



Gatwick Green, Gatwick

Transport Strategy

The Wilky Group

i-Transport Ref: JDW/ITB14440-002C

Date: 02 March 2020

Produced by i-Transport in conjunction with Tony Cross, Empiric Partners

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**i-Transport LLP and Empiric Partners**

Grove House  
Lutyens Close  
Chineham Court  
Basingstoke  
Hampshire  
RG24 8AG

Tel: 01256 338640

Fax: 01256 338644

[www.i-transport.co.uk](http://www.i-transport.co.uk)

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## EXECUTIVE SUMMARY

The Wilky Group (TWG) propose to bring forward an integrated mixed-use development and co-ordinated infrastructure solution to deliver the 47.3 ha (117 acre) site which lies within the heart of the Gatwick Diamond, to the east of Balcombe Road. The site currently forms a part of the land identified for the North Crawley Area Action Plan under policy SD3 of the Draft Crawley Borough Local Plan (DCBLP), January 2020.

This report is being submitted as part of the representations on the Regulation 19 DCBLP. The note identifies that the site is well located in a sustainable location, where public transport, walking and cycling can be readily accommodated and enhanced.

The scheme will bring forward a package aimed at delivering non car access as a priority, whilst ensuring the local highway network can accommodate predicted vehicular traffic. While some car borne traffic is inevitable, measures will be put in place to ensure trips are completed as sustainably as possible.

The transport package will include:

- Delivery of on-site public transport (Fastway) provision, with all the site within a short walk to an interchange hub;
- Contributions towards strengthening existing Fastway and bus routes and delivery of targeted Fastway / bus infrastructure, including bus priority and transit routes;
- Delivery of a network of pedestrian and cycle routes across the site, to put walking and cycling at the heart of the development;
- Contribution towards enhancing existing pedestrian and cycle routes, plugging the 'missing gaps' and connecting to / delivery of the Crawley Local Cycling and Walking Infrastructure Plan;
- A defined strategy to link the site with Crawley town centre, Horley, Forge Wood, Manor Royal, Three Bridges and Gatwick Airport;
- Delivery of infrastructure designed to accommodate current modes of travel as well as future modes and cater for changing attitudes towards travel;
- A site access strategy suitable for accommodating all models of travel, designed to maximise non car modes, whilst minimising impacts on the local road network;

- An ability to link to / integrate with wider sustainable transport networks being pursued by the council (e.g. western link road public transport);
- A strategy to deliver Electric Vehicle charging for all occupiers, including freight movements, users of the development, visitors and residents; and
- A Full Travel Plan and associated environmental strategy.

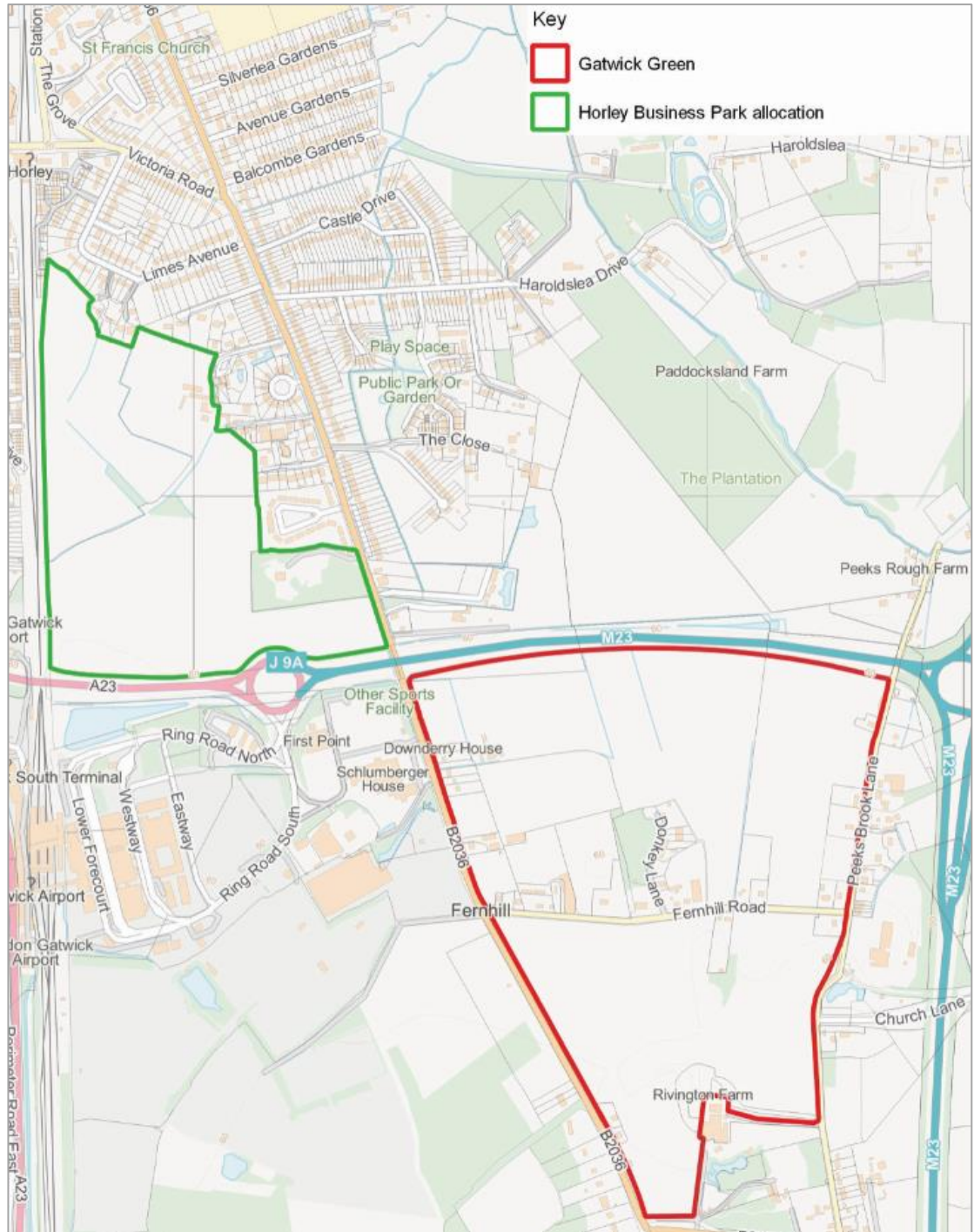
The proposal will link new and existing residential development with employment opportunities through infrastructure and transport services that cater for carbon neutral modes of travel, potentially reducing reliance on the private car and in line with the concept of Mobility as a Service, (MAAS).

