

**CRAWLEY BOROUGH COUNCIL  
LOCAL DEVELOPMENT FRAMEWORK**

**SUSTAINABILITY APPRAISAL /  
STRATEGIC ENVIRONMENTAL  
ASSESSMENT SCOPING REPORT**

**JANUARY 2012**

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### **Consultation Arrangements**

- 1.6 Consultation on the Scoping report is running alongside consultation on Issues for the Local Plan, and a Draft Habitats Regulations Assessment Screening Report. Feedback from the consultations will be used to inform the preparation of the Local Plan Preferred Option, Sustainability Appraisal, and any further work on Habitats Regulations Assessment (HRA)
- 1.7 The document will be available for a six week public consultation period on 19<sup>th</sup> January. We welcome any comments on this Scoping Report. Specific questions are provided throughout the document to guide consultation



- 2.7 As the SA and SEA processes are so similar, they have been undertaken together and for ease of reference, this document will refer to both processes as a SA. However, Government guidance suggests that the SA should identify where the requirements of SEA have been met. This scoping report will only need to meet those requirements which relate to the early stages of the SEA process. Table 2.1 sets out where the requirements of the SEA

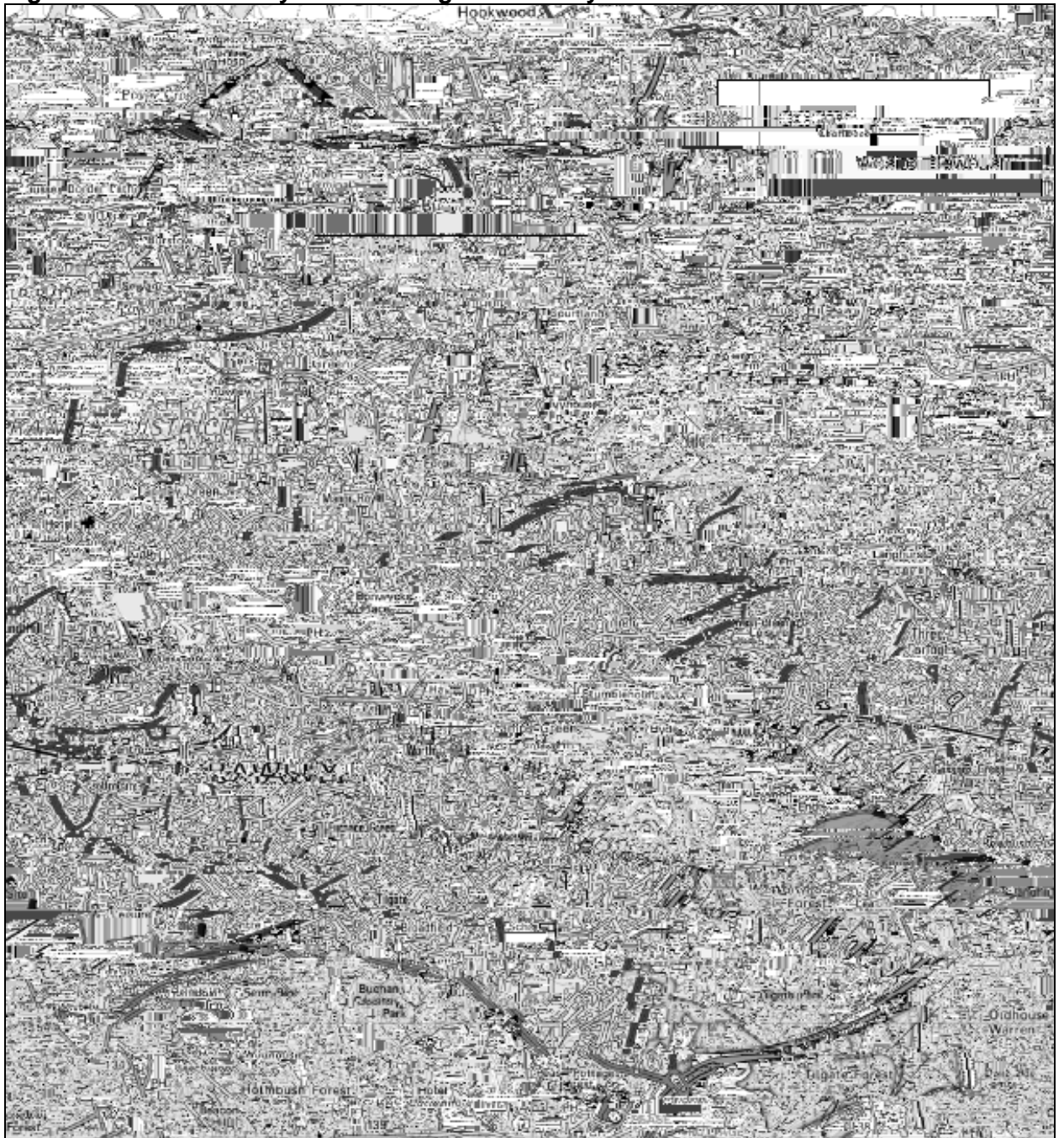
Regulations Assessment (HRA) in the UK) to be undertaken. HRA assesses the impact of land-use plans against the conservation objectives of European Sites within certain distances of the Borough (15 km has been used in the case of Crawley). The HRA ascertains whether the plan's proposals would adversely affect the integrity of a site on its own, or in combination with the plans of neighbouring authorities.

- 2.9 In tandem with this SA Scoping Report, the Council has prepared a Draft HRA Screening Report. The findings of the Screening Report suggest that

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**Figure 2.1: SA Boundary - The Borough of Crawley**







**Table 3.1: Local Plan Development Timetable**

<b>Key Milestone</b>	<b>Anticipated Programme Date</b>
Issues & Options Consultation	January – February 2012
Preferred Strategy Consultation	October – November 2012
Submission Consultation	June – July 2013
Submission	September 2013
Examination (estimated)	January – February 2014
Adoption	September 2014

**Figure 3.2: SA and HRA production with the Local Plan**

**Time**                      **Local Plan**                      **SA/SEA**                      **HRA**

## **4.0 Crawley and the Sustainability Appraisal Topic Areas**

### **Introduction to Crawley**

Indicator Set. Crawley will be reviewing its monitoring arrangements for both the Local Plan and the Sustainability Appraisal following this consultation and will publish a proposed monitoring framework with the



Infrastructure provision	The rate of development, particularly residential, requires careful management to ensure that it does not outstrip the Borough's infrastructure.
Community Facilities	The changing population demographics area creating a mismatch between the need for housing and community facilities and current provision.
Ethnic Diversity	The ethnic structure of the population of Crawley is notably diverse in comparison to the national average resulting in specific development demands.
Young Population	Crawley has a high proportion of young children compared with other West Sussex local authorities but early years provision in the Borough is poor. Those leaving education are not able to participate fully in the local economy.
Crime	There is a need to reduce crime and the perception of crime.
Health	Physical activity in the Borough is below average.

