrey and Sussex Crematorium was operating at about 50% capacity as of spring 2019
Future Studies and Plans	• No current plans
Phasing	• No current plans
Funding	• No current plans
Summary	• Cemetery and crematorium provision is considered sufficient to meet the development planned during the period 2024-40.

AMBULANCE	
Current Provision	• Service provided by South East Coast Ambulance Service (SECAMB). • SECAMB HQ and Emergency Operations Centre opened at Nexus House on Gatwick Road in 2017. • Faraday Road base opened in 2016 includes Make Ready Centre (MRC) and supports one of two Hazardous Area Response Teams (HART) which support the region.
Evidence Base	• Position Statements (2008-2013) • SECAMB Five Year Strategic Plan 2017-2022 (2017) • SECAMB Trust Delivery Plan 2017-19 (2017) • Demand and Capacity Review: Final Summary Report (2018) • Sustainable SECAMB: Strategy (2020)
Current Findings	• SECAMB has a programme of providing Make Ready Centres throughout the region which act as a hub for the preparation and maintenance of vehicles. Staff pick up their vehicles from these centres. Such centres are considered to be a more efficient use of resources in terms of the preparation and maintenance of vehicles and the amount of time available to be on call. • Make Ready Centres are supported by Community Response Posts which provide rest facilities for staff through the course of their shift.
Future Studies and Plans	
Phasing	
Funding	• NHS Trust income is derived from various sources including NHS commissioning processes.
Summary	• Crawley is the location for the Trust HQ, a Hazardous Area Response Team and a Make Ready Centre supported by Community Response Posts.

SPORTS AND PLAY FACILITIES	
Current Provision	• K2 Leisure centre – 50m swimming pool, athletics track, climbing wall, gymnastics facility, sports halls, squash courts and indoor bowls • Bewbush Centre sports hall and gym • Sports facilities at Oriel School and Ifield Community College used by public • 16 health and fitness suites • Indoor bowls rink • Indoor tennis and outdoor tennis courts • 30 playing fields • 75 play areas of varying sizes • Skate Park • Parkour facilities • BMX track • Watersports on Tilgate Lake • Golf Course and Driving Range
Evidence Base	• Open Space, Sport and Recreation Assessment (2020) • Indoor Sports Facilities Assessment (2021) • Playing Pitch Strategy Stage C & D (2021) • Play Facilities (Investment Proposals, Crawley Borough Council November 2013)
Current Findings	• Studies assessed quality, quantity and accessibility standards for each typology. • Overall provision and range of facilities in the town is good but distribution across the borough varies. • Priorities for new provision are for allotments and youth provision in some areas of the town. • Quality of existing provision should be improved: - Enhance existing facilities of children and young people; - Sports pitch surfaces, drainage and changing facilities.

	• Consider the need for a new 3G pitch for competitive football and other sports for training and small-sided competition. • Provision is added and updated in line with population growth.
Future Studies and Plans	• New playing pitches and play areas to be provided as part of the Forge Wood development. • Sport England recommends a review of open space, sport and recreation every five years and refresh once a year. • Studies into Open Space, Indoor Sports, and Playing Pitch provision have been published. These assess existing provision against the anticipated level of population growth projected during the period covered by the Local Plan Review.
Phasing	• Conditions relating to the Forge Wood development require provision of playing fields.
Funding	• Additional/improved provision through S106 and CIL. • CBC Play Strategy.
Summary	• Existing evidence points to generally sufficient provision in most types of open space and sports facilities, with deficiencies in quantity of some types in some areas, and some deficiencies in quality of provision. • In some areas, there are opportunities to consolidate open space whilst enhancing retained open space to better meet the needs of residents.

COMMUNITY FACILITIES	
Current Provision	• Crawley Borough Council operates 15 Community Centres within the town, i.e. roughly one per neighbourhood. • Enhanced facilities recently constructed at Bewbush and Langley Green. • Broadfield Community Centre is run independently.
Evidence Base	• CBC web pages • Broadfield Community Centre web pages • Retail, Commercial Leisure & Town Centre Neighbourhood Needs Assessment and Appendices
Current Findings	• Existing community centres are able to meet needs of neighbourhoods. • Community Building being provided by developers as part of the Forge Wood development. • It is not considered that there is a pressing need for additional community facilities within the Town Centre.
Future Studies and Plans	• Arrangements for operation of the new Town Hall will include a scheme for community/public use.
Phasing	• Conditions related to the Forge Wood development require provision of a community building.
Funding	• The community building in Forge Wood is being funded by the development.
Summary	• Crawley has a significant number of Community Centres. • Any new neighbourhoods would require the provision of a Community Centre as part of the neighbourhood facilities.