## SECTION 1 INTRODUCTION AND BACKGROUND

### 1.1 Background

- 1.1.1 This Transport Strategy is submitted as supporting evidence to the Regulation 19 DCBLP on behalf of The Wilky Group (TWG), which has a long-standing interest in the promotion of strategic employment land within the Crawley Borough Council (CBC) area.
- 1.1.2 The report is not intended to be a full Transport Assessment, rather it is a high level assessment identifying an access and mobility strategy to demonstrate that the site can be accessed in a sustainable manner. It also shows that there are no 'showstoppers' to delivering development, in terms of access and residual impacts. A full Transport Assessment will be provided in due course.
- 1.1.3 TWG owns 47.3 ha (117 acre) of land east of Gatwick Airport and south of the M23 spur road between Junctions 9 and 9a. This forms part of a larger site of 59ha which is being promoted by TWG for employment.
- 1.1.4 The site is located to the east of the B2036 Balcombe Road. The site is bordered by the M23 to the north, Peeks Brook Lane to the east and the B2037 Antlands Lane to the south. Fernhill Road provides an east/west route through the middle of the site and Gatwick Airport and Gatwick Airport Station are located to the west of Balcombe Road.
- 1.1.5 A site location plan can be found at **Figure 1** with an extract shown at **Image 1.1**.

Image 1.1: Site Location Plan



Source: Savills

- 1.1.6 In the adopted Crawley Borough Local Plan 2015 (CBLP), the Wilky land south of the M23 spur road (about 47.3 ha / 117 acres) forms a small part of the land that is 'Safeguarded' for a second runway at Gatwick Airport: TWG's land is required for landside facilities. Consequently, the Council has been unable to allocate the land and instead designated it as part of an Area of Search for a Strategic Employment Location (SEL) under adopted Policy EC1 (Sustainable



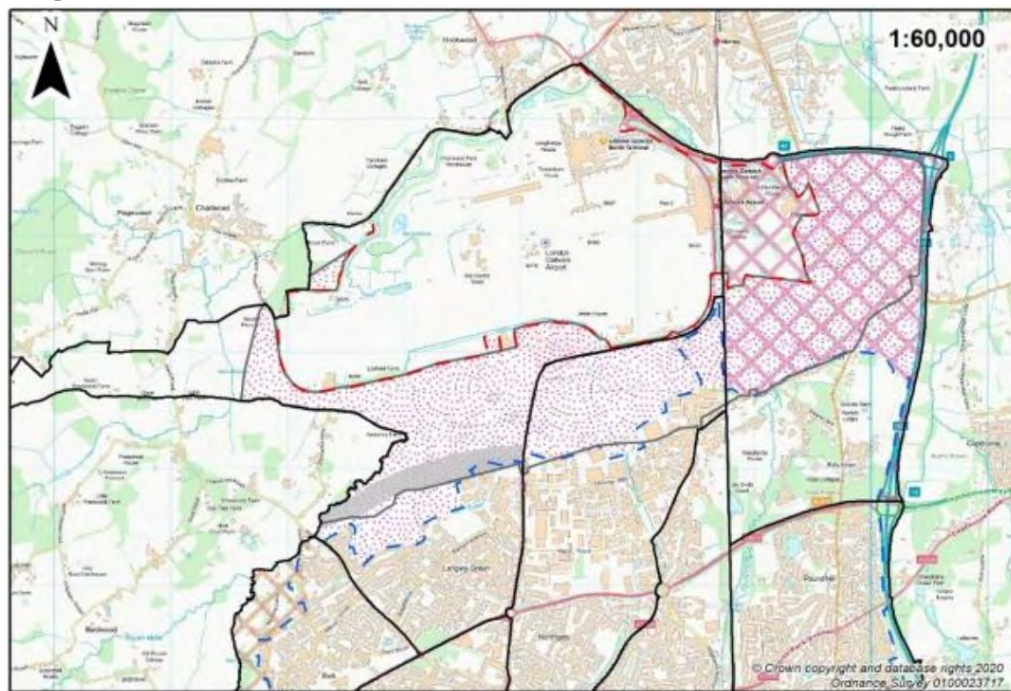
Economic Growth). In the event there is no longer justification to safeguard land for the second runway, the Council intended to select one or more SELs. TWG’s landholdings within the Area of Search make it a major stakeholder in the future of the local economy and its continued and sustainable economic growth.