### Consultation Question:

Are



management of water resources.	
3. To protect and enhance the valued built environment and character within the Borough through high quality new design and the protection of culturally valuable areas and buildings.	The number and proportion of total new build completions on housing sites reaching very good, average, and poor ratings against the building for life criteria; Number of listed buildings on the Buildings at Risk Register; Percentage of conservation areas with up-to-date Appraisals (i.e. last 5 years).
4. To ensure that everyone has the	

**Consultation Questions:**

Do the proposed Sustainability Objectives cover all the issues that are important to consider when developing land or buildings in Crawley?

Please make any suggestions for information you consider to be useful for the Council to monitor for assessing whether development is taking place in a sustainable manner.



- Climate Change Act (2008)
- Planning Policy Statement 1: Delivering Sustainable Development (CLG, 2007)
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (CLG, 2007)
- Planning Policy Guidance: Planning for a Low Carbon Future in a Changing Climate
- Planning Policy Guidance: Planning for a Natural and Healthy Environment
- Planning Policy Statement: 22 Renewable Energy (CLG, 2004)
- BREEAM and the Code for Sustainable Homes
- Building Regulations Part L
- Climate Change Strategy (CBC)

## **Water**

- Consultation on the Transposition of Article 6 of the Groundwater Directive (DEFRA, 2008)
- Planning Policy Statement 25: Planning and Flood Risk (CLG, 2010)
- Crawley Borough Council Strategic Flood Risk Assessment (2011)
- Gatwick Sub-Region Water Cycle Study (Outline Study) (2011)
- London Gatwick Airport Water Quality Management Action Plan 2009-2011
- Thames River Basin Management Plan
- Water Resources Management Plan 2010-2035 (Southern Water, October 2009)

## **Noise**

- Noise Policy Statement for England (March 2010)
- Planning Policy Guidance 24: Planning and Noise (DCLG, 1994)
- Draft South East Plan (Section 5: Sustainable Natural Resource Management)
- West Sussex Structure Plan 2001-2016 (Policies ERA5, NE19, NE20 )
- Gatwick Airport Noise Action Plan 2010-2015 (June 2010)
- West of Bewbush Air Quality and Noise Summary (2007)

## **Air Quality**

- Planning Policy Statement 23: Planning and Pollution Control (CLG, 2004)
- The Air Quality Strategy for England, Wales, Scotland and Northern Ireland (DEFRA, 2007)
- West Sussex Structure Plan 2001-2016 (Policies ERA4 and ERA5)
- Crawley Borough Council Local Air Quality Management Detailed Assessment of Air Quality (2007)

- West of Bewbush Air Quality and Noise Summary (2007)
- Crawley Borough Council Local Air Quality Management Progress Report (2011)

## Waste

- Planning Policy Statement 10: Planning for Sustainable Waste Management (CLG, 2005)
- Planning for Sustainable Waste Management: A Companion Guide to Planning Policy Statement 10 (CLG, 2006)
- Revised Deposit Draft Waste Local Plan (West Sussex County Council, 2004)
- Draft Minerals and Waste Core Strategy – Background Papers (West Sussex County Council, 2009)
- Emerging West Sussex Minerals and Waste Development Framework (under consultation)
- Crawley Waste Management Strategy 2006-2009 (2005)
- Government Review of Waste Policy in England (Defra 2011)

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### **Issue: Crawley's role as an economic hub and transport interchange means the town's contribution to air pollution and climate change is likely to rise**

- A.4 The estimated total carbon emissions for Crawley Borough during 2005 was 911 Kilo-tonnes CO<sub>2</sub>. Domestic contribution was 214 Kilo-tonnes CO<sub>2</sub> and Industry 428 (DECC Carbon Emissions Calculations 2011). By 2009 total carbon emissions had fallen to 806 214 Kilo-tonnes CO<sub>2</sub> with the Domestic contribution falling to 190 Kilo-tonnes CO<sub>2</sub> and Industry to 386 Kilo-tonnes CO<sub>2</sub>.
- A.5 Over 17% of Crawley's total carbon emissions are from transport use. During peak hours there are around 35,000 vehicle movements within Crawley. 58% of car trips are less than 5 miles and 25% are less than 2 miles. At the peak school travel time of 8:50am nearly 1

**Table A1: Per capita CO2 emissions for West Sussex by sector. 2009**

<b>Local Authority</b>	<b>Industry and commercial (tonnes)</b>	<b>Domestic (tonnes)</b>	<b>Road Transport (tonnes)</b>	<b>Total (tonnes)</b>	<b>Population '000s (mid-year estimate 2009)</b>	<b>Per capita emissions (tonnes)</b>
<b>Adur</b>	88	121	97	402	61	5.0
<b>Arun</b>	210	323	218	969	150	5.0
<b>Chichester</b>	321	295	317	1249	113	8.3
<b>Crawley</b>	386	190				









developments and residents to add to the amount of waste produced and energy consumed in the town. The LDF can encourage

**Issue: The concentration of new development in Crawley and the surrounding area may increase the risk**

## What the Local Plan can and cannot do

- A.18 By providing a framework through which the recommendations of the Water Cycle Study can be implemented, the local plan can play an active role in reducing flood risk. In consultation with the Environment Agency, the local plan can direct development away from areas that are at greatest risk of flooding and ensure that new development is planned to minimise the risks of runoff and flooding downstream. PPS25 advocates a sequential approach that will guide the decision making process (i.e. the allocation of sites). In simple terms, this requires planners to seek to allocate sites for future development within areas of lowest flood risk in the initial instance. Only if it can be demonstrated that there are no suitable sites within these lower risk areas should alternative sites (i.e. within areas that may potentially be at risk of flooding) be contemplated. The Draft NPPF proposes to keep the sequential approach to development in areas at risk of flooding. The Council will work in partnership with the local authorities adjoining the authority on this issue.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
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Indicator No.	Indicator	
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**Issue: Maintenance of air quality may become increasingly difficult as both town and airport grow**