FLOOD DEFENCES	
Current Provision	• Crawley lies within the Upper River Mole Catchment area. • The majority of Crawley identified as being at low risk of fluvial flooding, with some areas at moderate to high risk, and the majority of Crawley is at moderate to high risk of surface water flooding. • Areas at risk of fluvial flooding range from the functional floodplain to areas with a risk of 0.1% AEP (Annual Exceedance Probability). A number of properties in Crawley and downstream in Horley are at a risk from a 1 in 100 year (1% AEP) fluvial flood event.
Evidence Base	• Upper Mole Flood Alleviation Scheme (UMFAS) 2000-2019 • Strategic Flood Risk Assessment 2020 (SFRA) • Upper Mole Flood modelling study (2020)
Current Findings	• UMFAS has now been completed comprising the following items: - raising of Tilgate Dam; - Worth Farm storage area; - Grattons Park stream enhancements; - Clay's Lake storage reservoir. • There are a number of properties which remain at risk despite the completion of UMFAS, schemes to provide resilience to these properties are being investigated. • The SFRA identifies those areas which are most at risk from flooding and seeks to steer vulnerable development away from areas of greatest risk.
Future Studies and Plans	• Interim review of earlier 2014 SFRA undertaken in liaison with Environment Agency to inform Local Plan. • Investigation into the potential for Natural Flood Management within the Upper River Mole.
Phasing	• Following review it has been concluded that no resources are presently available to fund any future schemes except for key identified maintenance work on some of the flood assets within Crawley.
Funding	• UMFAS schemes have been funded through the Environment Agency.
Summary	• Completion of the Upper Mole Flood Alleviation Scheme reduces number of properties at risk of a 1 in 100 year (1% AEP) flood event.

	• CBC will continue to work with the Environment Agency and the county council, as the Lead Local Flood Authority, to ensure Crawley is resilient to the impacts of flooding now and into the future. • SFRA sets out framework for local planning policy and the application of national policy, including the sequential and exception tests, requirements for site-specific flood risk assessment, and the means by which new development should seek to reduce overall levels of flood risk.

GREEN INFRASTRUCTURE	
Current Provision	• Interconnected network of multi-functional 'green' and 'blue' spaces, contributing to landscape character and sense of place; supporting habitats and wildlife; improving people's health and wellbeing; climate change mitigation and adaptation; management of water supply; flood risk management; improved water quality and management of waste water. • Approximately 26% of Crawley's administrative area is designated as countryside, and about 43% is covered by green infrastructure of some form. • 661.37ha managed open space, sport and recreation, including formal parks and gardens such as Tilgate Park, Goffs Park, Memorial Gardens, Broadfield Park, Worth Park and Grattons Park. • 476.08ha designated sites and reserves, including 327.19ha of Local Wildlife Sites and 53.34ha local nature reserves. • 47.23ha forming part of the High Weald AONB. • 745ha habitat spaces, including 197.68ha ancient woodland. • Significant amounts of structural landscaping and tree cover: an estimated 250,000 trees and 4,500 shrub beds. • A network of Public Rights of Way. • Other local assets, including allotments and green roofs. • Associated 'Blue Infrastructure', comprising watercourses, wetlands, river corridors and streams (albeit culverted in many cases).
Evidence Base	• Designations with supporting evidence such as Conservation Areas/Local Wildlife Sites/Local Nature Reserves, Landscape Character Assessment (CBC 2012), Built-Up Area Boundary Review (CBC 2012). • Green Infrastructure Assets and Opportunities (CBC 2014) • Public Rights of Way Improvement Plan (WSCC) • Green Infrastructure Topic Paper (CBC 2014) • Green Infrastructure Supplementary Planning Document (CBC 2016) • High Weald AONB Management Plan 2019-2024 (2019) • Eco-Serv GIS Report (2020) • Climate Change Topic Paper (2020 and updates)

Current Findings	• There is currently a lack of integration between types of green infrastructure. Linking, protecting and enhancing valued green infrastructure for people and wildlife is needed to prevent biodiversity loss and the erosion of recreational opportunities for people. • Within the Built-Up Area, green infrastructure is finite in supply and subject to various, sometimes conflicting, demands. • Existing evidence and consultation will be used to identify a green infrastructure network and opportunities/projects to enhancement GI. • Recognition nationally that the decline of biodiversity is essential, with a mandatory Biodiversity Net Gain requirement from all new development being introduced from November 2023. Development sites within Crawley may be characterised as small urban brownfield sites, with low existing biodiversity value. To ensure a Net Gain is achieved in the urban area, and create new connectivity opportunities, consideration could be given to introducing an Urban Greening Factor.
Future Studies and Plans	• Updates to existing evidence base identifying needs and opportunities. • Biodiversity Net Gain and Urban Greening Factor. • Supporting the development of county-wide/pan-Sussex Local Nature Recovery Strategy(ies).
Phasing	• No phasing identified.
Funding	• Funding to improve/expand GI through Biodiversity Net Gain, CIL and S106, environmental stewardship, rural development programme, woodland grant scheme, grant funding (lottery)
Summary	• Enhancements to Green Infrastructure network should be secured through new development.