- 1.1.7 The DCLBP (January 2020) has removed adopted Policy GAT2 that safeguarded land for the second runway: this was on the basis that future runway capacity has been provided at Heathrow and so there is no longer a national policy requirement to safeguard land at Gatwick. The DCLBP identifies the former safeguarded land for a future Area Action Plan (AAP) under Policy SD3 (North Crawley Area Action Plan). The AAP will address the land requirements for strategic employment, housing, infrastructure and other community uses, alongside any critical needs associated with the Airport. The intention is that the AAP will allocate land for these uses and is to be started soon after the adoption of the DCBLP, which is expected at the end of 2020.

**Local Plan / AAP**

- 1.1.8 The area has been designated as part of an AAP under Policy SD3 North Crawley AAP of the DCBLP (2020). This is shown on **Image 1.2**.

**Image 1.2: AAP Area**



- North Crawley Area Action Plan (Policy SD3, CL8, EC1, H1, ST4)
- Gatwick Airport Boundary (Policy EC1, EC2, GAT1 - GAT3)
- Previously Safeguarded Land - Amended to Gatwick Airport Master Plan 2019 (Policy SD3)
- Indicative Search Corridor for a Western Link Road (Policy ST4)
- Built-Up Area Boundary (Policy CL5 & EC12)
- North East Crawley Rural Fringe (Policy CL8)
- West of Ifield Rural Fringe (Policy CL8)

Source: Draft Crawley Borough Local Policy Map, January 2020

## 1.2 Development Proposal

1.2.1 TWG propose to bring forward an integrated mixed-use development and co-ordinated infrastructure solution to deliver the 47.3 ha (117 acre) site which currently forms part of the land that is proposed for an AAP:

1.2.2 Whilst still at an early stage, it is anticipated that the development could comprise the following:

- Circa 160,000sqm GEA of B8 (Warehousing, distribution and logistics);
- Circa 52,500sqm GEA of B1 (Office / employment use);
- Circa 52,500sqm GEA of C1 (Hotel use);
- Supporting education uses for apprentices and staff training;
- Ancillary facilities including an integrated amenity centre including ancillary shopping, leisure, dining and community facilities (this could include a café / restaurant / bar / children's nursery / local convenience store /gym or wellbeing centre);
- High quality open space with mobility interchange hub;
- Sustainable mobility at the heart of the masterplan design, with dedicated public transport, pedestrian and cycle infrastructure; and
- Ancillary car parking with Electric Vehicle Charging facilities.

1.2.3 A copy of the emerging development framework plan is included at **Appendix A**.

1.2.4 The development will provide a range of high-quality employment opportunities that widen and deepen the skill base of residents in Crawley and its immediate neighbours. This will reduce levels of "out-commuting" and therefore the length of trips. Shorter journeys are made more easily by the active modes, walking and cycling and potentially, personal electric transport.

1.2.5 The site provides the opportunity to plan development and sustainable transport comprehensively with new employment and residential locations linked, to avoid "piecemeal" growth which focusses on the exclusive needs of individual sites and occupiers.

1.2.6 The proposal is of a scale which has the value necessary to deliver investment in innovative and carbon neutral transport services and infrastructure.

## 1.3 Mobility Strategy

- 1.3.1 TWG is committed to delivering a development which is in line with the Authorities' aspirations to establish a multi-modal, comprehensive and flexible Sustainable Transport Strategy which is phased in line with new development.
- 1.3.2 Given its sustainable location within Crawley's boundary and close to existing employment areas and neighbourhoods, there is an opportunity to link the site into established bus and Fastway routes and the emerging Fastway development programme. Opportunity also exists to maximise pedestrian and cycling links, especially those identified within the Crawley Local Walking, Cycling and Implementation Plan (LCWIP).
- 1.3.3 Sustainable mobility can be delivered in unison with some limited new road links and highway improvements to address gaps in the highway network, provide alternative route choices and additional capacity, however these type of improvements should not be primarily aimed at expanding capacity for private car use, but would assist in providing flexible transport corridors, including priority for low emission vehicles, e.g. hydrogen buses operating on the Fastway network and high occupancy electric transit.
- 1.3.4 A strategy to assist in the delivery and integration of Mobility as a Service (MaaS) into the local area including the facilitation of innovative new mobility service providers such as; ride sharing, e-hailing bike hire and sharing, car sharing services as well as on-demand "pop-up" bus services, with a large focus on the first and last mile of trips.
- 1.3.5 The site would also be supported by a Full Travel Plan and associated environmental strategy with the aim to promote the use of sustainable travel options, including measures such as car clubs, digital travel platforms.
- 1.3.6 Figure 2 identifies how the site could be delivered and connected to wider sustainable infrastructure measures as part of a comprehensive Borough-wide approach to planned development.
- 1.3.7 The proposed access strategy, traffic impact and sustainable transport strategy are subject to ongoing discussions with WSCC Policy Local Highway Authorities, (WSCC and SCC), Highways England (HE), Crawley Borough Council (CBC) and the local Fastway and bus operator, Metrobus.
- 1.3.8 In preparing the Transport Strategy, the following has been considered:

- Crawley New Directions; Transport and Access for the 21<sup>st</sup> Century;
- Draft Crawley Borough Council Local Plan 2020 – 2035;
- The Local Transport Plans of Crawley Borough Council (CBC) and West Sussex County Council (WSCC);
- The proposals within the Crawley Borough Council (CBC) Growth Programme;
- The recently published Gatwick Airport Limited (GAL) Masterplan which proposes the intensification of use of the existing emergency runway;
- The Development Consent Order for Gatwick Airport as submitted (28 August 2019) has been reviewed. The currently identified improvements (see reference below at para 1.3.9) are noted and any additional information will be examined and proposals considered as the DCO progresses;
- The committed and proposed measures which form part of the Coast to Capital Growth Fund and, in particular, those indicated in the Gatwick 360 Strategic Economic Plan;
- The emerging Transport Strategy for the South East;
- The Network Rail improvements to Gatwick Railway station which have recently been announced and are expected to begin in May 2020 with completion due in 2023;
- Priorities and future aspirations of the transport network providers and operators;
- The committed and proposed development in the area, which includes promoted strategic schemes at pre-planning stage;
- Guidance and best practice, including Manual for Streets (MfS) and Manual for Streets 2 (MfS2); and
- Changing travel behaviours and likely future travel patterns.

1.3.9 The Development Consent Order for Gatwick Airport (August 2019) identifies the following in terms of highway capacity improvements:

***“Traffic conditions approaching Gatwick and Crawley will be substantially improved by the completion of the Highways England M23 Smart Motorway project. This project will add an extra running lane between M23 junctions 8 and 10 and on the westbound M23 Spur from junction 9 to 9a. This will help to reduce peak congestion and accommodate traffic growth. It will also introduce the latest technology for incident management and traffic control.*”**

*However this, and the growth in road traffic, will place additional pressure on the capacity of South Terminal entry roundabout (M23 Junction 9a) and the North Terminal entry roundabout, and the capacity at both junctions will therefore need to be increased to improve traffic flow. We are undertaking a planning and design process for proposed improvements that includes local widening on junction entry/exit lanes, adding signals to existing roundabouts and enhanced signing.”*

## 1.4 Structure of Report

1.4.1 In line with the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this report considers the transport implications that may arise from allocating Gatwick Green for employment, and to consider the proposal in the context of relevant transport policy.

1.4.2 Specifically, the report considers the three critical tests outlined in paragraph 108 of the National Planning Policy Framework:

- Will safe and acceptable access be provided to the site for all modes?
- Will the opportunities for sustainable travel be taken up?
- Will there be a ‘severe’ residual cumulative transport impact?

1.4.3 The remainder of this report is structured as follows:

- **Section 2** – sets out how the proposal is in line with and consistent with national and local policy;
- **Section 3** – summarises the potential access strategy;
- **Section 4** – sets out the sustainability credentials of the site and how sustainable travel will be encouraged;
- **Section 5** – identified how the likely traffic impacts will be assessed; and
- **Section 6** – summary and conclusion.

## SECTION 2 POLICY COMPLIANCE

### 2.1 Introduction

2.1.1 As part of the ongoing assessment of the site and to influence any future Transport Assessment a review of both national and local policy has been undertaken and reported in this section.

### 2.2 National Policy

2.2.1 In line with the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this report has considered the transport implications that may arise from allocating Gatwick Green for employment, and to consider the proposal against relevant transport policy.

2.2.2 Specifically, the report identifies that:

- Safe and acceptable access can be provided to the site for all modes;
- The site is in a sustainable location and the opportunities for sustainable travel will be promoted and taken up; and
- Future work will show that the impacts arising from the proposal will be cost effectively mitigated and that the proposal will not lead to a 'severe' residual cumulative transport impact.

### 2.3 Local Policy

2.3.1 Local Policy will form a large part of the Transport Assessment and the following local policies will be considered as part of the assessment.

#### **Draft Crawley Borough Local Plan (DCBLP), January 2020**

2.3.2 The DCBLP makes a commitment to assess, through an Area Action Plan (AAP), how land that has been subject to safeguarding can most appropriately be used for to ensure the planned future growth needs of the airport can be properly considered alongside other development and infrastructure needs in Crawley.

2.3.3 TWG welcomes the Sustainability Objectives together with the Policies set out in the Sustainable Transport chapter of the Draft Crawley Borough Local Plan (DCBLP). It is recognised that the

policies attempt to balance the aspirations for growth and new development with the need to minimise carbon emissions and the impact of travel on climate change and air quality.

2.3.4 The Crawley Borough Council Local Plan Review Sustainability Appraisal and Strategic Environmental Assessment (December 2019) includes an assessment of the North Crawley Area Action Plan Area (Policies SD3 and EC1), within which the Gatwick Green site is located. As set out in the tables included at Appendix E of the Submission Local Plan Site Allocations and Designations, it is identified that the Gatwick Green site is in a sustainable location and that:

- There is an opportunity through the AAP approach to ensure that new development is sustainably located to cluster with existing employment sites and to maximise access to sustainable transport links;
- Development could be designed with climate change adaptation in mind;
- A sustainable location within Crawley's boundary and close to existing Main Employment Areas and neighbourhoods presents an opportunity to link into established bus and Fastway routes and maximise pedestrian links and as such would perform positively against the "promoting sustainable journeys indicator";
- Appropriately sized employment development creates the opportunity for a wider provision of infrastructure, serving the site and possibly wider needs; and
- Development within the AAP area would be well placed to link the existing employment areas at Manor Royal and Gatwick Airport and residential areas of Langley Green, Three Bridges and Forge Wood, via enhanced sustainable transport, including Fastway, bus, pedestrian and cycle networks.