- A.30 Crawley Borough Council's air quality monitoring network consists of one automatic monitoring site located at Gatwick Airport which measures NO<sub>2</sub> and PM<sub>10</sub>, and nine permanent diffusion tube sites for NO<sub>2</sub> distributed through out the borough. Crawley Borough does not monitor Carbon Monoxide, Benzene, 1, 3-Butadiene, Lead or Sulphur dioxide as levels are considered to be relatively low.
- A.31 EU Directive air pollution limits require an AQMA be declared if PM<sub>10</sub> levels exceed 50 µg/m<sup>3</sup> (daily average); or 40 µg/m<sup>3</sup> measured as an annual average of NO<sub>2</sub>. There were no exceedences of the 50 microgram concentration in Crawley during 2009. PM<sub>10</sub> trends over the last 4 years show a reduction in PM<sub>10</sub> since 2007 and an overall downward trend since 2004. The average background level of Nitrogen Dioxide in Crawley for 2010 was 28.1 µg/m<sup>3</sup>, with some local exceedences of the EU standard.
- A.32 Principle sources of air pollution in Crawley are the airport and road traffic. Air quality in Crawley is currently of a good standard but may come under increasing pressure in the future if Gatwick continues to expand and development continues to occur in the town without mitigating measures to offset associated growth in vehicle numbers. The prevailing wind direction means that much of the air pollution from Gatwick affects areas to the north and east in Surrey, rather than the town itself; and the built form of Crawley with wide open spaces and planting between built-up areas allows diffusion of pollutants. Consequently Crawley has no Air Quality Management Areas (AQMA) in place. Despite this, air pollution has increased in recent years, and the Council continues to monitor the situation and will take action as and when appropriate.
- A.33 Pollutant concentrations for all monitoring sites in Crawley (both automatic and diffusion tube) showed sharp increases in 2010 compared to previous years. NO<sub>2</sub> levels at background, roadside and airport sites rose between 30%- 40% in 2010. PM<sub>10</sub> concentrations at all of the monitoring sites around Gatwick rose for the first time (by 6%) in three years, but did not exceed National Air Quality Objectives. The long term PM<sub>10</sub> trend continues to fall. The exceptionally high levels of pollution in 2010 may be accounted for by a combination of unfavourable climatic conditions encouraging the build up of pollutants, and a prevailing wind direction transporting unusually high levels of pollutants into Crawley from the airport, M23 and the M23 Gatwick spur.
- A.34 For NO<sub>2</sub> there is now an upward trend across all locations in Crawley including exceedences of the National Air Quality at four monitoring sites. Two of these sites were at Tinsley Close adjacent to the A2011, and the others were at Northgate Avenue, close to the Hazelwick Roundabout, and at Brighton Road, close to the railway level crossing. Crawley Borough Council will be submitting Detailed Assessments of air quality for the three locations exceeding the Air Quality Objective for NO<sub>2</sub> which will form the basis for deciding if Air Quality Management Areas need to be declared.

## **Likely evolution without the continued implementation of the Local Development Framework**

- A.35 Although national standards for air quality may improve matters in the short term it is likely that they will start to decline again in the future as development of both Crawley town and Gatwick Airport come forward, and traffic increases.

## **What the Local Development Framework can and cannot do**

- A.36 The LDF is limited in what it can achieve because despite there being an influence over the sustainability of new buildings; some influence over car ownership in new developments; and the promotion of sustainable travel options, individuals and businesses are responsible for the environmentally based decisions they make on a day to day basis. It is these lifestyle decisions that will ultimately

**Issue: Noise has the potential to affect people living, working in and visiting Crawley, particularly aircraft noise in the north of the Borough. The degree to which this will affect people is affected by uncertainty surrounding the future expansion of Gatwick Airport.**

- A.37 Defra have mapped noise across the country in response to the Environmental Noise Directive. Road and rail noise mapping around Crawley identifies several noisy areas around the M23,

# Topic Area A

Indicator No.	Indicator	Crawley Data SE/England Data	Trend	Data Sources
A11	Number and type of new developments built in the current and potential noise affected areas	No new developments currently fall within the 60 dB (A)Leq noise contour	As a result of the State of Secretary's decision in respect to the North East Sector, a number of the new residential units and a school will fall within the projected 60 dB (A)Leq noise contour associated with a future second wide spaced runway. Numbers affected will be subject to the detailed design of the new neighbourhood currently in negotiation.	

## **Topic Area B – Heritage, Character, Design and Architecture**

Including urban design, urban environment, cultural heritage

*SEA Directive – Cultural Heritage*

### **Introduction**

B.1 Despite Crawley experiencing significant change and expansion since the New Town designation in 1947, many features of the cultural heritage and design present within the original settlements (Ifield, Crawley, Three Bridges) and the best features of the natural landscape have been preserved and incorporated into the urban fabric of the new town. These features are often fundamental to the 'feel' of the neighbourhoods and the quality of the town's environment, but are increasingly under development pressure as Crawley continues to expand. The key issues in relation to heritage, design and architecture are discussed below.

### **Relevant Plans, Policies and Programmes**

B.2 For the purposes of this SA scoping, only the key plans relating to this Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed.

**Issue: Creating a place that people want to live in and invest in to enhance quality of life and encourage economic growth.**

- B.3 Well-designed buildings and spaces, of which the historic environment is often a part, help create attractive, locally distinctive and valued places in which to live and work. Good design should create buildings and spaces that are easy to use, maintain and adapt and which encourage sustainable travel, healthy living, biodiversity and a sense of well-being.
- B.4 Significant quantities of existing housing stock fail to meet the Decent Homes Standard. The visual appearance of the town is of importance because it affects the quality of life of residents and its perception and attractiveness to outside businesses and potential residents and investors. This effect is most obvious in the town centre where the appearance and function of certain areas needs updating. This issue is possibly made starker due to the rapid nature of the town's growth during the 50s, 60s and 70s, which has meant that many buildings are of a similar age and style, which is considered outdated by some. Consequently, the perception of Crawley to some outsiders (and outside investment) can be negative.
- B.5 Despite having grown considerably over a short period of time, Crawley's neighbourhoods have retained distinctive characters. There are 100 listed buildings throughout the Borough, none of which are believed to be at risk. Ifield has the highest number of listed

survey programme to assess smaller historic towns of England county by county. The Sussex EUS will deliver a unique and flexible tool to aid the understanding, exploration and management of the historic qualities of 41 of the most significant towns in Sussex and is being prepared by a consultant on behalf of West Sussex County Council (with funding from English Heritage).