TRANSPORT - RAIL	
Current Provision	• Four rail stations - Three Bridges and Gatwick on Brighton Main Line. Crawley and Ifield on Arun Valley Line. • Frequent services between London, Brighton, Horsham, Chichester and Portsmouth.
Evidence Base	• Network Rail South East Route: Sussex Area Route Study (2015) • Network Rail Route Specifications 2016 South East (2016) • Network Rail Delivery Plan for Control Period 6 (2019-24) and 2022 Delivery Plan Update for Southern Region • Network Rail Strategic Business Plan for 2019-24 (2019) • Transport Strategy for the South East (Transport for the South East, 2020)
Current Findings	• New concourse at Gatwick Airport Station under construction as of 2022. • Upgrade of Crawley Station is underway as part of wider Station Gateway scheme and the Crawley Growth Programme. • Significant demand for parking at Three Bridges Station. • Network Rail has undertaken improvements to passenger facilities at Three Bridges. • Significant improvements in relation to disabled access are likely to be necessary and have been made at Crawley Station. • The Network Rail Croydon Area Remodelling Scheme (CARS), which includes improvements to junctions in the 'Selhurst Triangle' – this includes Windmill Bridge Junction - north of East Croydon station, along with two additional platforms at East Croydon station will allow for increased services on the Brighton Main Line along with greater reliability and faster recovery of service from incidents of disruption. This major project was been consulted upon in Autumn 2018 for a Transport and Works Act Order. However, the scheme has been delayed with no updated timetable for completion at this stage. • The Thameslink programme which serves Three Bridges and the Arun Valley line has provided additional capacity. • Increased use of Brighton Road level crossing in Crawley Town Centre by cars, cyclists and pedestrians is anticipated as a result of planned growth, and may require mitigation to reduce risk.
Future Studies and Plans	• Access improvements to Three Bridges Station are planned as part of the Crawley Growth Programme. Scheme to be funded using developer contributions.

Phasing	• Detailed planning applications are pending for Three Bridges Station and Crawley Station public realm improvements. • New concourse at Gatwick Station to be completed 2023-4.
Funding	• Gatwick Station improvements are funded by the DfT, Network Rail, the Coast to Capital LEP and Gatwick Airport Limited. • Station improvements schemes included within the Growth Programme are to be funded by a combination of public and private sources, including the Coast to Capital LEP, developer contributions, West Sussex County Council and Crawley Borough Council.
Summary	• Crawley has good rail connections through a number of stations. • Improvements to station facilities taking place.

TRANSPORT – ROAD	
Current Provision	• Junctions 9, 10, 10a and 11 of the M23 serve Crawley • A23 dual carriage way runs on a north – south basis through the town providing a route for through traffic • A264 provides access to Horsham to the west and East Grinstead to the east. • Neighbourhood distributor roads run through neighbourhoods
Evidence Base	• At Crawley Study 2009 • Site specific transport assessments for major developments • Draft Strategic Infrastructure Package for Crawley (2017) • Crawley Sustainable Transport Package (2018) • North West Sussex Statement of Common Ground (2020) • Crawley Growth Programme • New Directions for Crawley: Transport and Access for the 21st Century (CBC, 2020) • Crawley Local Cycling and Walking Infrastructure Plan (CBC, 2021) • Crawley Transport Study (2022) and appendices • West Sussex Transport Plan 2022-26 (WSCC, 2022) • West Sussex Walking and Cycling Strategy 2016-2026 (WSCC, 2017)
Current Findings	• The Transport Study for the submission draft Local Plan has been developed in consultation with West Sussex County Council and National Highways. It assumes a background 'reference case' which includes the implementation of committed transport schemes, as follows: - A23 Gatwick – airport link road between A23 / South Terminal and airport perimeter road / North Terminal - New link road joining A2011 Crawley Avenue with B2036 Balcombe Road (north) – to access North East Sector development - B2036 Balcombe Road / Steers Lane – signalisation for North East Sector (Forge Wood) - B2036 Balcombe Road / B2037 Antlands Lane – roundabout capacity improvement for North East Sector

