

Mid Sussex District Council

Statement of Common Ground

Mid Sussex District Local Plan

Land at Crabbet Park
Policy DPSC2

Mid Sussex District Council and
Wates Developments Limited

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1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) is a jointly agreed statement between Wates Developments Limited ('Wates'), and Mid Sussex District Council ('MSDC'), hereafter referred to as "the parties", in relation to the preparation of the Mid Sussex District Local Plan (MSDLP).
- 1.2 This SoCG is provided to inform the Examination into the soundness of the MSDLP. It sets out a vision and key objectives for the development of the land at Crabbet Park as set out in the Reg 19 Local Plan.
- 1.3 Thereafter, it comments upon land ownership and the policy specific requirements of the Reg 19 Local Plan as understood between all parties, including the infrastructure requirements, underpinning the delivery of the proposed allocations; cross boundary issues; deliverability, including joint working, the illustrative masterplan, planning application timeframes, indicative phasing, build program/ trajectory, and infrastructure delivery; all carefully developed between the parties to ensure the prompt and managed delivery of new housing and the phased and co-ordinated provision of key services and infrastructure at Crabbet Park.
- 1.4 It is appreciated that liaison in relation to the matters included in this SoCG is ongoing and will be subject to review. Moreover, this SoCG is not binding on any party and is agreed without prejudice to further matters of detail that any party may wish to raise subsequently through the examination into the Local Plan.

2.0 Vision and Objectives for Growth at Crabbet Park

- 2.1 The District Plan, as amended by the proposed mods allocates the land at Crabbet Park pursuant to policy DPSC2 for 2,000 dwellings, 1,000sqm Employment class E provision, extra care housing provision, an all through school with 2FE (expandable to 3FE) at primary and 3FE (expandable to 6FE) at secondary, with or without sixth form, with early years and special support centre, a full-day care nursery, community buildings, library, leisure facilities, community facilities, outdoor sports, playspace, open space and allotments.

3.0 Land Ownership & Control

3.1 The area being promoted for development is shown in Figure 1. Whilst within a number of separate land ownerships the majority of the land to the north, south and east as shown in Figure 2 is promoted by Wates Developments Limited on the behalf of the landowners. Land to the west was until recently owned and being promoted by Peacock 5. It is now being promoted by Slingsby Developments who are in contract with the landowner.

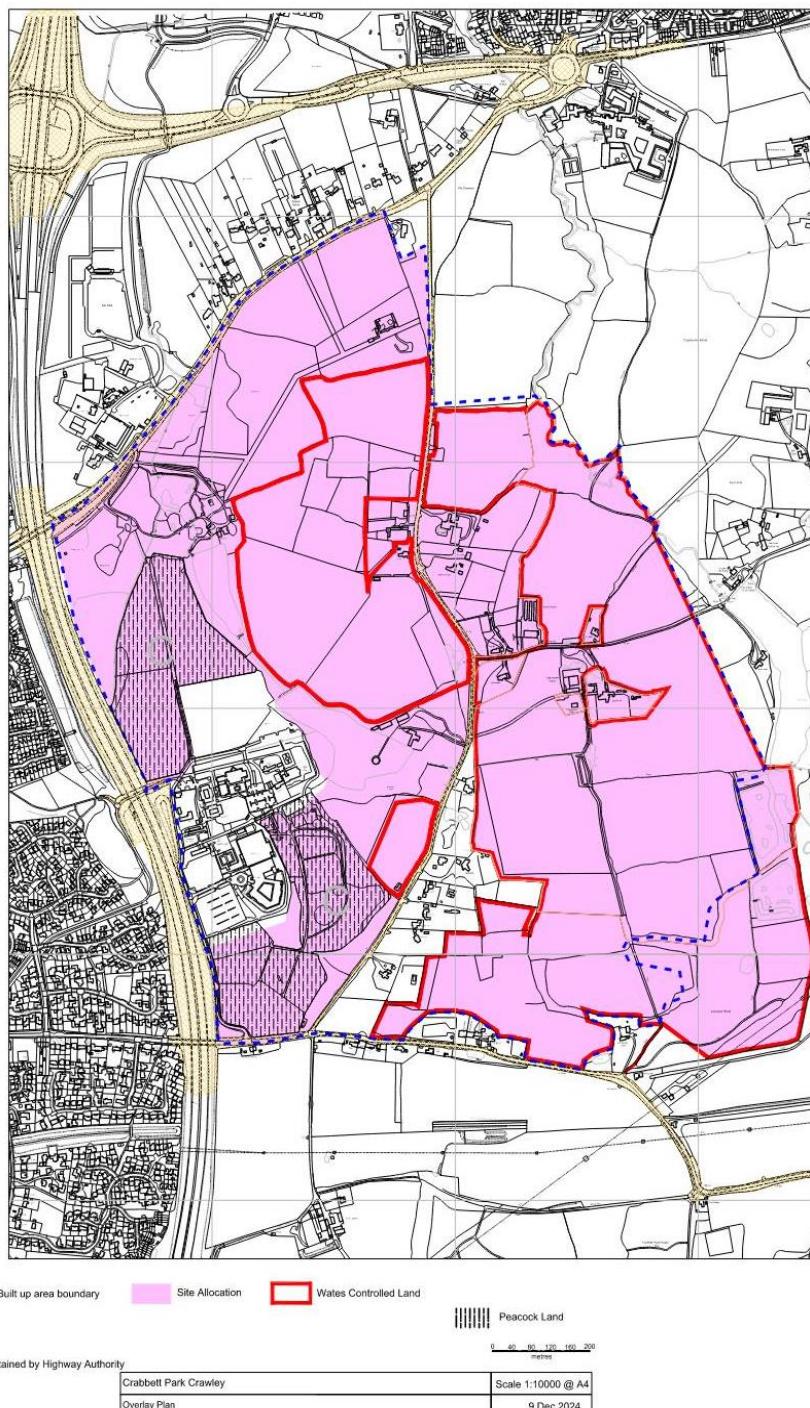


Figure 1: the proposed allocation at Crabbet Park.

3.2 Wates have prepared a comprehensive masterplan to show how the proposed allocation could be delivered within the area under their control. The Wates masterplan facilitates the delivery of all the key infrastructure identified in policy DPSC2 which will facilitate coordinated delivery of the allocation. Peacock 5 had prepared a comprehensive masterplan to show how the land under their control could deliver additional circa 210 – 370 dwellings. Peacock 5 are in the process of selling the site to Slingsby Developments. Slingsby Developments are now bringing this land forward for a minimum of 450 dwellings. Wates and MSDC are looking to work with Slingsby Developments to create a holistic masterplan that will provide for integration between the two and with the surrounding area. To this end and as noted below it is acknowledged that all the key infrastructure will be delivered on the Wates site and proportionate contributions and phased delivery proposed across all sites will reflect this.

4.0 Policy Specifics and Infrastructure Requirements

4.1 Policy DPSC2 as amended by the proposed main mods [DP2] provides for the following:

1. 2,000 dwellings (approximately 1,500 dwellings to 2041)
2. 1,000 sqm E Class Employment
3. Retail / Community uses
4. Land for education provision with associated all-through school with 2FE (expandable to 3FE) at Primary and 3FE (expandable to 6FE) at Secondary, with or without Sixth Form, Special Support Centre and associated playing pitches
5. Land for the provision of a full-day care nursery for Early Years and land for the provision of a Special Education Needs and Disability (SEND) facility
6. A Neighbourhood centre with a range of community facilities falling within use class E and F including but not limited to library, retail, employment, and potential healthcare.
7. Extra care housing to contribute towards the overall identified need, as set out in Policy DPH4: Older Persons' Housing and Specialist Accommodation. Such provision to be located near to the Neighbourhood Centre
8. A transport mobility hub located close to/within the neighbourhood centre with public transport connections with co-location of delivery lockers and shared transport facilities – cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off point
9. A layout which prioritises active and sustainable travel connections throughout the site:
 - a) To improve sustainable transport routes to Three Bridges train station, Crawley Town Centre and areas of employment, including Manor Royal and Gatwick, with links to the Worth Way, and

b) Integrating green travel corridors for active travel throughout the site, including the potential for Old Hollow to be used by non-vehicular modes of travel/ creation of a ‘Quiet Lane’

10. A layout which has appropriate regard to the setting of the High Weald Area of Outstanding Natural Beauty (AONB), including utilising a landscape-led approach, which lies to the south of the site.