### **Likely evolution without the continued implementation of the Local Development Framework**

B.9 Without the continued implementation of the LDF it will be harder for the Council to continue to reju

# Topic Area B

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
B1	Number of listed buildings on the Buildings at Risk Register	100 on CBC Register			CBC register English Heritage at Risk
B2	Percentage of conservation areas with up-to-date Appraisals (i.e. last 5 years).	One Conservation Area Statement Currently reviewing 9 statements	N/A	These Appraisals will be reviewed in detail to tie in with the preparation of the Local Plan.	Local Performance Indicator

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## Sustainability Appraisal Objective





**Issue: The economic downturn is affecting the delivery of housing.**

- C.3 Housing delivery in the period 2000 to 2005 was generally weak as the Borough's new neighbourhood allocation (in the northeast sector of the town) was safeguarded for the possible expansion of Gatwick Airport, thus preventing development in that location. However, between 2006 and 2008, delivery rates picked up significantly as a number of Core Strategy strategic allocations and windfall sites gained planning permission and were developed. Over recent years, the downturn in the economic climate has gradually slowed the delivery of sites creating a potential delivery issue, and although the North East Sector was granted planning permission by the Secretary of State in February 2011, development of the site will not commence until detailed matters are subsequently agreed. Therefore, a key priority for the Council is to work to lessen the effects of the economic downturn by bringing forward sites for housing development and assisting those who wish, to access a home which meets their needs and budget.

**Likely evolution without the implementation of the Local Development Framework**

- C.4 Without the development of the LDF and identification of housing sites, the long-term housing land supply position is uncertain and opportunities to tackle and rectify the shortfall in delivery that is predicted will be lost. Without an agreed spatial development strategy which underpins the LDF, housing sites may come forward in unsustainable locations, or in strategic sites prejudicial to the long term  
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<p><b>C2</b></p>	<p>Trajectory comprising:  a) Net additional dwellings – in previous years  b) Net additional dwellings – for 2010/11  c) Net additional dwellings – in future years  Managed delivery target</p>	<p>South East Plan - 1/04/2006 to 31/03/2026 = 7500 or 375 per annum  a) 1924 delivered over 2006-10  b) 384 (net) in 2010/11  c) 1597 projected over 2011-16</p>		<p>There has been a reduction in the provision of new dwellings from the 679 net dwellings provided</p>	
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# Topic Area C

- 282 total  
(68% of supply)

53,730 (326(8)6(0)1.65321.65326(,)-4.6.5664-2.30341( )-4.60946085 ( ))-3.95656

2008/09:  
- 148 total  
(40% of supply)

2007/08:  
- 232 total  
(33.7% of supply)

### **Issue: Housing stock does not match the needs and aspirations of the Borough over the next 20 years**

- C.6 Baseline data collected in relation to demographics, indicates that the population of Crawley has risen significantly over the past three decades, increasing by about 28% from 82,000 in 1981 to 105,000 in 2009. This rate of growth has exceeded levels achieved in the wider South East Region over the same period. In terms of population structure, Crawley's population has a greater proportion of younger people between the ages of 25 and 34 and a lower percentage of elderly people, compared with the rest of the South East. Inward migration to Crawley has also been outstripping out-migration, which is contributing towards continued population growth.
- C.7 Looking to the future, population projections indicate continued growth in the order of about 22% between 2010 and 2031, reflecting the relatively young age profile of today's population. Over the next 20 years, births are expected to exceed deaths by a factor of around 2:1. This natural change, combined with trends in people living longer and increasing proportion of people living alone or in smaller households, means that there will be a significant requirement for additional housing in the future.
- C.8 Despite an increasing proportion of smaller households, the housing market will continue to be dominated by families. However, there is increasing demand for housing to meet the needs of the over 65s, such as bungalows and homes that support assisted living for the elderly. At the same time, the bulk of housing in Crawley is predominately smaller homes or flats, between one and three beds and usually terraced. Qualitative evidence suggests that current housing stock does not meet the aspirations of the community, the economy, or families seeking larger properties and that increasing numbers of homes are not meeting the 'Decent Homes' standards. Therefore, a priority for the LDF will not only be to facilitate the delivery of housing but to ensure the correct types and quality of housing are available in the correct locations to support the needs and aspirations of a changing population.
- C.9 The number of households in Crawley increased by 43% from 30,000 in 1981 to 43,000 in 2008. This increase is greater than the growth in population over the same period. Average household sizes have declined from 2.74 in 1981 to 2.41 in 2008. This is consistent with national trends, which have seen shifts in household composition towards smaller household sizes. The change in the number of households between 1981 and 2009 equated to an average of 482 per annum. CLG project a figure of 520 per annum for the period 2008 to 2033 based on 2008 population projections. This implies greater household growth in the future than previously which is again consistent with national trends and which is being driven by population growth and changing household composition.
- Likely evolution without the continued implementation of the Local Development Framework**
- C.10 It is considered that without the development of appropriate planning policies with regard to house size, type, location, affordability and tenure, the disparity between residents housing needs / aspirations and new housing stock will not be addressed.

## What the Local Development Framework can and cannot do

- C.11 If required, planning policy could specify the required housing mix (i.e. tenure, type, size) for development based upon current need and subject to scheme viability. These issues will be explored further through the LDF consultation process and associated dialogue with housing providers, residents and elected members.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
C5	Mix of affordable housing delivered compared to the indicative affordable housing provision by bedroom size identified in the most recent SHMA (1-bed - 20%, 2-bed – 35%, 3-bed – 35%, 4-bed – 10%)	Requirement by bedroom size: 1-bed (474) 43% 2-bed (325) 29.5% 3-bed (286) 26% 4-bed (17) 1.5% (based on 2007/08 Core lettings data)		The greatest demand trend is for smaller homes, but those waiting for larger family homes currently wait the longest for suitable properties.	CBC, first Strategic Housing Market Assessment 2009
C6	Further work is required to identify a suitable housing need mix for the private sector				

**Issue: Affordable housing provision does not match the level of need**

C.12 Affordable housing delivery, as previously reported, has been strong in recent years. However, the numbers of people believed to be in housing need, which includes affordable and intermediate forms of housing, is continuing to increase. Family groups, requiring large housing are currently waiting the longest due to the types of dwellings currently being built in the town (mostly one and two bed properties). One particular group who require attention are those who can afford to pay more than social rented, but cannot afford open market housing. There is therefore a need to provide intermediate forms of housing provision.

**Likely evolution without the continued implementation of the Local Development Framework**

C.13 The Council has existing policies that relate to the provision of affordable housing and therefore, the supply would not necessarily be affected. However, the opportunity to revise targets and update the composition of need may be lost.