2.3.5 For ease of reference the North Crawley Area Action Plan Area (Policies SD3 and EC1) sustainability appraisal matrix is included as **Appendix B** of this report.

2.3.6 In committing to new development east of Gatwick Airport, TWG has considered the part that new employment will play in reducing the level of car-borne journeys and the means by which residents and those working in Crawley, travel around the area. This has generated a set of principles and infrastructure concepts which partially address the consultation questions and promotes a vision for Crawley, linking growth with improvements to sustainable transport which, so far as possible, achieve carbon neutral travel.

2.3.7 TWG has sought, in discussion with existing transport and network providers, to “operationalise” key delivery principles to demonstrate that new employment at Gatwick Green would significantly contribute to the simultaneous delivery of growth and a reduction in carbon emissions.

2.3.8 TWG is supportive of the following additional measures which would assist in addressing the question defined in the Sustainable Transport chapter of the Regulation 18 Draft Local Plan “*In what key ways would you like transport in Crawley to be different in 2035*”:

- A transit service which is consistent and complementary with existing bus routes operated by zero emission vehicles and capable of conversion to a more sophisticated Guideway system;
- Dedicated infrastructure along newly identified routes which would function as a Flexible Transport Corridor, (FTC) linking development sites with existing interchanges and destinations. These routes would encompass the latest thinking in terms of flexible movement using e-bikes, e-scooters (subject to legislation), and “personal transport” solutions, which will form the basis of movement. Such carbon neutral / low-carbon solutions would help to mitigate the causes of climate change and improve urban air quality, currently a key national objective;
- High quality and strategically located transport interchanges with a focus on sustainable modes. The concept of “super-hubs” is consistent with this aspiration; and
- New road infrastructure to accommodate all travel modes and to bypass existing congestion hotspots. The principle is to plug gaps rather than significantly expand capacity. In this context, TWG believes that the answer to the consultation question “*would a Western Relief Road be a benefit to the town*” rests on its capacity to accommodate the full range of transport modes.

2.3.9 The Crawley Infrastructure Plan identifies potential improvements to the road, rail, pedestrian and cycle networks. It is stated that these would be funded through:

- The Crawley Area Transport Package;
- Developer funding through Community Infrastructure Levy;
- Section 106 funding;
- Strategic Economic Plan funding; and



- WSCC bids for funding.

2.3.10 TWG notes and supports the approach to funding the required improvements identified within the Infrastructure plan. It is accepted that the proposed infrastructure will be funded through a variety of mechanisms and will be undertaken following agreement with WSCC, SCC, HE and CBC as necessary.

## 2.4 Policy Ambitions

2.4.1 The strategy adopted by TWG to promote walking and cycling is consistent with national and local policies, including:

- New Directions for Crawley;
- Crawley Infrastructure Plan;
- Local Cycling and Walking Infrastructure Plan (LWCIP);
- Surrey County Council Local Transport Plan; and
- Reigate and Banstead Local Plan – Core Strategy.

### New Directions for Crawley (January 2020)

2.4.2 New Directions for Crawley is a developing strategy which outlines a vision, defines the current situation and presents issues and options for the Borough. A multi-modal transport study will be undertaken which will inform a detailed action plan. This document provides information on Crawley's Local Plan, West Sussex Transport Plan, Cycling and Walking and other items such as Climate and Electric Vehicles.

2.4.3 Section 4 of this report confirms that proposed development at Gatwick Green is in line with the ten-point plan setting out how the vision can be delivered, namely by:

- 1 Locating development in close proximity to existing residential (Crawley and Horley) and employment (Manor Royal and Gatwick) development and within an area suitable for taking up sustainable travel modes;
- 2 Investing in cycle infrastructure to improve connectivity;
- 3 Providing modern bus / Fastway SuperHubs within the development;
- 4 Linking to existing local rail stations via multiple modes of transport;

- 5 Managing the demand for on-site parking;
- 6 Investing in pedestrian and cycle structure and linking into the LCWIP;
- 7 Implementing a Travel Plan, with potential for initiatives such as a car club on site;
- 8 Providing electric vehicle charging points on site for employees, visitors and other users;
- 9 Ensuring that employees of the site are aware of digital travel platforms and that the on-site infrastructure incorporates MaaS; and
- 10 The delivery of a site wide Travel Plan and delivery and services management plan aimed at promoting smart working practices and reducing general development impacts.

2.4.4 In addition to the above, TWG has made representations to the consultation on the New Directions document. For ease of reference these are included at **Appendix C**.

#### **Crawley Infrastructure Plan (January 2020)**

2.4.5 The Crawley Infrastructure Plan (January 2020) sets out that the current provision and the future studies and plans for infrastructure in Crawley. As part of this plan, details are provided for walking and cycling improvements.

2.4.6 The plan currently sets out that there are current links to the town centre, Manor Royal and Gatwick, however although there is a good cycle network there are gaps between routes and therefore there is potential for further improvements to the cycle network. Notwithstanding this there are new footpaths and cycle routes being provided as part of Forge Wood (Crawley North East Sector) which link to existing networks. The future studies and plans for walking and cycling in Crawley include:

- Implementation of improvements to the cycle network; and
- Crawley Borough Council is currently developing an LCWIP (Local Cycling and Walking Infrastructure Plan). This will identify approximately 10 routes for further development following a 6-step process prescribed by the Department for Transport (and will include cost estimates).