	- B2036 Balcombe Road / C206 Radford Road – signalisation for North East Sector - C206 Radford Road / Steers Lane – signalisation for North East Sector - Gatwick Road / C206 Radford Road – roundabout capacity improvement for North East Sector - B2036 Balcombe Road / Crawley Avenue link – signalised junction for North East Sector - New junction on Steers Lane – to access North East Sector development - New junction on B2036 Balcombe Road – to access North East Sector development (Node 80166) - New junction on B2036 Balcombe Road – to access North East Sector development (Node 80157) - C206 Radford Road – signalised shuttle arrangement at railway bridge for North East Sector - M23 Junction 10 roundabout – signalisation to accommodate North East Sector development - Kilnwood Vale access junction – new roundabout on A264 Crawley Road - M23 Junction 11 / A264 Pease Pottage – signalisation and approach widening from A264 west - A2220 Horsham Road / A23 Crawley Avenue – roundabout dedicated left turn slip from A2220 Horsham Road to A23 northbound - The additional Pease Pottage schemes – these are on gyratory of M23 J11 and on Brighton Road to Parish Lane junction (completed post 2015, so not in model base year). - Ifield Avenue/Ifield Drive committed junction improvement scheme – traffic signals to replace the existing mini roundabout. - A2011/A2004/Gatwick Road “Hazelwick junction” – committed improvement scheme. - A2011/A23/London Road “Tushmore junction”. - Northgate Avenue / Woodfield Road – junction signalisation. - M23 Junction 9a – roundabout signalisation to accommodate Gatwick Junction development and Horley Business Park (National Highways was contacted and confirmed that scheme be included in the Reference Case) - Fleming Way – bus lane eastbound from Faraday Road to London Road. - A23 Crawley Avenue / A2219 London Road – northbound bus-only link through the junction to operate with a southbound existing bus-only link; Revised design committed. - A2011 Crawley Avenue / A2004 Northgate Avenue / Hazelwick Avenue – junction improvement scheme. - A2220 Station Way / A2004 Southgate Avenue – changes to lane allocations.

	- A2011 Crawley Avenue / B2036 Balcombe Road – New junctions arrangement associated with North East Sector development. - A2004 Southgate Avenue / Ashdown Drive signals – Additional flare on Ashdown Drive. - A23 Crawley Avenue / A2004 Southgate Avenue roundabout – junction improvements (additional lanes). - M23 SMART Motorway scheme from M25 to junction 10 (completed between 2015 model base year and 2020). - Bus routes 26S and 26N – Route amended. • The Study considered the implications of three further scenarios involving new development over and above existing commitments: - Scenario 1: 6,720 dwellings within Crawley Borough 2020-37 at 420 dwellings per annum and Employment Land Trajectory sites - Scenario 2: As Scenario 1 plus Gatwick Green Employment Allocation. - Scenario 3: As Scenario 2 plus West of Ifield (3,750 Dwellings) and West of Kilnwood Vale (1,546 dwellings) and 50,000 square metres of employment leading to 12,016 dwellings at 751 dwellings per annum in this scenario. • In line with Local Plan and CBC priorities, and with national policy requirements in the context of the climate emergency, the Study looks in the first instance to sustainable mitigation measures (a shift towards reduced travel, walking, cycling, and bus travel, linked to changing behaviour and improvements to sustainable transport infrastructure) to manage the impact of new development on the highways network, rather than favouring improvements to highways infrastructure as a first response. See also sections on 'Transport - Walking and Cycling'and 'Transport – Bus' below for further information. • The Transport Assessment identified a number of junctions that perform significantly worse as a result of development proposed in one or more of the three scenarios (before taking account of any mitigation): - Broadfield Roundabout / A2220 / Broadfield Drive (Scenario 1 PM; Scenario 2 PM; Scenario 3 PM) - Ifield Roundabout / Ifield Avenue / A23 Crawley Avenue (Scenario 1 PM; Scenario 2 PM; Scenario 3 AM & PM) - A2011 Crawley Avenue / B2036 Balcombe Road (Scenario 1 PM; Scenario 2 AM & PM; Scenario 3 AM & PM) - Southgate Avenue / Ashdown Drive (Scenario 1 PM; Scenario 2 PM; Scenario 3 PM)

	- Southgate Avenue / College Road / Haslett Avenue East (Scenario 1 AM; Scenario 2 AM & PM; Scenario 3 AM & PM) - Southgate Avenue / Southgate Drive (Scenario 1 AM; Scenario 2 AM; Scenario 3 AM & PM) - Airport Way / Ring Road / M23 'spur' 'HOR9' Horley Business Park (Scenario 1 AM; Scenario 2 PM; Scenario 3 PM) - A264 Crawley / Faygate Lane (Scenario 3 PM) - Bewbush Manor Roundabout / A264 / Sullivan Drive (Scenario 3 AM & PM) - Gossops Drive / Buckswood Drive (Scenario 3 PM) - Cheals Roundabout / A2220 Horsham Road / Crawley Avenue (Scenario 3 PM) - Ifield Avenue / Ewhurst Road (Scenario 3 PM) - Tushmore Gyratory / A23 London Road / A23 Crawley Avenue (Scenario 3 PM) - B2036 / Radford Road (Scenario 3 PM) - B2036 / Steers Lane (Scenario 2 AM; Scenario 3 AM) - Southgate Avenue / Hawth Avenue (Scenario 3 PM) - A2004 Southgate Avenue / Station Way (Scenario 3 AM) - Paymaster General's Roundabout – Haslett Avenue E (East Bound approach arm – signal) (Scenario 3 PM) - Paymaster General's Roundabout – Hawth Avenue (North Bound approach node) (Scenario 3 AM) - Airport Way / Northway Roundabout / North Terminal Approach (Scenario 2 AM & PM; Scenario 3 AM) - A217/A23 London Road / Povey Cross Road (Scenario 3 PM) - M23 Junction 9 Roundabout (Scenario 3 PM) - M23 Junction 10 Roundabout (Scenario 3 PM & AM) - Fleming Way Roundabout (Scenario 3 AM) • The Study identifies a range of Sustainable mitigations which could contribute towards addressing these impacts in accordance with the 'New Directions for Crawley' strategy, including the following measures which could be delivered within the timeframe of the Local Plan: - Cycle network improvements – in alignment with the LCWIP;