**What the Local Development Framework can and cannot do**

C.14 Whilst the Council cannot make developers develop sites in the current climate, it can introduce policies that require the correct tenure, types and mix of housing, in the correct locations, subject to viability. The existing Core Strategy policy requires 40% affordable housing on developments of 15 units or more or on developments over half a hectare in size.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
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C7

2008/09  
1 bed (singles and  
couples)  
= 1279  
2 & 3 & 4 bed (families)  
= 1270  
one & two bed sheltered =  
302  
Total = 2851

increasing faster than  
the need for 1 bed or  
sheltered



**Issue: Land supply in the Borough is limited**

- C.15 As Crawley's boundary is tightly drawn around the built-up area boundary, there is a limited supply of undeveloped and unconstrained land in the Borough. Understandably, this has strong implications for meeting housing need and aspirations. Recent developments have tended to be flatted one and two bed schemes, because of the types of housing sites that are available in the town. Building family and aspirational homes whilst meeting the numerical requirements of the Borough will be dependent upon ensuring the efficient use of land. With the release of the large North East Sector Greenfield site, a significant amount of housing will be able to be provided, but work on housing needs indicates that still more housing will be required to serve the development of the Borough.

**Likely evolution without the continued implementation of the Local Development Framework**

- C.16 Without an updated LDF the Council would not be able to demonstrate a five-year housing supply in the longer term, even with the release of the North East Sector for 1900 dwellings. Whilst windfall sites would continue to come forward, the strateg.6506( )-26948(l)4.60948(s)..65

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
<b>C9</b>	Supply of ready to develop housing sites (5-year housing land supply)	5-year housing land supply (1 <sup>st</sup> April 2011 to 31 <sup>st</sup> March 2016) = 1598	n/a	The 5-year housing land supply has tended to be strong in the past few years, but the effects of the recent economic climate are likely to weaken the delivery of sites in the short and medium terms.	NI 159
<b>C10</b>	New and converted dwellings – on previously developed land (PDL)	2010/11: 82.4% of completions  2009/10 86.9% of completions  2008/09: 86.7% of completions  2007/08: 66.5% of completions		A significantly greater portion of new dwellings were developed on previously development land in Crawley in the last year than in 2007.  2010/11 figures were slightly lower than 2009/10, but the proportion of PDL has remained stable over the last 3 years.	CLG Core Output Indicator H3  Annual Monitoring Report  CLG Housing and Planning Statistics 2009
<b>C11</b>	Average density of new residential development	2010/11 All sites with new development completed: 74dph 10+ units: 74dph <10 units: 38dph  2008/09 All sites – 67.8 dwellings/ha 10+ unit sites - 70.6			Annual Monitoring Report

# Topic Area C

		dwellings/ha Up to 9 unit sites - 40.0 dwellings/ha			
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## **Topic Area D – Economy**

Including: maximising benefits of Gatwick Diamond, vibrant town centres, strong economic growth.

### **Introduction**

D.1 The success of the local economy is an important topic area for the social, economic and arguably the environmental wellbeing of the town. A strong economy is likely to spread wealth among



## Topic Area D

		<p><i>B1c</i>– 1,947m2 net  <i>B2</i> – 368m2 gross  <i>B8</i> – 14,335m2 gross</p> <p><i>2008/09</i>  <i>B1a</i> – 22,819m2 net  <i>B2</i> – 556m2 gross  <i>B8</i> – 2174m2 gross</p>		<p>short term trend is likely to be overturned by a longer term demand for tertiary office space to support the knowledge economy and high-tech industry.</p>	
<b>D2</b>	Employment land available – by type	<p><i>2010/11</i>  <i>B1a</i> – 10.55 Ha  <i>B2</i> – 8.46 Ha  <i>B8</i> – 0.04 Ha</p> <p><i>2009/10</i>  <i>B1a</i> – 13.36 Ha  <i>B1mixed</i> – 8.56 Ha  <i>B2</i> – 5.97 Ha  <i>B8</i> – 0.37 Ha</p>		<p>The total amount of employment floor-space allocated and with permission for development has decreased as fewer planning permissions for development have come forward.</p>	<p>CLG Core Output Indicators: Business Development and Town Centres (AMR)</p>
<b>D3</b>	Total amount of floor-space completed for town centre uses	<p><i>2010/11</i>  Total of 1601m2 gross in the Local Authority</p> <p><i>2009/10</i>  <i>Town Centre</i> – total 622m2 gross  <i>Local Authority</i> - Total 125m2 gross</p>	<p>Crawley has 53% of total office floor-space in the sub-region, but weak demand has left A-grade space vacant</p>		<p>CLG Core Output Indicators: Business Development and Town Centres (AMR)</p>



**Issue: The economic structure of the town is moving from one dominated by large scale airport related business to one where professional services are becoming increasingly strong**

- D.9 Work by the Council suggests that the presence and economic prominence of Gatwick Airport might be concealing potential structural weaknesses in Crawley's economy. This has reportedly left the town poorly placed to capitalise upon the higher value professional sector's potential need for good quality office space in the south east, M25 area, and particularly Crawley. This potential reliance upon a few large-scale businesses, focussed within a limited set of economic sectors may make the town more susceptible to economic cycles and limit the local population's choice of employment and career opportunities. There is however a move towards the professional sector and this is something that the Council should seek to maximise.

**Likely evolution without the continued implementation of the Local Development Framework**

- D.10 As set out below, the LDF's influence over this issue is considered to be limited, however, without up-to-date policies the Council would have even less control over this area and it is likely that the town may continue to be susceptible to the short term market demand for employment space dictated by economic cycles.



		<p>5 – Post and Courier activities = +334 (+21%)</p> <p>Top 5 Declining Sectors</p> <p>1 – Labour recruitment and provision of personnel = -861 (-22%)</p> <p>2 – Manufacture of other food products = -770 (-77%)</p> <p>3 – Scheduled air transport = -753 (-9%)</p> <p>4 – Data processing = -743 (-78%)</p> <p>5 – Activities ancillary to insurance and pension funding = -441 (-51%)</p> <p>(between 2003 and 2005)</p>		
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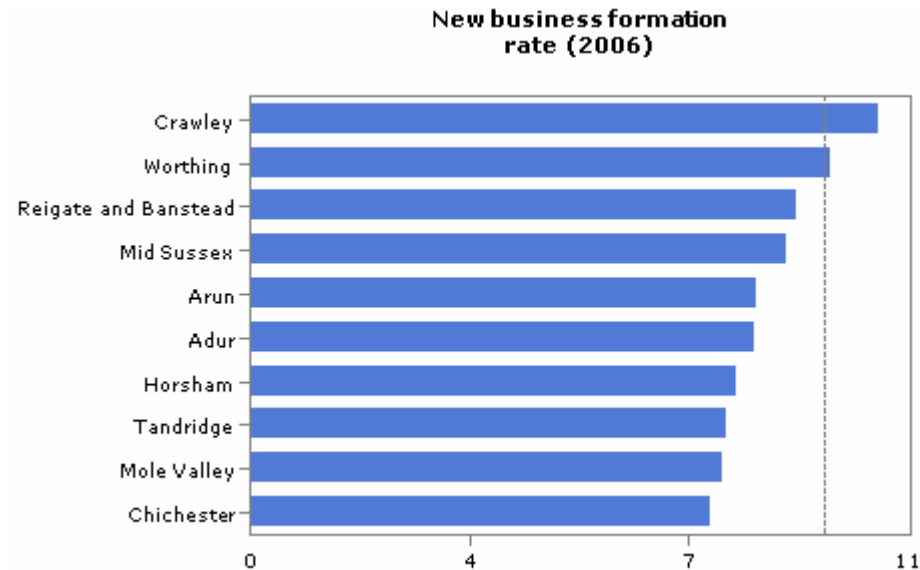
**Issue: The retail sector of the town's economy has been declining in recent years and there is capacity for a step change improvement in the quality of the town centre.**