11. A layout which avoids any direct or indirect impacts associated with ancient woodland (on and adjacent to the site) including Burleys Wood, Drivers Wood, Old Hollow Wood, Brewhouse Wood, Hotel Wood, Layhouse Wood, Compasses Wood and Horsepasture Wood which will be excluded from development.

12. A layout which is informed by a Heritage Statement, provide a layout and design which preserve and enhance the setting of Grade II* Listed Building Crabbet Park, the Orangery and Tennis Court and Grade II Listed Buildings Pear Tree House, Ley House, Rowfant Mill, Rowfant Mill House, and Rushmore Cottage.

13. The integration and/or enhancement of the existing PROWs that cross the site, reflecting their purpose within the overall scheme, and maximise opportunities to improve connections beyond the site.

14. An assessment of noise impacts associated with the M23 and the use of good acoustic design to address noise impacts in the western part of the site.

15. An investigation of any land contamination issues arising from former uses of the site or from uses, or former uses, of land in close proximity to the site, and associated mitigation.

16. A community building/s

17. Local Community Infrastructure including allotments, public realm, public seating, public rights of way and cycle tracks.

18. Community facilities.

19. Leisure facilities including play areas, outdoor sport provision and informal outdoor space including community orchards

20. Wastewater infrastructure

4.2 Policy DPSC2 also looks to the development to make financial contributions towards the provision of:

- Emergency services
- Healthcare
- Sustainable Transport measures
- Highways improvements
- Off site Gypsy and Traveller pitches

4.3 It is acknowledged by the parties that the significant sites, which include Crabbet Park are also subject to policy DPSC GEN of the Reg 19 Plan, which confirms that all significant sites must:

- 1. Progress in accordance with an allocation-wide Masterplan, Design Code, Infrastructure Delivery Strategy and Phasing Plan which will have been submitted to and approved by the local planning authority. Each planning application should be determined in accordance with these documents. The Masterplan must be informed by a community engagement exercise and must consider relationships with existing settlements and other Site Allocations in order to ensure all future development is integrated with the existing community. The Infrastructure Delivery Strategy must demonstrate how the infrastructure will be delivered in a timely manner to meet the needs of the new community and to mitigate impacts of the development on the existing community.*
- 2. Support a vibrant and inclusive community which embodies the local living/20-minute neighbourhood principles of a complete, compact, and well-connected neighbourhood with advanced digital infrastructure, in which people can meet most of their daily needs within a convenient walk or cycle ride.*
- 3. Provide a variety of housing types of varying sizes, levels of affordability and tenure that supports diversity, includes housing for older people and at densities that can support local services.*
- 4. The development of the Sustainable Communities must be supported by a Community Development Officer (to be secured by the legal agreement) to facilitate the development of a secure, sustainable, and inclusive community which is well integrated with the existing settlement.*
- 5. Provide high quality, easily accessible green space, central to the development with formal and informal areas for play and include opportunities for food growing areas.*
- 6. Prepare a site-wide Infrastructure Delivery Strategy demonstrating that the development will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the proposed development as a whole and also mitigate to an acceptable level the effect of the whole development upon the surrounding area and community. Key elements including shops and transport hubs must be delivered at the earliest opportunity to encourage maximum patronage and long-term success.*
- 7. Deliver a layout that prioritises sustainable and active modes of travel, providing safe and convenient routes for walking, wheeling, and cycling through the development and linking with existing and enhanced networks beyond.*
- 8. Support delivery of new inter-urban active travel routes to nearby towns, including those identified in the West Sussex Walking and Cycling Strategy 2016-2026 suggested schemes listed at Appendix 1.*

9. *Consolidate any commercial and community uses, along with extra care housing facilities and transport hub and integrate them with movement routes to create a thriving and coherent centre/focal point to the development, and exploit opportunities to incorporate measures to discourage/remove through motor traffic from this centre.*
10. *Co-locate provision of new schools within/close to the centre of the development and demonstrate how vehicular traffic will be managed to encourage walking and cycling, including the potential for low/no traffic streets/ ‘School Streets’ schemes.*
11. *Design new schools to enable facilities to be open to the community when not in use by the school during evenings, weekends and holiday periods and facilitate a community use agreement as part of any planning application.*
12. *Secure a minimum biodiversity net gain of 20% to be demonstrated through a Biodiversity Gain Plan which sets out how net gains for biodiversity will be achieved, secured, and managed appropriately taking into account the Council’s objectives and priorities for biodiversity net gain and nature recovery.*
13. *Engage with Gatwick Airport at an early stage of proposals to ensure Aerodrome Safeguarding Requirements (Air Safety) are fully addressed.*
14. *Develop a strategy for the long-term management and stewardship of open space and green infrastructure including initiatives for income generation that could be integrated into the scheme.*
15. *Submit an Employment and Skills Plan with the planning application to secure improvements to the skills of local people and to enable them to take advantage of the resulting employment opportunities.*

4.4 The parties agree that the policy approach advocated in DPSC2, as supplemented by policy DPSC GEN will ensure the land at Crabbet Park is developed to be as self-sustaining as possible and grow in accordance with the 20 - minute neighbourhoods and “local living” principles described in chapter 3 of the Reg 19 Plan.

4.5 It is further agreed that the allocation of the land at Crabbet Park and its associated strategic road infrastructure has been assessed within the strategic highway model developed by SYSTRA, to underpin the Mid Sussex Transport Study and test the impact of planned development on the strategic and local highway network; and that this modelling work is robust and demonstrates that the ‘severe’ traffic impacts upon the highway network as a result of planned growth inclusive of Crabbet Park can be appropriately mitigated. Further, it is agreed that a site-specific Transport Assessment will accompany any future planning application in order to review and address any impacts arising from the delivery strategy for the site and to enable the delivery of significant benefits to the local and strategic highway network. The scope

of the Transport Assessment will be agreed with the local and strategic highway authorities and include, but not be limited to, further detailed assessment of M23 J10 and the A264 corridor including Copthorne and Dukes Head roundabouts.