	- School streets (timed closures / parking restrictions during school drop off and pick up times close to schools); - Car park exclusion zones outside schools; - Low traffic neighbourhoods; - Public transport improvements (improved services and frequencies to be delivered in conjunction with commercial operators); - Personalised Travel Planning delivered by developers. • After taking account of mitigation achievable via these types of measures, the Study finds that a number of junctions would remain over-capacity, as follows: - Broadfield Roundabout (Scenario 1 PM; Scenario 2 PM; Scenario 3 PM) - Ifield Roundabout/Ifield Avenue/A23 Crawley Avenue roundabout (Scenario 2 PM; Scenario 3 PM) - A2011 Crawley Avenue/B2036 Balcombe Road (Scenario 1 PM; Scenario 2 AM & PM; Scenario 3 AM & PM) - Southgate Avenue/College Road/Haslett Avenue East (Scenario 1 AM; Scenario 2 AM; Scenario 3 AM) - Southgate Avenue/ Southgate Drive (Scenario 1 AM; Scenario 2 AM; Scenario 3 AM & PM) - A264 Crawley Road/Faygate Lane roundabout (Scenario 3 PM) - Bewbush Manor Roundabout/A264/Sullivan Drive (Scenario 3 AM & PM) - Gossops Drive/Buckswood Drive (Scenario 3 PM) - Cheals Roundabout/A2220/Horsham Road/Crawley Avenue (Scenario 3 PM) - B2036/Radford Road (Scenario 3 PM) - Southgate Avenue/Ashdown Drive (Scenario 3 PM) - Southgate Avenue/Hawth Avenue (Scenario 3 PM) - A2004 Southgate Avenue/ Station Way (Scenario 3 PM) - Airport Way/Northway Roundabout/ North Terminal Approach (Scenario 3 AM) - A217/A23 London Road/Povey Cross Road (Scenario 3 PM) - Airport Way/Ring Road/ M23 ‘spur’ ‘HOR9’ Horley Business Park (Scenario 3 PM) - M23 J10 Roundabout North Bound off slip node (Scenario 3 PM) - M23 J11 Roundabout circulatory North Bound off slip node (Scenario 3 AM) • The Study further considers the operation of these junctions to understand whether the capacity shortcomings could be addressed through further sustainable travel mitigation connected to the Crawley Transport Strategy, thereby minimising as far as possible the need for highway capacity mitigation. This further consideration concludes as follows:

	- Under scenario 1 it is considered that the need for further physical mitigation could be avoided through more limited measures, as follows: ▪ optimisation of junction signal timings or cycle times ▪ traveller behavioural response such as peak spreading and virtual mobility (e.g. homeworking/online shopping) - Under scenarios 2 and 3, in addition to the measures used in scenario 1, the Study finds that physical highways mitigation should be considered as follows: ▪ Ifield Roundabout/Ifield Avenue/A23 Crawley Avenue roundabout: local widening scheme (scenarios 2 and 3) • In addition, the Study considers the impacts of all scenarios on the Strategic Road Network. It identifies some need for physical mitigation as follows after allowing for sustainable mitigation measures: - Amendment to the lane markings in the reference case scheme at M23 Junction 10 associated with the Forge Wood development - M23 Junction 10 southbound merge: change to layout replacing a single lane nearside merge with a parallel merge followed by an auxiliary lane, which in turn is followed by a taper to end the auxiliary lane - M23 Junction 11 northbound diverge & northbound merge: lane drop on the northbound diverge and a lane gain on the northbound merge by reducing the mainline from three to two lanes northbound under the junction. The Study identifies that the roundabouts at Junctions 10 and 11 are overcapacity under Scenario 3, but concludes that optimising and balancing signal timings at these junctions would provide adequate mitigation. • The Study includes sensitivity testing for the impact of a Crawley Western Link Road / Multi-modal Transport Link between the A264 and A23. This finds that the Link would provide some relief at most locations under Scenario 3, with the western minor roads being the main beneficiaries. This testing does not take into account development to the west of Crawley exceeding that considered in Scenario 3 (i.e. West of Ifield (3,750 Dwellings) and West of Kilnwood Vale (1,546 dwellings). • Existing capacity issues on roads within Crawley will potentially be exacerbated due to the cumulative impact of additional major development which is being promoted to the west of Crawley, and the significant growth in passenger numbers which is anticipated in Gatwick Airport's draft Master Plan.
Future Studies and Plans	• The updated Local Plan identifies an area of search within Crawley to potentially form part of a full Western Link Multi-Modal Transport Corridor connecting the A23 with the A264 in Horsham District to the west, to address