- D.12 As part of the evidence base for the town centre based policies of the Council's submission Core Strategy (2007), the retail capacity of Crawley's catchment area was assessed on four separate occasions by consultants CBRE and GVA Grimley. These studies concluded that there was significant unmet retail expenditure, and a particular shortfall in quality shopping in the region, and backed up the evidence for the South East Plan. Experian rankings show Crawley has fallen in retail quality in comparison with other centres in recent years. Policy TC1 of the adopted Core Strategy (2008) allocates Town Centre North for a major mixed-use, retail led development. In late 2008, the Council and its then development partner, Grosvenor, were close to finalising a Development Agreement for a proposed scheme. However, the severe recession which emerged during this period resulted in Grosvenor considering the scheme

D.14 There remains an untapped opportunity for mixed-use in the town centre comprising of retail, office, leisure and residential. The centre is a sustainable location for all these uses, placing people and business at the heart of the transport interchange, providing new jobs and homes (including affordable housing) and providing the opportunity to improve the urban environment of the town centre. There is therefore, potential for the out flow of retail expenditure to be reversed with increasing numbers of people travelling to the town centre from outside the Borough, reducing the amount of travel across the region to larger centres further away, and this is an issue that requires further monitoring. Crawley is identified in the Gatwick Diamond LSS as the potential regional centre for the sub region. Establishing a much stronger town centre will also help resist the development of out of centre retail elsewhere in the borough on less accessible sites.

**Likely evolution without the continued implementati**

<p><b>D8</b></p>	<p>New Business registration rate (the proportion of business registrations per 10,000 resident population aged 16 and above)</p>	<p>2008/09 – 47.5 2007/08 – 46.9 2006/07 – 40.8  2002/03 – 47.5</p>	<p>Regional Average 2008 – 60 2007 – 62.9 2006 – 58.9 2002 – 59.3  National Average 2008 – 57.2 2007 – 59.5 2006 – 54.8 2002 – 54</p>	<p>VAT business stock declined in the year 2009/10 by 3.23%. It is assumed that this is a sign of the economic slow down. Evidence suggests Crawley remains an employment hub within the Gatwick Diamond sub-region.</p>	<p>NI 171</p>
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Source: CBC Economy Profile, Local Knowledge; Business start-ups and closures: VAT registrations and deregistrations (2006)

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## Sustainability Appraisal Objective

**Objective Five - To maintain, support and promote a diverse employment base that can serve the local and sub-regional and regional economy.**

## Topic Area E – Natural Environment

Including: countryside, landscape, biodiversity, fauna, flora and soil

*SEA Directive – Biodiversity, Landscape, Air Quality, Fauna, Flora and Soil*

### Introduction

- E.1 Although the Borough is predominately urban, there are small areas of countryside fringing the urban area which are of significant importance to the setting of the town and the biodiversity within and surrounding it. In addition, Greenways are more common within the town than one might expect and these areas, in conjunction with the urban fringe areas, facilitate the movement of wildlife through the town. These areas also play a role in the maintenance of air quality in the town, mitigating against the urban heat island effect, and some of the pollutants associated with an urban area and an international airport. However, in light of development pressure and limited funding for their improvements, the natural environment of Crawley is under particular pressure.

### Relevant Plans, Policies and Programmes

- E.2 For the purposes of this SA Scoping, only the key plans relating to this SA Topic Area are introduced. The list provided is not meant to be exhaustive but to indicate the plans with the most relevance. As SAs are prepared for the subsequent local planning documents, specific policies within the relevant plans will be discussed in more detail. The relevant plans for this Topic Area are:

#### General

- A Sustainable Community Strategy for Crawley 2008 – 2026 (CBC, 2008)
- South East Plan (GOSE, 2009)
- Draft National Planning Policy Framework (CLG, 2011)
- EU Habitats Directive 99/43/EEC(1992)
- Draft National Planning Policy Framework (CLG, 2011)
- The Natural Choice: securing the value of nature (DEFRA June 2011)
- State of the environment 2007, South East England (Environment Agency)

#### Landscape/Countryside

- PPS7 Sustainable Development in Rural Areas (CLG, Aug 2004)
- Landscape Character Assessment - Part 1 (CBC 2011)
- Built-up Area Boundary Background Paper - Guiding Principles (CBC 2009)
- PPG 17 Assessment - Open Space Sport and Recreation Study (PMP July 2008)
- South East Green Infrastructure Framework (LUC 2009)
- West Sussex Sustainability Strategy (2005-2020) (West Sussex Sustainability Forum), 2005

- West Sussex Landscape Character Assessment, (Land Management Guidelines for Northern Vales, High Weald Forests and adjacent High Weald) (WSCC, 2003)

## Biodiversity

- PPS9: Biodiversity and Geological Conservation (DCLG, 2005)
- Planning for Biodiversity and Geological Conservation: A Guide to Good Practice (DCLG, DEFRA and English Nature, March 2006)
- Circular 06/05: Biodiversity and Geographical Conservation - Statutory Obligations and Their Impact Within the Planning System. (DCLG, Aug 2005)
- A Biodiversity Action Plan for Sussex (Sussex biodiversity Partnership, 1998)

### **Issue: The lack of development land is increasing the threat to nature areas, open spaces and green infrastructure within the urban environment**