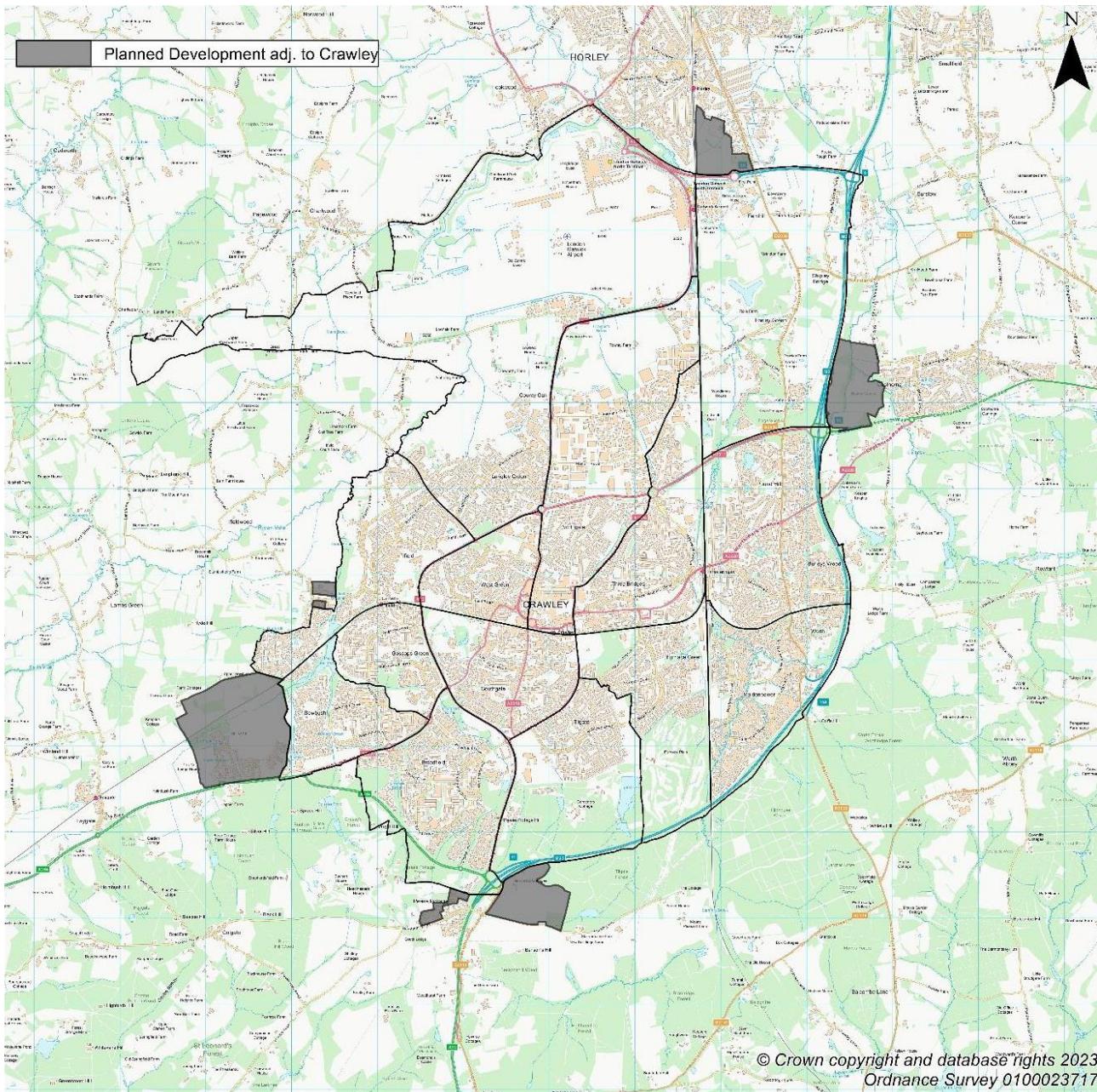
- 4.6 The parties agree that the development of the land at Crabbet Park could be served by suitable bus routes to enhance modal choice. Further, the parties agree that suitable walking and cycling routes can be provided to connect the proposed development site to surrounding areas, together with targeted enhancements to the existing public rights of way and bridleway networks. The sustainable principles of the transport modelling work are supported and it is agreed that the proposed development has the ability to deliver pedestrian and cycle infrastructure required to facilitate this. The parties agree with this approach to integrate sustainable travel infrastructure to drive modal shift away from the private car.
- 4.7 The infrastructure requirements have been assessed by the Council's viability consultant, HDH Planning & Development Ltd, and input into the Local Plan Viability Model. This concludes that based on the assumptions made that all scenarios are viable when set against a benchmark land value of £525,000 per gross hectare. It is recognised that the nature of Viability Assessments at this stage of the Local Plan process are necessarily high level and that the range of assumptions could change over time. It is further acknowledged that a benchmark land value has not been agreed by Wates Developments Limited albeit the broad assumptions set out in the Viability Assessments are in line with current market trends.
- 4.8 The evidence prepared and referred to above concludes that the delivery of the growth proposed at Crabbet Park can occur over the plan period provided that the necessary strategic infrastructure is delivered to enable housing and employment to be developed and that appropriate measures are put in place to mitigate any impacts.
- 4.9 Policy DPSC GEN provides for an Infrastructure Delivery Strategy to be submitted to and approved by the council in relation to DPSC2. The Infrastructure Delivery Strategy will demonstrate how the infrastructure will be delivered in a phased and timely manner to meet the needs of the new community and to mitigate the impacts of the development on the existing community.
- 4.10 The parties agree that further work is required to develop and refine the schedule of infrastructure required to support the proposed growth around Crabbet Park from that included within the Viability Appraisal and Infrastructure Delivery Plan. Whilst it is agreed that what is included in the Viability Appraisal and Infrastructure Delivery Plan is sufficient in terms of

informing the Local Plan policy, further work is required to aid delivery on the ground. This information will be produced through ongoing discussions with the key stakeholders. This will include details of contributions towards the on and off-site highway works, and education, health, and community facilities.

4.11 Having regard to the above, whilst the parties agree that there is a reasonable prospect of the growth around Crabbet Park, including the requisite infrastructure, being delivered without external funding being necessary; they agree that there are funding opportunities which should be explored to help deliver the site. The parties also agree that the potential pooling of S106 contributions from other developments in the District will be investigated to assist the delivery of certain strategic infrastructure requirements. This potential pooling will, as per section 6 below, be based on the Council's Developer Contributions policy (as set out in the Reg 19 draft District Plan) and is not, for the record, to be a separate set of contributions.

5.0 Cross Boundary Issues

5.1 It is noted that Crawley Borough Council (CBC) in the Crawley Borough Local Plan 2023 to 2040 (Oct 2024) when talking about Crawley's Unmet Housing Needs, refer to development adjacent to Crawley, and explain at para 2.32 that potential urban extensions to Crawley may include extensions to the east and/or west of the borough boundary. Figure 5 goes on to identify Planned Development Adjacent to Crawley and is set out below.



5.2 Strategic Policy H1 of the adopted version of the CBLP on 'Housing Provision' goes on to advise that: *'The council will continue to work closely with its neighbouring authorities, particularly those which form the Northern West Sussex Housing Market Area, in exploring opportunities and*

resolving infrastructure and environmental constraints in order to meet this need in sustainable locations. This will include continued assessment of potential urban extensions to Crawley.'

5.3 Para 12.40 goes on to advise that 'opportunities for urban extensions immediately adjoining Crawley's borough boundaries will continue to be explored with Crawley's neighbouring authorities, taking into account the issues set out in paragraphs 12.17-12.23 above.'

5.4 Paras 12.17 – 12.23 set out a series of 'Key Considerations' CBC consider applications for urban extensions on or close to Crawley's administrative borough boundaries should have regard to. These include that:

- 'i. Cumulative infrastructure needs are clearly identified and programmed for delivery in coordination with new development, and the proposal would not result in severe cumulative impacts of the development for existing residents in Crawley, including in terms of traffic and transport, flooding and drainage, air quality, town centre and community and social facilities;*
- 'iii. Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle which maximises the use of sustainable transport is maintained;*
- 'iv. The design of the urban form and infrastructure is of high quality design which is not unnecessarily prominent in the existing landscape setting;*
- 'v. Developments are designed and progressed as comprehensive neighbourhoods rather than incremental ad hoc development;*
- 'vi. Neighbourhood centres containing local facilities and services are provided in order to meet the day-to-day needs of residents;*
- 'vii. The development helps address unmet development needs arising from Crawley, including in relation to housing mix, type, tenure and affordability (including meeting the 40% affordable housing levels and agreements in relation to the nomination rights for those on the Crawley housing register); complementary employment and economic growth needs; social, education and health needs; and strategic recreation and leisure requirements;*
- 'viii. Linkages are maintained from Crawley's neighbourhoods through new development to the countryside beyond (both in terms of active transport and visual links) as well as prioritising sustainable modes of transport links (public transport, cycling and walking routes) into existing Crawley neighbourhoods and the town centre, making car journeys a longer, more circuitous option;*
- 'ix. A landscape character, setting and heritage appraisal has been undertaken which:*

- a. identifies the scale, extent and spatial characteristics of the existing landscape structure and grain, including natural and man-made features, field patterns, views, landscape structure, tranquillity and sense of space or enclosure, and provides an understanding of how they are experienced, used, and perceived; and this
- b. has led to an assessment of the impact of the development on the landscape character, setting and heritage of the area, and the setting of Crawley's neighbourhoods and development is planned to ensure the key landscape features, character areas, areas of tranquillity and settings are protected, and the way they can be experienced is enhanced.
- x. Development has been designed and planned to carefully address both its connections to existing Crawley neighbourhoods as well as the wider countryside beyond, providing defensible boundaries which both prevents inappropriate merging of settlements or the effects of urban sprawl and ensures the careful stitching together of existing and new built form where appropriate;
- xi. Ancient woodland or veteran trees would not be damaged or lost and an appropriate buffer, in accordance with national guidance, is provided between any such trees and the edge of the development's construction. Any TPO protected trees should be retained where possible and measures to avoid damage and root compaction should be implemented. Where the loss of existing trees is unavoidable, appropriate replacement trees are to be provided;
- xii. Development must incorporate strategic Green Infrastructure throughout, providing ecological linkages, in particular to support pollination, and result in a Net Gain to biodiversity
- xiii. Development must be designed to exemplar sustainability standards, taking advantage of the potential of a masterplanned approach and economies of scale, and must design in tight energy and water efficiency targets from the outset in order to futureproof developments for a zero carbon future and a changing climate;
- xiv. Development proposals use bespoke Area Wide Design Assessment tools from the outset which will aim to set out and enable development proposals to identify, understand and fit in with the overall form and layout of their surroundings.'

5.5 CBC in their comments on MSDC's Reg 19 Plan advise: 'Should MSDC continue to consider strategic sites close to Crawley as being an appropriate part of the Strategy, and if these are accepted as allocations through the examination process, CBC strongly request that these matters and requirements set out by CBC are incorporated into the Mid Sussex District Plan. In addition, they should be considered as Material Considerations with substantial strong weight as part of any decision making process, reflecting the advanced stage of the Crawley Borough Local Plan. This is considered critical by CBC due to the impacts of development "at Crawley"

being predominately on Crawley's residents, infrastructure and services, recognising the differentiation between sites at Crawley and other sites within the Mid Sussex district'.