#### **Local Cycling and Walking Infrastructure Plan (LWIP) – As part of New Directions**

2.4.7 A Local Cycling and Walking Infrastructure Plan (LCWIP) has been prepared to improve access and connections between existing neighbourhoods and proposed new development. New Directions provides a useful guide to the routes which are subject to proposed extension or

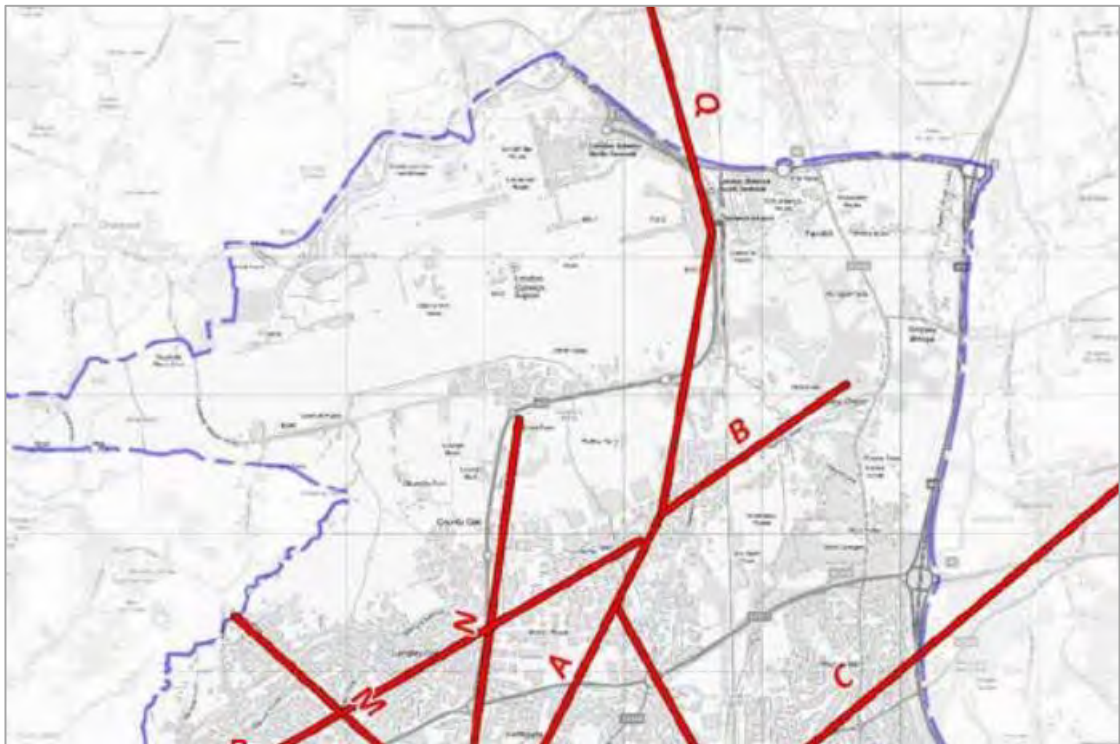
improvement to achieve safe, prioritised and direct cycle and pedestrian links between residential, employment and other amenities.

2.4.8 The first stages of the Crawley LCWIP were completed in December 2019 and identifies a number of movement corridors. The corridors in the vicinity of the site shown on **Image 2.1**. This identifies that the site is located in close proximity to corridors:

- 'A - Gatwick Airport to Town Centre via Manor Royal and Northgate'
- 'B - Forge Wood to Manor Royal' and
- 'Q - Gatwick Airport to Horley'

2.4.9 These corridors provide opportunities to travel from the site to key local destinations and the centres of Crawley and Horley.

**Image 2.1: LCWIP Movement Corridors**



Source: Extract from Crawley LCWIP Movement Corridors – Crawley New Directions

2.4.10 Further analysis will be undertaken to determine the best way to link Gatwick Green with existing and proposed pedestrian and cycle routes.

### Surrey County Council (SCC) Transport Plan (2011-2026)

2.4.11 The SCC Local Transport Plan is the third Local Transport Plan for the County and proposes strategies up to 2026. The objectives of the Transport Plan include:

- ***“Effective Transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.***
- ***Reliable Transport: To improve the journey time reliability of travel in Surrey.***
- ***Safe Transport: To improve the journey time reliability of travel in Surrey.***
- ***Sustainable Transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.”***

2.4.12 There are number of transport strategies which form part of the Surrey Transport Plan which include:

- Cycling Strategy;
- Local Transport Strategies and Forward Programmes;
- Parking Strategy;
- Passenger Transport Strategy Part 1 – Local Bus;
- Passenger Transport Strategy Part 2 – Information;
- Rights of Way Improvement Plan;
- Surrey Rail Strategy; and
- Travel Planning Strategy.

### Reigate and Banstead Local Plan – Core Strategy

2.4.13 The Reigate and Banstead Core Strategy provides a spatial strategy for Reigate and Banstead over a 15 year period until 2027. It covers a wide range of planning issues, including economic development, regeneration, housing, environmental protection, transport, health and education.

2.4.14 Area 3 is the most southern area and borders with West Sussex County Council. The core strategy notes that the DMP will confirm employment land designations for Area 3 (which includes Salfords and Horley) in addition to the wider Gatwick Diamond area.