	existing congestion and additional anticipated growth. This is supported by an initial options study. Further feasibility studies will be needed to identify and progress a specific route. • Transport forms one issue addressed in the 2020 North West Sussex Statement of Common Ground, between Crawley Borough Council, Horsham District Council, Mid Sussex District Council, and West Sussex County Council.
Phasing	• The need for highway capacity mitigation will be reduced by early progression of sustainable measures, particularly investment in Walking and Cycling infrastructure (see 'Transport - Walking and Cycling' below) • Most highway mitigation schemes critical to the Local Plan are expected to be implemented by 2035 provided that the envisaged build-out is achieved, with Crawley Avenue/Balcombe Road expected in 2023. The Gatwick Road/Fleming Way scheme has been replaced by a pedestrian/cycle scheme at the same location. • Bus priority measures are not being relied on to mitigate Local Plan impacts, but represent an option for achieving a further mode shift from the car in the long term (see 'Transport - Bus' below).
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. • Funding will need to be allocated to sustainable mitigation (especially appropriate schemes identified from the Local and Cycling Walking Infrastructure Plan) in order to limit the need for highways schemes (see 'Transport - Walking and Cycling' below) • Bus priority measures are not being relied on to mitigate Local Plan impacts and would likely needed to be funded outside the Local Plan (see 'Transport - Bus' below. • The mitigation scheme for the Ifield Roundabout/Ifield Avenue/A23 Crawley Avenue roundabout identified in the Transport Study is given an indicative cost of £743,308, allowing for a 44% optimism bias (and with some identified exclusions) • The Strategic Road Network mitigation schemes identified in the Transport Study are given indicative costs as follows, allowing for a 44% optimism bias: - M23 J10 Southbound Merge: £1,430,201 - M23 J11 Northbound Diverge and Merge: £3,646,620

	• Developments will contribute towards the infrastructure necessary to support them via S106 planning obligations subject to the CIL Regulation 122 tests (i.e. mitigation must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development). The Local Plan Viability Assessment makes a contingency allowance of £1,000 per residential dwelling for S106 mitigations over and above the contributions which are specifically costed in the Planning Obligations Annex. • Infrastructure required to meet cumulative needs arising from development will be eligible to seek Community Infrastructure Levy (CIL) funding. In Crawley CIL spending priorities are set via the Infrastructure Business Plan, which is subject to regular (usually annual) updates, with prioritisation being linked to the infrastructure priorities identified in the Local Plan. • Strategic Economic Plan funding. • Consideration of WSCC bids for funding.
Summary	• Background traffic growth during the plan period will affect a number of junctions in the town • The council will work with WSCC to identify ways in which the issues at these junctions could be addressed. • Development proposed in the Local Plan would lead to a number of junctions performing significantly worse. Many of these impacts are considered capable of being addressed through sustainable mitigation measures, rather than physical changes to the highway network, although there are some residual impacts that are considered to require physical mitigation. • Area of Search for a Western Link Multi-Modal Transport Corridor identified within Crawley's boundaries.

TRANSPORT – WALKING AND CYCLING	
Current Provision	• Good existing provision of off-road cycle paths. • Provides links to town centre, Manor Royal and Gatwick. • National Cycle Network runs through Crawley. • Cycle parking at major destinations, neighbourhood centres and community facilities. • Circular Greenway footpath route around town and with links to neighbourhoods. • Extensive network of footpaths throughout neighbourhoods.
Evidence Base	• Priority list of cycle schemes. • Background reports prepared by Crawley Cycle and Walking Forum members. • Crawley Growth Programme • Crawley Cycle Network Review (2017). • New Directions for Crawley: Transport and Access for the 21st Century (CBC, 2020) • Crawley Local Cycling and Walking Infrastructure Plan (CBC, 2021) • Crawley Transport Study (2022) and appendices • West Sussex Transport Plan 2022-26 (WSCC, 2022) • West Sussex Walking and Cycling Strategy 2016-2026 (WSCC, 2017)
Current Findings	• Good cycle network but has gaps between routes. • Potential for further improvements to cycle network. • Neighbourhood layout of Crawley provides many facilities within walking or cycling distance. • New footpath and cycle routes to be provided as part of Forge Wood and Kilnwood Vale linking to existing networks. • Infrastructure to encourage walking and cycling on routes identified in West Sussex Walking & Cycling Strategy may not be considered ideal and additional or sometimes alternative routes are required. • There is potential for improvements to walking and cycling networks (in line with the Local Cycling and Walking Infrastructure Plan (LCWIP) and 'New Directions for Crawley') to play a role in reducing demand for vehicular travel, helping to mitigate the impacts of Local Plan growth on the highways network.