5.6 CBC comments on MSDC's Reg 19 Plan also indicate that they hope that MSDC will fully engage CBC in the decision-making process, including pre-application discussions, and discussions in relation to infrastructure and services; and that with specific regard to the proposals within the draft Mid Sussex District Plan in relation to Crabbet Park, CBC is concerned about the low densities and proposed 30% affordable housing requirement currently proposed by the scheme.

5.7 The parties agree that whilst MSDC are the determining authority for any future applications for the development of the land at Crabbet Park, they will work collaboratively with CBC to look to address the supporting text set out within the CBLP, as far as it is fair and reasonable to do so. To this end it is noted that a joint site meeting has already been undertaken with CBC, and that the parties are happy to engage with CBC during the pre-application process and beyond, especially on matters relating to infrastructure and services and any direct impacts on areas within the administrative boundary of CBC. The parties will liaise on the proposed affordable housing mix and look to deliver a blended mix. Indeed, discussions have been ongoing on this matter, as well as nomination rights for some time. MSDC will not however be looking to Crabbet Park to deliver 40% affordable housing as suggested by CBC. MSDC's affordable housing requirement has been arrived at after detailed consideration, and viability assessment undertaken accordingly. It is agreed that the level of affordable housing on this site should be informed by the evidence that supports the District Plan. Similarly, whilst the parties are happy to liaise on the design approach to the development of Crabbet Park, this is a matter that is ultimately for MSDC to determine having regard to the site's characteristics and the aims and objectives of the MSLP. To this end it is noted that MSDC do not support CBC request that the land at Crabbet Park adopt CBC approach to densities and a minimum density level of 45dph although opportunities to maximise density, particularly in key locations such as at neighbourhood centres, should be explored.

5.9 Within this 148ha area, there are a number of existing properties, 8 parcels of ancient woodland, other significantly wooded areas, some ecologically sensitive areas, several listed buildings, an area of historic parkland, and other constraints associated with the general lie of the land such as drainage. In addition, the southern part of the site needs to be sensitively designed given its relationship to the National Landscape, and there is a need within the development to provide for significant areas of public open space for formal and informal play, outdoor sports, and landscape buffers. As a result, only approximately 52ha of the land is developable (c.35%). A land budget and illustrative masterplan have been prepared which provides a more nuanced

application of densities reflective of potential character areas and land use. On the basis of this work it can be demonstrated that the parts of site promoted by Wates is capable of accommodating circa 1,500 dwellings@ an average density of 36dph¹. Cumulatively Wates and the land to the west can deliver a circa 1,950 dwellings within the plan period i.e. to 2040. To this end the parties agree that the scale of development proposed on site is the most appropriate and does look to make the best use of the site and is capable of being delivered in accordance with the MSDC design standards which encourage higher densities in suitable locations such as neighbourhood centres.

5.10 The parties note CBC concerns about potential impacts on infrastructure and services within Crawley Borough, and as set out above, and in section 6 below, the parties are happy to engage with CBC on these matters and to actively involve them in discussions with other parties such as WSCC Highways, WSCC Education, NHS Sussex etc so that CBC can be assured that any impacts are appropriately mitigated. It is important to note that these are cross district boundary strategic matters which have been dealt with through the input of the various statutory providers into the Plan's preparation and reflected in the Plan.

5.11 Comments about highway capacity assessments and the transport modelling that has taken place to date are all noted and will be (have been) addressed in the updated transport model. West Sussex County Council as Highways Authority have informed and validated the Mid Sussex Strategic Transport Model. This is confirmed in the Statement of Common Ground between Mid Sussex and West Sussex [DC15].

5.12 The parties are also happy to engage with CBC on the sustainable transport connections linking the site to Crawley and can confirm that Wates have already entered into discussions with Metrobus, to establish what infrastructure (both within and outside the site) would be required to support a high-frequency, high-capacity bus service.

5.13 Likewise, the parties are happy to work with CBC on agreeing a suitable alignment for high quality walking and cycling links connecting the development to key locations (transport nodes, employment area) within the Crawley Borough, including Three Bridges train station, Crawley Town Centre, Manor Royal and Gatwick, along suitable desire lines; and for CBC to be involved in the design of the active travel measures for the site. In addition, to one to one conversations with Crawley Borough Council, a Transport Infrastructure Management Group has been established. As set out in the Terms of reference Crawley Borough Council is a member of this

¹ The residential parcels amount to circa 41ha – 1,500 dwellings on 41ha – circa 36dph

group [T16]. A role of this group is to maximise the sustainability of the generated travel patterns and to feed into and support bids for additional transport infrastructure funding including bus and active travel opportunities.

5.14 The parties are also happy to agree to a “cap” on the size of any retail offer within the neighbourhood centre so that it is restricted to as suggested by CBC on the understanding this will be sufficient to encourage/support self-containment. If a larger facility than suggested by CBC is required this will be discussed with CBC as the scheme progresses. MSDC have sought to amend the policy wording in the submission plan accordingly. Given the time period covered by the Plan this will be reviewed and confirmed at planning application stage.

6.0 Deliverability

6.1 The parties agree on the principle of allocating land at Crabbet Park to accommodate a significant scale of growth. The area falls outside the High Weald National Landscape and South Downs National Park which cover large swathes of the district. In addition, Crabbet Park is not located within a Conservation Area or covered by any statutory or non-statutory ecological designations. The site does however contain a number of areas of Ancient Woodland (non-statutory designation) on and adjacent to it, and a number of designated heritage assets, including a number of listed buildings within and adjacent to the site.

6.2 The growth proposed around Crabbet Park has the ability to play a key role in delivering the housing needs of the District over the plan period.

a) **Joint working**

6.3 The parties are committed to constructive joint working to bring forward and deliver the growth proposed at Crabbet Park. Joint working has already been a large factor in the preparation of the submission local plan, the preparation of this SoCG and comprehensive masterplans, and in progressing pre-application discussions. The latter has included negotiation on the preparation of a Planning Performance Agreement for DPSC2 to establish a clear and agreed framework, including responsibilities and timeframes, for the relevant parties, to take forward pre-application discussions in a positive and collaborative manner. Furthermore, Wates has undertaken high level cost assessments of onsite physical highways works to fine-tune the Council's viability assessment. Separately Wates has progressed some elements of the highways technical work which will underpin future planning applications on the site.

6.4 The parties will continue to work together, and are committed to public consultation, community involvement and stakeholder liaison in respect of the development. This will include engaging with parish councils, and other local interest groups, including Crawley Borough Council. The parties are aware of local concerns about the scale and the potential impact of the proposed development and, whilst it is a shared position between the parties that none of these concerns fundamentally make the area unsuitable for development, the parties will seek to work with those stakeholders who have expressed a concern, and ensure the development is designed to seek to minimise impacts upon the existing communities and their associated infrastructure; and deliver the vision and objectives for growth at Crabbet Park.

6.5 There will be continued joint working with statutory consultees, as well as Crawley Borough Council, building on the constructive discussions undertaken to date.

6.6 For the avoidance of doubt, Wates fully support the principle and ambition of the draft allocation, and any outstanding objections to the District Plan do not affect the commitment to constructive joint working with the Council.

b) Illustrative Masterplan

6.7 Whilst Wates and Peacock 5/Slingsby Developments have thus far worked on separate masterplans, they have not been prepared in isolation of the other and work is now progressing on trying to facilitate a comprehensive co-ordinated masterplan for the sustainable community at Crabbet Park. The Current Framework Masterplan is enclosed at Appendix 1, and provide indicative information on land uses, layout, green and blue infrastructure, the access and movement strategy, and infrastructure requirement / delivery strategy; and thus, how the scale of development envisaged by policy DPSC2 can be delivered.

6.8 It is acknowledged that Policy DPSC GEN requires the allocation-wide Masterplan for DPSC2, to be informed by a community engagement exercise and to consider the sites relationship with existing settlements and other site allocations in order to ensure all future development is integrated with the existing community, and that this will be brought forward separately, but having regard to the enclosed.

c) Planning Application Timeframes

6.9 Planning Performance Agreements (PPAs) will be negotiated between Wates and MSDC, and it is anticipated between by Slingsby Developments and MSDC to progress discussions on separate applications for the development of the land contained within DPSC2. This PPA will address how the two submissions interrelate and cover both pre-application discussions and an application for scoping of an EIA. The PPAs will run up to the submission of the planning applications. It is anticipated this will be extended following submission through to determination. The aim of this Agreement is to continue to facilitate joint collaborative working.