- E.3 There are no Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites within the Borough. However, the Ashdown Forest SPA and SAC and the Mole Gap to Reigate Escarpment SAC are both within 15 km of the Borough's boundaries, and therefore the Council has published a Screening Report alongside this SA Scoping Report to establish whether the Local Plan will need to be subject to an Appropriate Assessment. Ashdown Forest SPA and SAC are designated for healthland, great crested newts, nightjars and Dartford warblers. Mole Gap to Reigate Escarpment SAC is designated for its box scrub, grasslands, woodlands, heaths, great crested newts and Bechstein's bats. Additional development in Crawley can reasonably be expected to result in an increase in numbers of people visiting these sites, and travelling through them. It is not currently expected that this impact will be significant. For further information on the potential for the local plan to impact these protected environmental assets please view the HRA Screening Opinion accompanying this consultation.
- E.4 The Borough has designated 12 Sites of Nature Conservation Importance (SNCIs) covering 329.8 hectares in total. SNCIs are designated for their local flora and fauna interest and value. These sites incorporate semi-natural woodland, conifer and mixed plantations, copses, hedges, neutral grassland, species rich grassland, heathland, and streams and ponds. Amongst the species found within the Borough are several identified in the Sussex Biodiversity Action Plan (BAP), which are also subject to protection under British and European legislation. These include Kingfishers, Nightingales, Adders, Palmate Newts, Water Shrews, Orange-tip and Holly Blue butterflies.
- E.3 There are local nature reserves

significant number of large environmentally valuable trees scattered throughout the town that are under increasing pressure from development and the availability of funds for maintenance. The loss of these features would alter the character and appearance of the town.

- E.6 When designated as a New Town, Crawley was planned with significant amounts of green spaces within the built up area to provide an attractive layout and to help distinguish between the different neighbourhoods. The 2008 Planning Policy Guidance 17 (PPG17): Open







the preservation of these environmental resources. The impact that new developments will have on climate change can also be reduced through appropriate national and locally specific policies aimed at reducing CO<sub>2</sub> emissions etc.

Indicator No.	Indicator	Crawley Data	SE/England
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## Topic Area F – Transport and Infrastructure

- The Department for Transport's Draft Guidance to Regi

- F.5 In addition to the convergence of the strategic road network at Crawley, two railway lines serve Crawley: the London-Brighton railway, and the Arun Valley railway which branches off the London-Brighton line at Three Bridges and serves Horsham, Arundel and the south coast between Bognor Regis, Portsmouth and Southampton Central. There are currently four railway stations in Crawley:
- Gatwick Airport – located on the London-Brighton line;
  - Three Bridges – located on the London-Brighton line;
  - Crawley – located on the Arun Valley Line; and
  - Ifield – located on the Arun Valley Line.
- All four stations have seen an increase in passenger usage



# Topic Area F

methods that are beyond the planning process (e.g. congestion charging, public transport incentives etc.). The identification of a transport strategy for the town will form an important part of the proposals to mitigate the impact of new development on Crawley's residents and local environment.

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
F1	Congestion – Average journey time per mile during the morning peak				NI 167
F2	Access to services and facilities by public transport, walking and cycling	2010 Accession mapping indicates Crawley has good access to services via public transport. See Maps at Appendix C			NI 175
F3	Working age people with access to employment by public transport (and other specified modes)	2010 Accession mapping indicates Crawley has good access to services via public transport. See Maps at Appendix C	West Sussex – 81% (2008)		NI 176
F4	Local bus and light rail passenger journeys originated in the authority area	TBC	West Sussex - 23642979 (2008/09)		NI 177
F5	Children travelling to school – mode of transport usually used	January 2011 Bus (type not known) – 3.3% Public Service Bus – 4.8% Car – 19.7% Car Share – 6.6% Cycle – 2.7%	(2008/09) WSCC  5-10 Years: Car- 35.6% Car Share – 6.3% Public transport – 2.3% Walking – 53.8%	Data for Crawley indicates a higher proportion of sustainable travel than in 2010. Fewer pupils are cycling to school, but proportions of walking, bus and car-share journeys are	NI 198 West Sussex County Council – Jan 2011



# Topic Area F

		Dedicated school bus – 2.5% Train – 0.1% Taxi – 0.6% Walk – 59.4%	Cycling – 1.7% Other – 0.3%  11-16 Years: Car- 16.8% Car Share – 3.5% Public transport – 27.7% Walking – 43.5% Cycling – 7.9% Other – 0.5%	higher.	School Census
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Number of passengers using Gatwick Airport per annum (and percentage arriving by public transport)

2011 (Q1 and Q2 only): 13.9m (44.3%)

2010: 28.4m (40.4%)

2009: 29.0m (37.5%)

**F6**

Passenger numbers are predicted to increase to reach 40 million passengers per annum in 2018. The percentage of international air passengers at Gatwick has grown faster than that for domestic passengers. Numbers fell in 2010 but indications are that 2011 will show an increase.

CBC

SAAP target for 40% public transport access was met in 2010.

**Issue: The rate of development, particularly residential, requires careful management to ensure that it does not outstrip the Borough's infrastructure**

- F.15 Discussions with key utility infrastructure providers have indicated that the infrastructure should be in place to support the Borough's continued growth within currently planned limits, (with the exception of the trunk road network which would

## Topic Area G - Population, Community Facilities, Cr



Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
G1	Satisfaction of people over 65 with their home	76.1% (2008-09)	SE - 85.5% England 83.9% (2008-09)	<p>Whilst the percentage is lower than the regional and national result it does represent a significant increase from the 53% result of the 2006/07</p> <p>People in Pound Hill South and Three Bridges were more inclined to express satisfaction with their home while those living in Northgate and Bewbush expressed greater levels of dissatisfaction. Younger people were also more inclined to be dissatisfied with their home.</p>	NI 138 2008/09 Place Survey
G2	Percentage who think that older people in their local area get the help and support they need to				

**Issue: The ethnic structure of the population of Crawley is notably diverse in comparison to the national average resulting in specific development demands**

- G.8 Crawley has a larger ethnic minority population than the national average and the average for the South East. The largest minority groups are Asian/Asian British: Indians who represent 4.40% of the population of the Borough; and Pakistani who represent 3.00%. This is in comparison with 2.09% and 1.44% respectively of the national population. Electoral Roll Data recorded 61 different nationalities from the EU and Commonwealth countries alone also highlighting the enormous diversity in Crawley's population. With a wide ranging ethnic structure in Crawley, there needs to be a variety of community facilities (such as places of worship etc) and services to meet specific needs and encourage community cohesion.