Future Studies and Plans	• As part of the focus of the Local Plan transport strategy on sustainable mitigation funding will need to be allocated to sustainable mitigation, including appropriate schemes selected from the LCWIP, which identifies 16 possible schemes with outline costs averaging at £4.3m per scheme including all route elements and preferred major infrastructure options, or £1.9m per scheme with use of short term of minimal infrastructure • Ongoing improvements to cycling connectivity/accessibility within the Town Centre and at railway stations
Phasing	• Eastern Gateway improvements implemented during 2022 • Western end of boulevard cycling scheme planned for implementation in 2023 • Appropriate LCWIP schemes should be identified for prioritisation and delivery during the early part of the Local Plan period in order to limit the need for Highways mitigation
Funding	• The Crawley Area Transport Package/ Crawley Growth Programme. • Department for Transport (DfT) Cycling and Walking Investment Strategy. • Development which generates a significant demand for travel, and/or is likely to have other transport implications, will be required to contribute to improved sustainable transport infrastructure off-site (including LCWIP schemes) through the approach set out in Policy ST1 and the Planning Obligations Annex. • Infrastructure required to meet cumulative needs arising from development will be eligible to seek Community Infrastructure Levy (CIL) funding. In Crawley CIL spending priorities are set via the Infrastructure Business Plan, which is subject to regular (usually annual) updates, with prioritisation being linked to the infrastructure priorities identified in the Local Plan. On-site provision of walking and cycling infrastructure facilitating connection to the wider network to be delivered in-kind as part of development schemes.
Summary	• Good existing facilities although improvements could be made to link existing parts of the walking/cycling network. • Neighbourhood layout means many facilities within cycling or walking distance. • LCWIP identifies opportunities for further enhancements to the cycle network.

TRANSPORT – BUS	
Current Provision	• Extensive network of bus routes primarily provided by Metrobus serving neighbourhoods, town centre, Manor Royal and Gatwick. • In the period before the Covid-19 pandemic Crawley had amongst the highest bus use in the country outside London with nearly 100 journeys per resident per annum. • Local buses within Crawley are run on a commercial basis without council subsidy. • Four routes operate 24 hours a day. • Fastway services use bus lanes and guideways to improve journey times and reliability. • Fastway 10 service runs on a north-south route through the town provides high frequency service (up to every 6 mins) to a number of neighbourhoods and serves the town centre, Manor Royal and Gatwick. Fastway 20 serves Three Bridges Station. • Other Fastway services provide routes to Horley and Redhill. • Also regular bus services to Redhill, Horsham, East Grinstead, Worthing and Brighton. • Crawley Bus Station is located adjacent to County Mall and Crawley Station in the town centre. • The town centre, Manor Royal and Gatwick are all well served by existing bus services. • Route 3 now providing a bus every 30 minutes from Forge Wood to Crawley and Gatwick, to increase further as the development builds out. • Good bus links to Three Bridges Station. • All neighbourhood centres are served by buses. Most neighbourhood services have at least 4 buses an hour during day
Evidence Base	• New Directions for Crawley: Transport and Access for the 21st Century (CBC, 2020) • Crawley Transport Study (2022) and appendices • West Sussex Bus Service Improvement Plan (2022)
Current Findings	• Bus networks should be taken into account in masterplans and road layout of any new neighbourhoods • Bus provision should be considered alongside cycling and walking as part of comprehensive approach to planning for sustainable transport

	• There is potential for increasing frequency of bus services to meet additional demand generated by new development. • New services/improvements supported from new developments have potential benefit existing residents sharing the routes used, e.g. in the case of route 3 through Pound Hill and route 23 from Horsham to Crawley. • Funding for extension of Fastway route 10 to serve Kilnwood Vale remains to be secured. • Crawley Bus Station is at capacity with mediocre provision and needs development to allow for further growth of services • Improvements are needed at Broadfield bus stopping area at Broadfield shops; the current stopping area does not have the capacity to accommodate the number of buses that use this area. • There is potential for further bus priority measures at junctions to help achieve a mode shift away from the car in the longer term, though these are not being relied upon to mitigate the development proposed in the Local Plan.
Future Studies and Plans	• The Covid-19 pandemic disrupted the very high levels of bus use, and may affect future bus demand, patterns of travel and future plans. • Further bus priority measures could be provided and are essential to deliver very high levels of bus use and corresponding reductions in car use, as achieved by the introduction of Fastway. • A new bus lane is planned for Manor Royal as well as an improved bus station associated with the Station Gateway project. • Metrobus plans to introduce zero emission hydrogen electric fuel cell buses on the Fastway have been delayed due to Covid-19 but are still planned. • An updated Transport Assessment is being undertaken as part of the Crawley Borough Local Plan Review
Phasing	• Timing of introduction of services to new neighbourhoods will take into account phasing of construction of dwellings and roads.
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. • Bus services to new neighbourhoods will need to operate on a commercial basis. • May require subsidy from developers in early years when occupancy of new development is small. • Bus priority measures would likely need to be funded outside the Local Plan