6.10 Wates have already commenced pre application discussions following the submission of the local plan, in anticipation of submitting planning applications for DPSC2 after the adoption of the local plan and preparation of the allocation-wide Masterplan. Wates application will look to assess the cumulative impacts of the combined developments and MSDC will ensure that Slingsby Developments do likewise.

d) Indicative Phasing

6.11 Whilst Policy DPSC GEN provides for the delivery of a phasing plan for DPSC2, an indicative high level phasing plan has been produced and forms part of the joint working on the comprehensive Masterplan. This is enclosed at Appendix 2 and illustrates one way of sequencing development. The delivery of the Crabbet Park allocation and the phasing of the infrastructure necessary to facilitate its delivery is a matter that is subject to detailed discussions between Wates, Slingsby Developments, the District Council, and the statutory providers, as well as Crawley Borough Council, to ensure the sustainable development of the area. To this end work on a detailed schedule of infrastructure delivery, including key trigger points, remains ongoing with further information set out in section f below.

e) Indicative Trajectory

6.12 In the context of the above, it is noted that Wates do not anticipate completing their first units until 2029/30. The indicative delivery trajectory is set out in the table below.

Table 1 – Assuming 3 outlets for Wates and 2 for Slingsby Developments
Green being within the 5 year period post adoption and red the end of the plan period.

	28/29	2029/30	2030/31	2031/32	2032/33	2033/2034	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total
Wates	0	40	90	130	160	160	160	160	160	160	160	120	0	1,500
Slingsby	0	50	80	80	80	80	80	0	0	0	0	0	0	450
Total	0	90	170	210	240	240	240	160	160	160	160	120	0	1,950
Cumulative total	0	90	260	470	710	950	1,190	1,350	1,510	1,670	1,830	1,950	0	1,950
MSDC	0	0	100	150	200	200	225	225	225	225	225	175	0	1950
MSDC Cumulative total	0	0	100	250	450	650	875	1,110	1,350	1,550	1,775	1,950	-	1950

The above trajectory is based on the latest available research data² on largescale sites and represents a reasonable delivery timescale.

f) Infrastructure Delivery

6.13 The parties recognise and agree the infrastructure requirements associated with the proposed growth of Crabbet Park are such that there will be a requirement for the cost and delivery of the

² Lichfield's 'Start to Finish' rev 3

https://lichfields.uk/media/w3wjmws0/start-to-finish-3_-how-quickly-do-large-scale-housing-sites-deliver.pdf

infrastructure required to support the development to be shared equitably between the allocations where this is necessary. It is accepted that the Slingsby application will, in the main, be making financial contributions in accordance with the District Plan Appendix 5 which will/can be pooled. In this regard the parties agree with Crawley Borough Council that the infrastructure requirements need to be clearly identified and programmed for delivery in coordination with other local developments, including those proposed within Crawley, so that the proposed development does not result in any severe cumulative impacts on existing residents, including those in Crawley, in terms of traffic, flooding and drainage, air quality, town centre and community and social facilities (including education and health).

- 6.14 The parties agree that consideration should extend to the potential of pooling s106 contributions from other developments in the District to assist in the delivery of certain strategic infrastructure.
- 6.15 The parties agree that the key infrastructure requirements identified in Policy DPSC2 can be accommodated within land under Wates' control as is shown in the Framework Masterplan at appendix 1. This approach will facilitate the delivery of Slingsby and Wates' land independently but in a coordinated manner ensuring the right infrastructure is delivered to facilitate each phase.
- 6.16 Set out below is an agreed infrastructure phasing strategy. Table 2 explains the general categorisation strategy and table 3 set out how this would work out in practice at Crabbet Park without giving exact dates.

Table 2

Phasing		Category	
Short	Phase 1 Before end of 2031	A	On-site infrastructure wholly within the promoters' site and intended to serve the development.
Medium	Phase 2/3 2032 - 3035	B	On-site infrastructure wholly within the promoters' site and intended to serve the development.
		C	Off-site infrastructure intended to serve the development.
Long	Phase 4 2035 - 2040	D	On-site infrastructure, wholly within the promoters' site and intended to serve the development.
		E	Off-site infrastructure, intended to serve the development.
		F	General contributions to external funds that do not require physical infrastructure.

Table 3

Item	Category	When
Transport		
Individual site access points	A, B and D	Short / Medium / Long term
Internal spine road	B/D	Medium/ Long term
Sustainable transport – upgrades to / introduction of new ped, and cycle links within sites/ between sites/ to / from Three Bridges train station, Crawley Town Centre and areas of employment including Manor Royal and Gatwick, and links to the Worth Way and green travel corridors for active travel throughout the site.	A, B and D	Short / Medium term
Sustainable transport – bus links between sites/ to / from Three Bridges train station, Crawley Town Centre and areas of employment including Manor Royal and Gatwick,	C/E	Medium / Long term
Mobility Hubs	B/D	Medium/ Long term
Off-site highway improvements	C.D and E	Medium/ Long term
Travel plan contribution	F	Short / Medium / Long term
Community Facilities		
Neighbourhood centre/ Community buildings	B/D	Medium / Long term
Library	B	Medium term
Waste Management & Recycling	C	Medium term
Local Community Infrastructure	B, C, D and E	Medium /Long term
Health		
Health care facilities	E	Long term
Education ³		
All-through school, including early years provision (located on site)		
(i) Primary and Nursery Education	B	Late Medium term
(ii) Secondary Education	D	Long term
SEND School / Financial contribution	B	Early medium term
Open Space, Sport & Recreation		
Expansion / enhancement of outdoor sports facilities	A, B, C, D and E	Short / Medium / Long term
Expansion / enhancement of play areas	A, B, C, D and E	Short / Medium/ Long term

³ Work undertaken by Wates on education provision indicates that primary provision will be required in mid-2030's, with secondary provision being required in the late 2030's

Item	Category	When
Expansion / enhancement of other outdoor open space provision	A, B, C, D and E	Short / Medium / Long term
Expansion / enhancement of parks & gardens	A, B, C, D and E	Short / Medium / Long term
Emergency Services		
Fire & Rescue Services	F	Medium term
Police Services	F	Medium term
Utility Services & Drainage		
Sewerage infrastructure upgrades	D	Medium term
Surface water attenuation	A, B and D	Short / Medium / Long term
Electricity infrastructure upgrades	C	Medium term
Water supply infrastructure upgrades	C	Medium term

6.17 The parties agree in principle to the pooling of financial contributions where applicable and the pooling of Slingsby Developments financial contributions (in accordance with District Plan Appendix 5), where necessary, and as indicated above, to enable the delivery of growth holistically, and in line with the submission draft local plan. The parties will work collaboratively and proactively, working on the basis that all contributions accord with the council's District Plan, Appendix 5, and are fair, reasonable, and directly related to the proposed development; and to ensure timely infrastructure delivery. The timing and co-ordination of infrastructure delivery will be the subject of further joint working between the parties.

6.18 In the context of the above it is noted that the Council's a Development Infrastructure and Contributions SPD of July 2018 was superseded by Position Statement 2: Infrastructure (Dec 2025), which reflects policy DP12 and is the same as appendix 5 of the Reg 19 Draft District Local Plan, and will be replaced by Appendix 5 when (should) the plan is adopted.

6.19 It is also noted that Worth Parish Council (WPC) in their reps on the Reg 19 Plan advised that the infrastructure requirements listed in policy DPSC2 were formulaic and that they had identified specific infrastructure needs, these being:

- A football facility built to the standard for a County League Championship Division to include the necessary floodlighting, fencing, spectator stand, clubhouse with changing facilities, social area, bar, and adequate parking.
- Provision for tennis hard courts and green bowls together with clubhouse and changing facilities.

- Given the success of the WPC Youth Support scheme, that a community building is provided for WPC's sole use, so that they can set up a Youth Support base to cater not only for local need, but also for wider need within the District.
- The play space should incorporate a variety of swings, slides, and other equipment for an age range of infant to 13-year-olds, including provision for children with special needs. It should be adjacent to open kick about space, with tables and seating provided. WPC should be included in design discussions prior to installation.
- Pod or similar for youths to meet and socialise.
- An allotment site.

6.20 The Parties have agreed to work with WPC to see how these matters can be addressed in the masterplan moving forward.