**Likely evolution without the continued implementation of the Local Development Framework**

- G.9 Existing policies and the objectives of the Sustainable Communities Strategy do plan for the provision o

All England –  
63.7%

**Issue: Crawley has a high proportion of young children, particularly under 4's, compared with other West Sussex districts but early years provision in the Borough is poor. Those leaving education are not able to participate fully in the local economy.**

- G.11 Crawley is relatively poorly served with 'early years' provision for under 5s with the lowest proportion of childminding places in the county and the second lowest proportion of places in early education and childcare.
- G.12 There are 26 primary schools catering for the needs of Crawley's children aged between 4 and 11 years. Crawley also has six secondary schools: Hazelwick, Holy Trinity CE Secondary, Oriel High, Ifield Community College, St Wilfrid's and Thomas Bennett Community College – providing education to children aged between 11 and 16 and to A-Level standard for 16-18 year olds. The Central Sussex College has a large campus in the town and offers a wide range of professional qualifications and courses. Furthermore, the efforts are underway to establish a university presence in the town.
- G.13 Educational attainment within the Borough tends to be lower at all age groups when compared to the South East averages. In 2008/09 63% of boys and 69% of girls living in Crawley achieved five A\*-C grades at GCSE or equivalent. This compares with 66% and 74% respectively in the South East region as a whole. Similarly, the attainment rates for those between the ages of 16 and 18 years are up





**Issue: There is a need to reduce crime and the perception of crime**

G.16 Recorded crime in the Borough decreased by nearly 18% from 14,677 to 12,083 between 2005 and 2008, and an additional 22% between 2008 and 2011 to 9,410 which equates to around 26 crimes a day. Of the recorded crimes in 2008, 17% (1,600) occurred at Gatwick.

**Table G1: Crawley Crime incidence 2008-2011**

<b>Crawley and Gatwick Airport</b>	<b>2007/2008</b>	<b>2008/2009</b>	<b>2009/2010</b>	<b>2010/2011</b>	<b>Actual difference</b>	<b>Three year % change</b>
Total Crime	12,083	11,155	10,035	9,410	-2,673	-22.1%
Domestic Burglary	276	283	307	326	+50	+18.1%
Vehicle Crime	1,128	1,059	591	787	-341	-30.2%
Criminal Damage	1,790	1,608	1,492	1,372	-418	-23.3%
Public Place Violent Crime	1,619	1,264	1,142	1,174	-445	-27.5%

G.18 Crime patterns and fear of crime vary across Crawley and have different impacts on quality of life and

## **Likely evolution without the continued implementation of the Local Development Framework**

- G.20 There are existing provisions in place relating to Secured by Design and therefore it is unlikely that the continued implementation of the LDF will have a significant impact.

## **What the Local Development Framework can and cannot do**

(number per 1,000 population) (2008/09) 0.3

**Issue: Ensuring better health and healthcare for Crawley**

G.22 The health of town is generally good. For exam

# Topic Area G

on new development and future protection of provision. Ensuring that facilities are in accessible locations and of high quality goes some way to encouraging greater participation in sport

Indicator No.	Indicator	Crawley Data	SE/England Data	Trend	Data Sources
<b>G15</b>	Self reported measure of people's overall health and wellbeing	78.7% in good health	England Average – 76.63% WSC – 80.1%		NI 119
<b>G16</b>	All-age all cause mortality rate	2008-09  Females 451 Males 540	England: 2008/09  Females 480 Males 669	Crawley saw a rise in female mortality from 382 in 2007/08 to 451 but a fall in the male mortality from 580 in 2007/08 to 540.	NI 120 (a-Females & b-Males)
<b>G17</b>	Healthy life expectancy at age 65 (years)	2001  Females 14.8 Males 14.5	South East 2001 Females 15.8 Males 13.7  England 2001 Females 14.5 Males 12.5		NI 137  2001 Census  Office of National Statistics
<b>G18</b>	Adult Participation in Sport	2009-11 – 17.3% 2008-10 – 17.9% 2007-09 – 17.0% 2005/06 – 19.6%	Regional Average – 2009-11 – 23.1% 2007-09 – 23.1% 2005/06 – 22.9% National Average – 2009-11 – 22.3% 2007-09 - 22.1% 2005/06 – 21.6%	This represents a reduction in participation from the result of the first survey carried out in 2005/06 which was 19.6% but an improvement from 2007/08. Crawley has	NI 8  Active People Survey by Sport England

<p><b>G19</b></p>	<p>Amount and type of open space, sport and recreational spaces lost/gained per annum</p>	<p>Data to be provided from evidence base</p>		<p>the lowest level of participation in West Sussex, and lower than the Regional and National averages.</p>	
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## GLOSSARY

### **Affordable Housing**

Housing delivered through a mixture of public and private subsidies to allow a lower market price or rent price than is normal on the open market.

### **Annual Monitoring Report (AMR)**

A document produced annually by the Council to review the progress made against milestones set out within the Local Development Scheme and the performance of planning policies against national and local indicators. The monitoring period runs from the 1<sup>st</sup> April to the 31<sup>st</sup> March each year.

### **Area of Outstanding Natural Beauty (AONB)**

A national landscape designation which aims to conserve and enhance the natural beauty of the landscape.

### **Built-up Area Boundaries**

The boundary where land ceases to be residential.

The portfolio of documents designed to deliver the spatial planning strategy for an area. An LDF will typically comprise of Development Plan Documents, Supplementary Planning Documents, the Statement of Community Involvement, a Local Development Scheme and the latest Annual Monitoring Report.

**Local Development Scheme (LDS)**

The Local Development Scheme (LDS) is a public statement identifying which local development documents will be produced within Crawley'

The South East Plan superseded the adopted Regional Planning Guidance 9 (RPG9) in 2009. The Coalition government intend to abolish regional plans on the adoption of the

**APPENDIX A: CONSULTATION QUESTIONS**

## **APPENDIX B: ENGAGEMENT PARTNERS**

We will consult with all relevant stakeholders during the preparation of the Local Plan and Sustainability Appraisal. We intend to carry out SA through engagement with specific statutory and locally significant partners, with view on aspects of the environmental, social or economic development of Crawley, and it's impact on the surrounding areas. The list below indicates those partners we intend to approach directly to assist with the Sustainability Appraisal of Options and the Preferred Option for the Local Plan.

### **Crawley Borough Council partners:**

Planning Development Management  
Corporate Policy team  
Environmental Health  
Housing

### **Statutory consultees:**

Natural England  
Environment Agency  
English Heritage  
Highways Agency  
NHS Sussex

### **West Sussex County Council:**

Transport and infrastructure  
Education  
Minerals and Waste

### **Minority Forums:**

Older People  
Ethnic Minorities  
Disabled People  
Young Mothers

### **Neighbourhood Forums**

Crawley has 13 Neighbourhoods, each with specific needs and impacts from development proposals

### **Schools**

## APPENDIX C: MAPS





Equalities contact information