2.4.15 Policy CS17: Travel options and accessibility provides information on how the local area will be developed. Key parts of the policy include:

- ***“Improving the efficiency of the transport network by:***
  - ***To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.***
  - ***Delivering improvements to the road network to meet all street users’ needs, enhance accessibility along key corridors and accommodate the forecast increase in journeys.***
- ***Facilitate sustainable transport choices, by:***
  - ***Improving travel options through enhanced provision for bus, rail, walking, cycling and bridleways***
  - ***Promoting walking and cycling as the preferred travel option for shorter journeys***
  - ***Promoting non-car travel***
  - ***Requiring the provision of travel plans and transport assessments for proposals which are likely to generate significant amounts of movement.”***

2.4.16 The policies and strategies adopted by SCC and RBBC will be taken into account to ensure that cross boundary travel from Gatwick Green can be accommodated by the most sustainable transport modes.

## SECTION 3 ACCESS STRATEGY

### 3.1 Introduction

3.1.1 The site is located to the east of the B2036 Balcombe Road. The site is bordered by the M23 to the north, Peeks Brook Lane to the east and the B2037 Antlands Lane to the south. Fernhill Road splits the site and routes from west to east.

3.1.2 It is assumed that the allocation for employment use in the Reigate and Banstead Development Management Plan under HOR9 (Horley Business Park) adjacent to Junction 9A, north of the M23 spur) will only have limited access onto Balcombe Road. This is consistent with the adopted Local Plan which states that “the Balcombe Road junction can only be used for emergency services, public transport, other sustainable transport modes and a ‘limited’ number of registered vehicles for employees”.

3.1.3 South of the M23 spur, the site has ample frontage onto Balcombe Road, both north and south of Fernhill Road. It is currently proposed that two separate access points will be provided into the site from Balcombe Road i.e. no direct access to the M23, M23 spur or Junction 9A.

3.1.4 The two junctions would be linked by an internal spine road via Fernhill Road providing a multi modal corridor through the site. This will deliver a permeable access solution as well as the opportunity to provide Fastway penetration through the site.

3.1.5 All junctions have been designed based on the latest guidance and best practice. The accesses have been sized to accommodate likely traffic flows associated with the proposed development. This has been based on trip generation rates, derived from TRICS which will be reviewed as the mobility strategy comes forward.

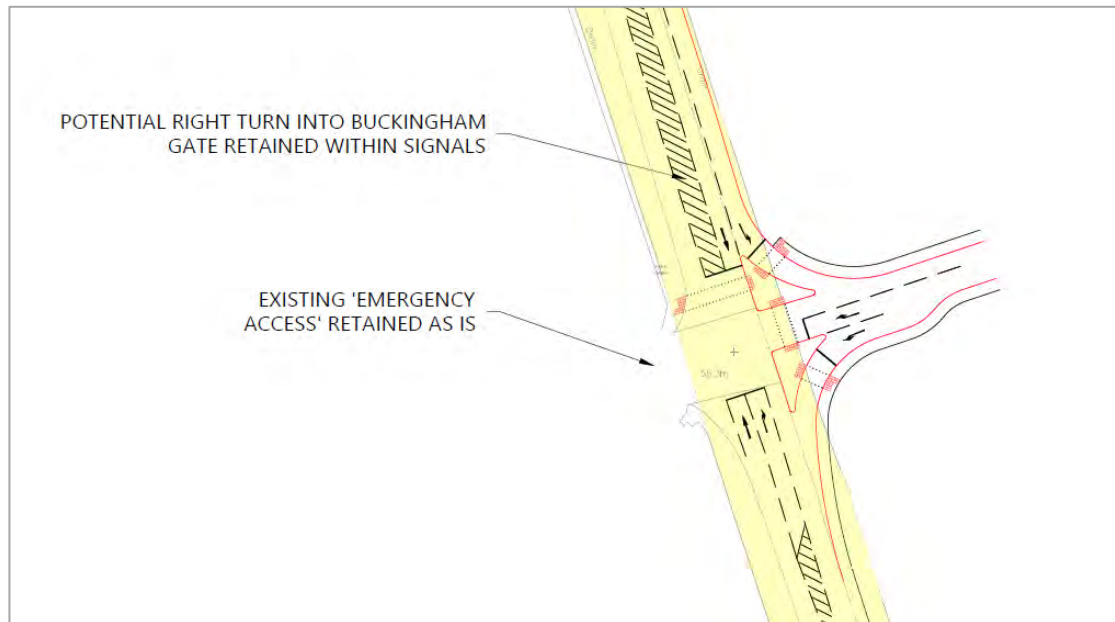
3.1.6 Along with the potential to provide non-car mode access as part of the two vehicular access points identified, additional dedicated pedestrian and cycle points of access, and associated crossing points will be provided.

### 3.2 Northern Access

3.2.1 To gain access into the northern land parcel it is proposed to provide a new signal junction arrangement. On each approach of the junction there would be two lanes to allow for all

directions of traffic. The proposed access arrangement is shown indicatively below on **Image 3.1**.

**Image 3.1: Potential Northern Access Arrangement**



**3.2.2** The proposed access would allow for the integration of the existing access into Buckingham Gate (to the west of Balcombe Road) if necessary. This could be either in the form of a full, restricted or emergency access arrangement.

### **3.3 Southern Access**

**3.3.1** In order to gain access into the southern land parcel it is proposed to provide a new three arm roundabout. This arrangement is shown indicatively at **Image 3.2**.