Summary

6.21 This sub-section demonstrates that the proposed growth of Crabbet Park is capable of delivering *at least* 1,950 dwellings before the end of the plan period to support the housing growth within the District, of which 1,500 is in the control of Wates with the remainder being delivered by Slingsby.

6.22 All parties are committed to working together to ensure the infrastructure associated with this growth is delivered in a timely fashion and that the development as a whole is integrated with the wider area in a holistic manner.

7.0 Planning Merits

7.1 The parties agree that the allocation of this site accords with the Plan's Strategy which seeks to promote growth at existing sustainable settlements where it continues to be sustainable to do so.

7.2 Crabbet Park is sustainable located adjected to Crawley. The growth proposed at Crabbet Park will benefit from this location and help to significantly improve the sustainability of the existing surrounding communities through the nature and scale of the proposed growth, including *inter alia* the proposed sustainable transport links/ improvements, and proposed new community facilities, such as the new education facilities, health care facilities, library, leisure facilities, and employment opportunities.

7.3 The proposed allocation will play a key role in delivering the housing needs of the District and wider Housing Market Area (which includes neighbouring Crawley) over the plan period. It will underpin the delivery of a demonstrably sustainable settlement, in line with the Council's spatial strategy in a part of the district unfettered by significant planning constraints.

7.4 This statement demonstrates how the:

- Proposed allocations could be delivered to meet the plans objectives,
- Site promoters plan to work positively and collectively together, and with the council and the statutory providers, to deliver the necessary infrastructure;
- Housing trajectory interrelates with the infrastructure provision to ensure the infrastructure associated with this growth is delivered in a timely fashion; and
- Development as a whole facilitates sustainable growth that is well connected to the Crawley and the surrounding area, so that the entire area can take advantage of the services and facilities that are to be provided.

8.0 Conclusions

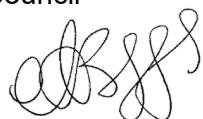
8.1 The above is agreed as a shared position; and MSDC and Wates Developments Limited jointly look forward to delivering a vibrant and sustainable new urban extension to Crabbet Park.

9.0 Signatories

9.1 This statement has been prepared and agreed by the following organisations:

Mid Sussex District Council

Signature



Date: 13/02/26

Wates Developments Limited

Signature



Date: 13/02/26

Appendices

Appendix 1: Land at Crabbet Park - Framework Masterplan Document

Crabbet Park Village

Framework Masterplan

January 2026

INTRODUCTION

This document sets out a clear narrative of how the land at Crabbet Park could become a high quality residential neighbourhood with a distinct identity and strong sense of place.

Conveniently located close to the busy town of Crawley and with Gatwick Airport a few miles away, the site is well placed within the strategic road network with access to major routes including the A23, M23 and M25. It is also close to Three Bridges train station, a strategic junction on the Brighton to London main line that serves destinations further afield including Bedford, Southampton, Bognor Regis and Portsmouth.

The vision for Crabbet Park Village aims to create an attractive, well-connected and sustainable neighbourhood that fits into its landscape setting and takes inspiration from the historic context.





KEY:

Site boundary



SITE ANALYSIS

The site is characterised by open fields, formed over time by agricultural uses, which are lined by trees and hedgerows. A number of woodland clusters of various sizes are also located within the site boundary, strengthening the landscape character of the site.

The site's heritage context is based on Crabbet Park's history of horse training, as well as a number of Grade II listed structures including Ley House, located at the centre of the site.

An existing Public Right of Way runs through the centre of the site from north to south, connecting the site to Crawley, the High Weald National Landscape and the countryside beyond the site boundary.

Vehicular access can be obtained from Turners Hill Road.



Mill Pond to the east of the site



Old Hollow

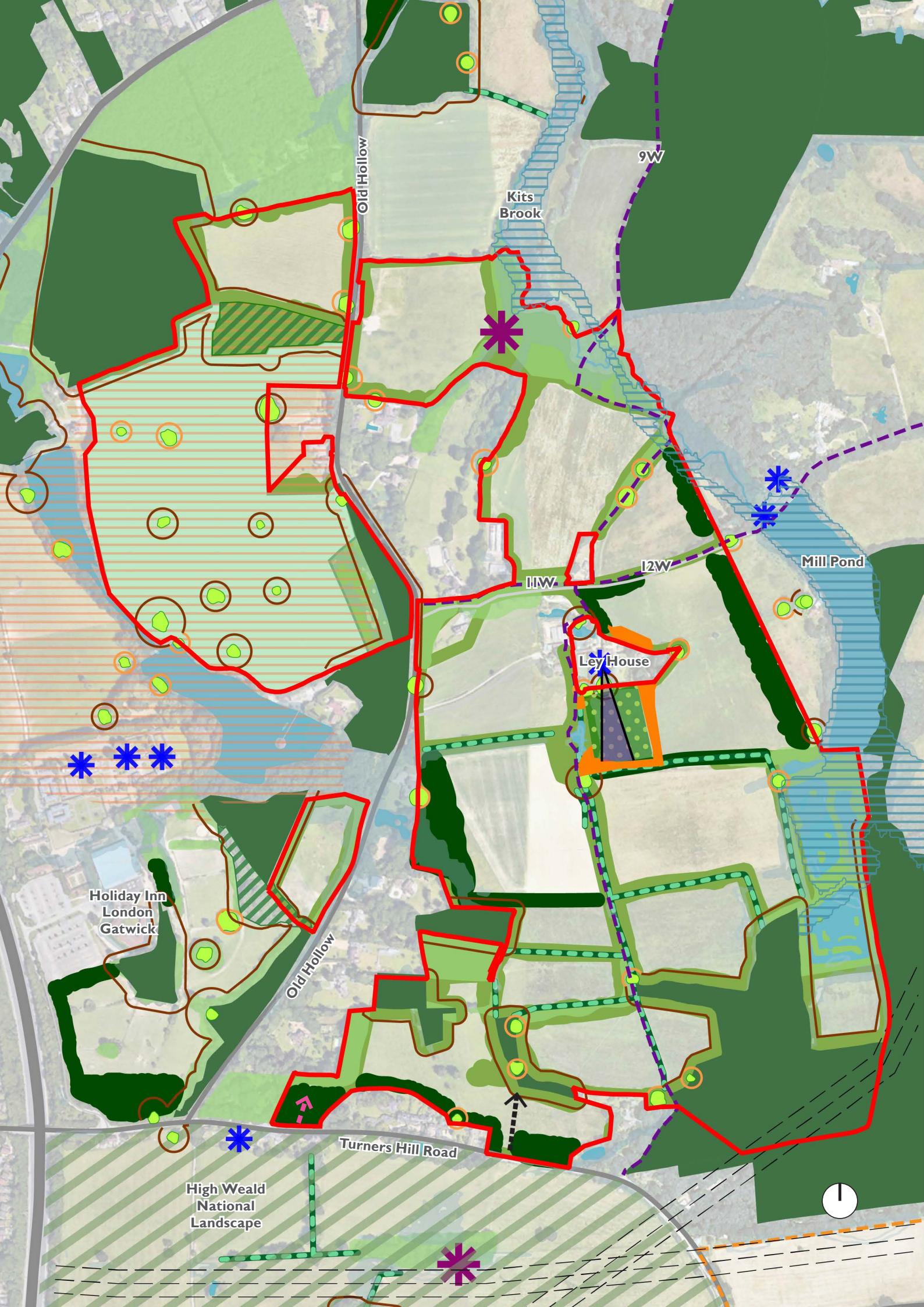


Southern side Grade II listed Ley House Farm

KEY:

—	Site boundary	■	Ancient woodland	■	Potential ancient woodland	■	Existing woodland	■	Proposed woodland buffers and reinstated hedgerows	■	Existing water feature (potential Priority Habitat)	■	Flood zone 2	■	National Landscape	○	Ancient and veteran RPAs	○	Notable tree RPAs	●	Canopies of trees and woodlands	■	Opportunity for new planting buffer to protect views	●	Field to be preserved within the view	—	Public Right of Way	—	Long distance route / National trail	—	Existing overhead powerline (including a 20m setback from centre of pylons)	→	Potential vehicular access point	→	Potential secondary vehicular access point (limited number of homes)
■	Parkland (Priority Habitat)	■	High Weald National Landscape	—	Retained Crabbet Park Parkland - Habitat of Moderate Ecological Value	■	Hedgerow / Treeline (likely Priority Habitat)	*	Listed building																										





VISION

The vision for Crabbet Park Village is of a distinct and attractive place that provides new homes across a wide spectrum of types, tenures and sizes, a 6FE Through School and other community facilities including retail, employment, leisure and recreation.