Summary	• Bus network in Crawley is extensive and well-used. • Allocations within the existing neighbourhoods will benefit from the existing neighbourhood bus network. • Network is being extended to serve additional neighbourhoods. • There is scope for further interventions to improve the efficiency and capacity of the network.

ADULT SOCIAL CARE	
Current Provision	• Statutory responsibilities in respect of social care and public health are set out in the Care Act 2014 and associated legislation. • West Sussex County Council is the local authority in respect of adult social care within Crawley. • Five care homes with nursing and 19 other care homes in Crawley. • Crawley Dementia Alliance is a collective group of local people and organisations who support and improve the quality of life for residents who are affected by dementia.
Evidence Base	• Sharing our performance. Your local account of adult social care: How we performed in 2017-18 (West Sussex County Council, 2018). • West Sussex Care Guide 2022/23 (West Sussex County Council, 2022) • Adult Social Care Strategy 2022-25 (West Sussex County Council, 2022) • North West Sussex Strategic Housing Market Assessment (SHMA) (2019)
Current Findings	• Crawley population statistics show an ageing population, with percentages in each sector of the population over 65 consistently above national averages. • Within the next 20 years the number of people aged 65 and over living in West Sussex will increase by more than 100,000. People aged 85 and over will make up a third of this increase, and this is the sector that require long term care and support. • If current trends continue there would be need for an extra 1,165 residential and nursing home places across West Sussex for older people within the next five years. In future residential and nursing care is to be focused on short-term and end-of-life care. • The West Sussex County Council strategy focusses on increasing independence and helping people to help themselves. WSCC wants to support people in a way that works for them and give choice and control to that support. Housing solutions such as Extra Care housing (ECH) are integral to delivering this vision. This is in contrast to the residential and nursing care model, and this is an area where WSCC wishes to see a movement away from residential care C2 towards C3 Housing with intensive levels of care and support. • ECH has fared extremely well during the Covid-19 pandemic when evaluated against the residential care sector, partly due to design of this type of accommodation, and also due to the nature of the ownership of the

	ECH provision in West Sussex, as the Not for Profit sector, in which ECH lies was able to lockdown, and maintain isolation, deciding early not to fill vacancies for the duration. • Supporting working-age adults who have care and support needs to be as independent as possible is equally important. Extra Care Housing can again contribute to meeting the housing and care requirements of some of these adults. WSCC sees ECH as an all age housing solution and is keen to see barriers (such as aged over 55) removed from the criteria for this type of housing going forward. • Although there are existing Extra Care Housing schemes in Crawley there is still by the available measures, an undersupply of ECH and therefore room for further development in Crawley BC. WSCC estimates that there may be demand for two schemes of 60 homes each, in the timescale of this strategy. • North West Sussex SHMA identifies a need for 1,027 units of sheltered/ extra care housing and 1,029 care bedspaces arising in Crawley over the period 2019-39. • Discussion between CBC and WSCC will be required going forward where there is identified need for planning policies to support delivery of adult social care. • Social-care and health services face significant challenges in recruiting, developing and retaining appropriately skilled staff.
Future Studies and Plans	• Draft Local Plan Review document allocates two sites for delivery of housing for older people and those with disabilities. • WSCC supports mixed tenure schemes of ECH housing located in areas where the care and support provider could recruit, and which are well located in terms of local available facilities. • WSCC has a target of 500 new ECH homes across West Sussex by 2025 and this target requires a development programme of at least 100 new homes each year. WSCC wishes to work in partnership with Districts and Boroughs, and with housing providers such as Registered Providers with experience of development of ECH, in order to deliver this target further. • There are opportunities to include ECH in some of the strategic sites that emerge from the Local Plan Review process, through other strategic developments, or windfall opportunities. This includes the urban extensions that are being considered in Horsham DC and Mid Sussex DC.
Phasing	• Proposed Local Plan allocation sites within Crawley may take time to come forward. • Smaller windfall schemes may be practicable within a shorter timeframe, e.g. through the conversion of existing residential buildings.

Funding	• WSCC adult social care budget accounts for 34% of total council budget.
Summary	• A range of care homes are present, and demand for these is set to increase according to current trends, although this is less certain in the wake of the Covid-19 pandemic. • In future, it is anticipated that adult social care will be more focused on a community-based approach with less emphasis on residential care. • Further engagement will be required to identify scope to support services through planning policy measures.