Crabbet Park will cater for all ages and different housing needs, which in turn will create a mixed, balanced and socially sustainable community.

The design concept aims to create a sustainable new neighbourhood with homes set in landscape and woodland clusters. The proposal aims to retain and enhance existing landscape features wherever possible, retaining these assets within public open space and green corridors.

New pedestrian and cycle links will meander through these green corridors, connecting to the existing PRoW network and promoting connectivity, not only within the new village but also out into the surrounding area.

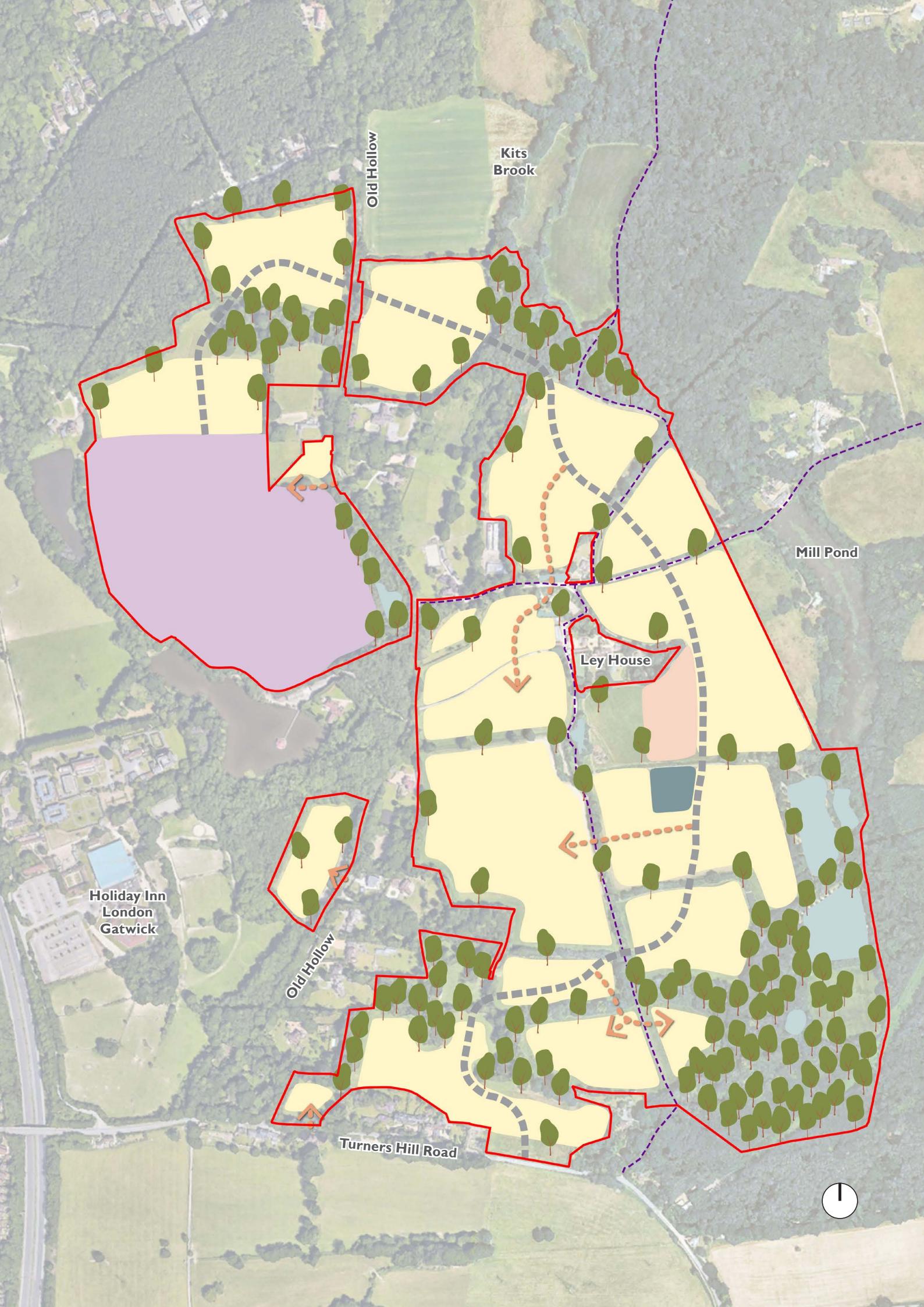
A village centre is proposed at the heart of the development as a community 'anchor', with retail, employment and leisure opportunities as well as a new mobility hub. A care home is proposed to the north of the village centre.

An area for a 6FE All-through school is provided in the westernmost part of the site.



KEY:

- Site boundary
- Residential area
- Mixed-use area
- All-through School site
- Extra Care site
- Existing water bodies
- Primary road
- Secondary access road
- Public Right of Way



FRAMEWORK MASTERPLAN

The framework masterplan has been designed to respond sensitively to the varied landscape setting and heritage assets that characterise the site, creating strong connections that support active travel and ensuring access to nature.

The masterplan shows how the site could accommodate around 1500 homes, including a mixed-use village centre, a care home and a 6FE All-through School.

Nature Network and Biodiversity

The existing established trees, woodland and hedgerows are retained forming a strong, rich landscape fabric of green corridors, connecting to the Crabbet Park parkland and the National Landscape to the west and south.

To the north and east, these green corridors open towards the surrounding countryside and enable connections with the existing natural habitats associated with the Kits Brook and Mill Pond.

The network of green corridors and parkland also provides opportunities for leisure routes and informal play to promote active lifestyles and healthy living.

Opportunities for movement of wildlife will be provided within and around the site through strengthening of existing treelines and hedgerow corridors and associated seminatural habitats.

Built Form and Character

The proposed development will provide a wide range of homes of varied housing mix and tenure that meet local needs while remaining appropriate to its context.

The developable area has been shaped around the site's key constraints and opportunities. Parcels have been sized to allow residential frontages to face onto streets, paths and green spaces, promoting natural surveillance and supporting the safe and active use of these public spaces.

A mixed-use village centre is proposed at the centre of the site, located along the primary road and active travel routes, easily accessible from all parts of the site.

A care home is proposed to the north of the village centre, conveniently located at walking distance from the new services and facilities of the village centre.

Parcels are set back from the boundary of Ley House to sensitively respond to its setting and protect existing views. A landscape buffer with new planting is proposed along the northern, eastern and western boundaries.

Land for a 6FE All-through school is provided in the westernmost part of the site, limiting development on the retained Crabbet Parkland.

KEY:

- 1 Primary Site Access
- 2 Primary road and bus route
- 3 Secondary access road
- 4 Mixed use village centre including retail, employment, leisure and mobility hub
- 5 Care Home/Later living
- 6 All-through School
- 7 Existing woodland
- 8 Existing PRoW
- 9 Retained Crabbet Parkland
- 10 Secondary Site Access (limited number of homes)





To Turners Hill

MOBILITY STRATEGY

A mobility strategy is being developed for Crabbet Park that seeks to take a 'Reduce, Contain and Facilitate Alternatives' approach to travel demands, reducing demand for private car use at the source and reducing network pressure.

Proposals seek to 'tip the balance' in favour of sustainable modes – the framework masterplan will strive to ensure that access to services and facilities within the development will always be quicker, easier and cheaper by sustainable modes than by private car.

A bus route is proposed to run along the proposed primary road, connecting into the existing public transport network running along Turners Hill Road and Old Hollow.

The framework masterplan integrates the existing Public Right of Way, providing connectivity within the site and to the wider area. New footways and cycleways are proposed to meander through the proposed green corridors, development parcels and along the primary road to create a permeable neighbourhood, connected with its surroundings.

In addition to the proposed active travel infrastructure, the Crabbet Park Mobility Strategy will include a range of other measures to encourage the uptake of these sustainable modes of travel including; access to Car Club vehicles, electric vehicle charging, bike repair, cycle hire, parcel drop and storage, sustainable travel display screen equipment and on-site access to public transport services.

The strategy will also be underpinned by a wide ranging Travel Plan, that will be subject to annual monitoring and auditing by West Sussex County Council.



Looking south-west along Copthorne Road



Proposed southern access point off Turners Hill Road

APH Airport
Parking

Crawley
Garden
Centre

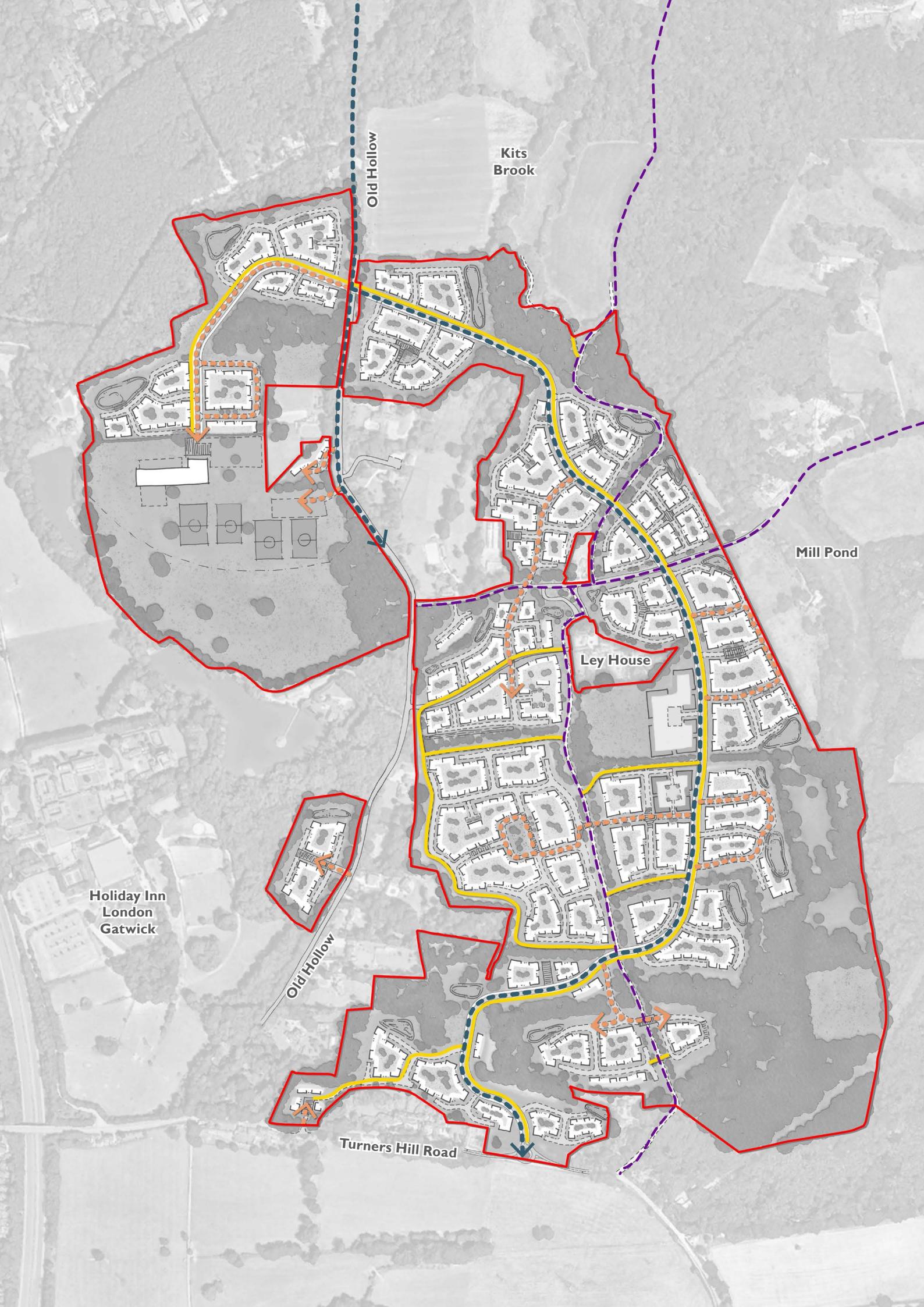
Copthorne Rd

M23

Crawley

KEY:

- Site boundary
- Secondary access road
- Proposed footpath/cyclepath
- Existing Public Right of Way
- Proposed bus route





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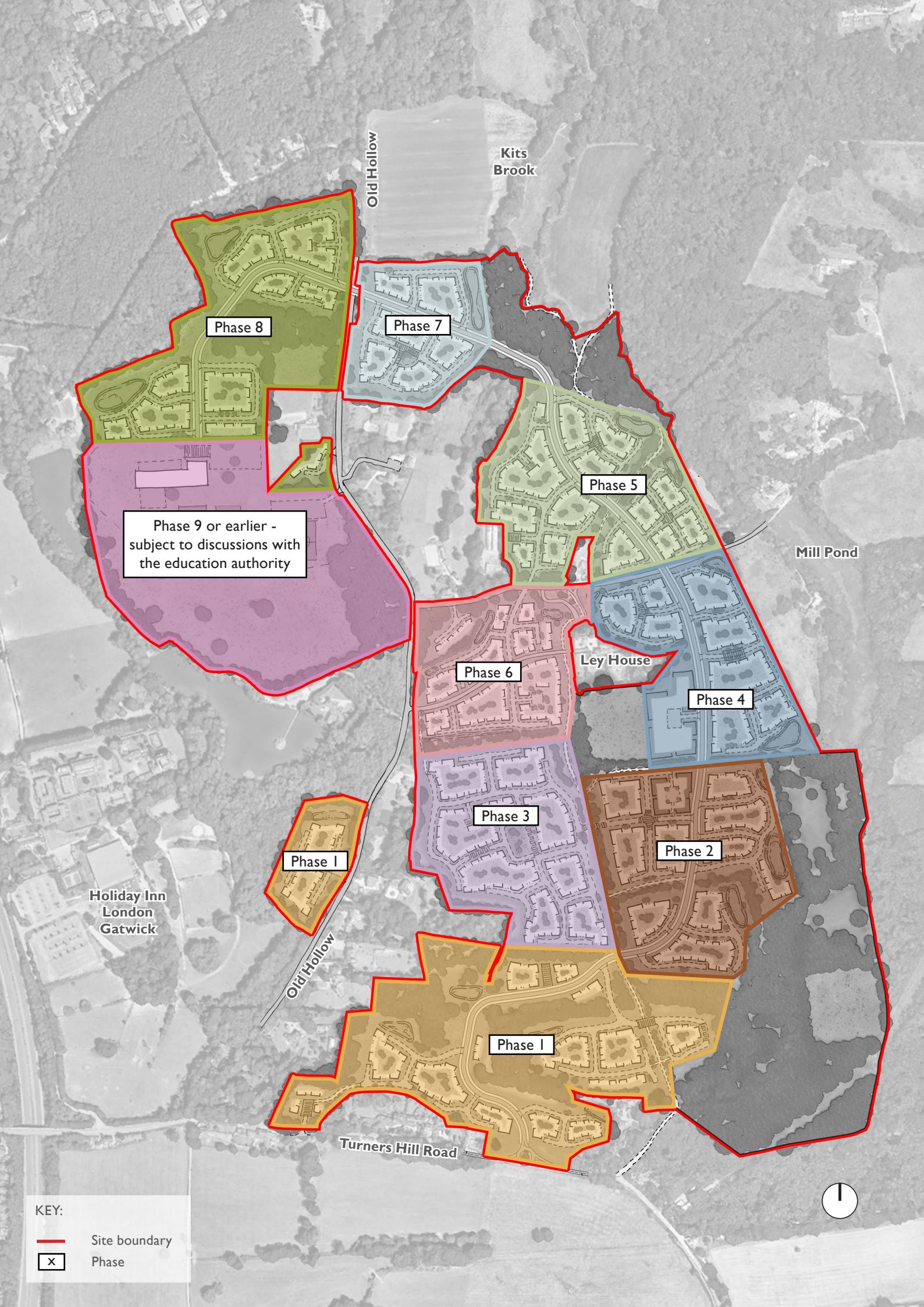


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ISSUED ON	29/01/26

Appendix 2: Land at Crabbet Park Illustrative Phasing Plan



Crabtree Park - Housing Delivery and Infrastructure Trajectory – assuming 3 outlets for Wates and 2 for Slingsby

	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Total
Travel plan contribution																
Community Facilities																
Neighbourhood centre/ Community buildings																
Library																
Waste Management & Recycling																
Local Community Infrastructure																
Health																
Health care facilities																
Education																
All-through school, including early years provision (located on site)																
(i) Primary and Nursery Education																
(ii) Secondary Education																

¹ Exact timing subject to review of the emergent IDP and further discussions / agreements with the Council and /or its delivery partners.

²Exact timing subject to review of the emergent IDP and further discussions / agreements with the Council and /or its delivery partners.