**Image 3.2: Proposed Southern Site Access**



### 3.4 Antlands Road

3.4.1 Access opportunities using the frontage of Balcombe Road and Antlands Road are also being explored. The development at Forge Wood has identified potential improvements at this junction, the delivery of Gatwick Green could bring forward additional land including the opportunity to provide priority to Fastway services, pedestrian and cycle routes into the site.

### 3.5 Additional Accesses

3.5.1 Additional points of access will be considered as the scheme is developed, but could include:

- Additional discreet points of access onto Balcombe Road;
- Secondary access points onto Fernhill Road;
- Access from Antlands Road; and
- Emergency / limited access onto Peeks Brook Lane.

3.5.2 As part of future iterations of the access options identified above and in line with discussions with transport operators, public transport access into the site will either be in the form of



dedicated routes, i.e. bus gates, bus priority at the key junctions, and on the approaches to site access/egress.

### 3.6 Operational Assessments

3.6.1 All junctions have been designed in accordance with latest guidance and best practice and initial assessments have been undertaken of the two access points identified above. Based on anticipated future traffic flows on Balcombe Road (including those associated with potential HOR9) and expected traffic generation from the site.

3.6.2 Both access options would provide a high-quality access to the proposal and critically would do so without introducing any significant detriment to the operation of Balcombe Road.

3.6.3 Any planning application will be accompanied by a Construction and Environmental Management Plan (CEMP) which will ensure that all the junctions and proposed development can be delivered with minimal impact on the highway network. The CEMP may include the identification of temporary construction access points, as part of any measures to minimise impacts.

### 3.7 Summary

3.7.1 In the context of the NPPF transport tests, it is demonstrated that the site benefits from two deliverable points of access that ensure that safe and suitable access to the site can be delivered for all modes.

## SECTION 4 SUSTAINABLE TRANSPORT STRATEGY

### 4.1 Development Philosophy

4.1.1 The overarching transport strategy for Gatwick Green is to ensure people can reach the new facilities by appropriate transport modes, promoting sustainable travel as part of a lifestyle choice allowing employees and visitors to access the site by foot, cycle and public transport. The aim is to reduce the use of private cars for shorter journeys from the neighbouring residential areas and those further afield through high quality public transport (transit system), including Fastway.

4.1.2 At the heart of the development philosophy will be a transport strategy aimed at maximising sustainable transport opportunities, whilst acknowledging that there will still be a residual demand for vehicular access, supported by local mitigation schemes on the road network. To ensure a consistent approach to the delivery of new transport services and infrastructure across borough/county boundaries, TWG is committed to working in collaboration or partnership with the local planning and highway authority, Highways England and relevant agencies such as the Coast to Capital LEP and Transport for the South East (TfSE).

4.1.3 This section describes the existing transport conditions in the area, including the opportunities for walking, cycling and public transport.

### 4.2 Walking and Cycling

#### Walking Distances

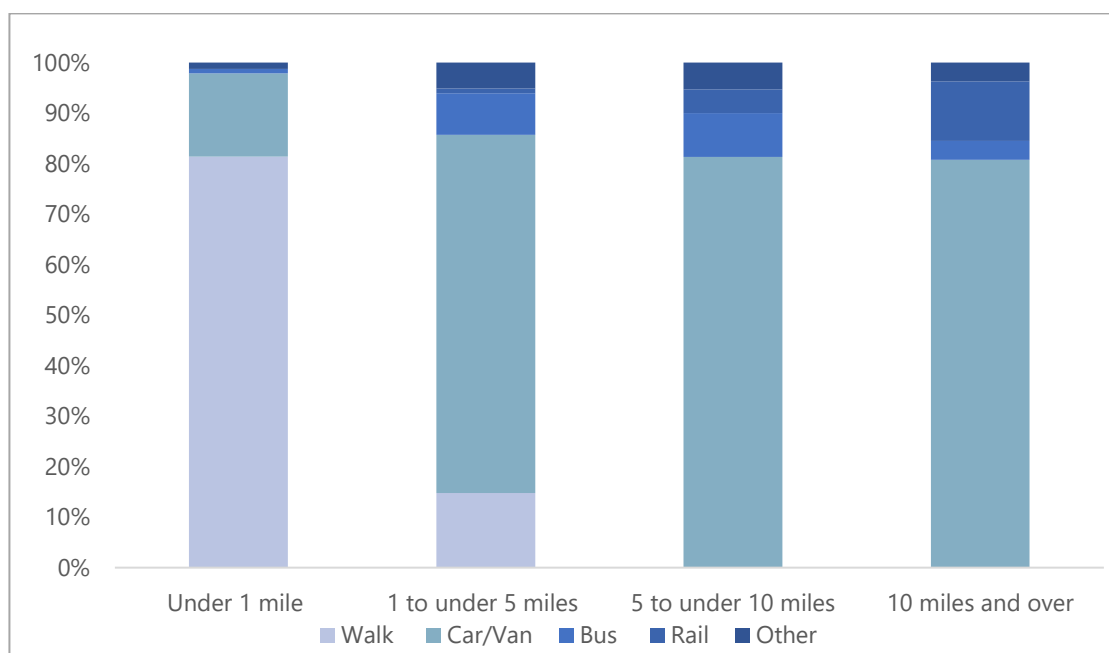
4.2.1 Paragraph 4.4.1 of the Manual for Streets identifies that ***“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas” and “this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”***

4.2.2 It is important to note that 2km is not however a maximum walking distance. Historically, the Design Manual for Roads and Bridges (DMRB) TD91/05 “Provision for Non-Motorised Users” at paragraph 2.3 has stated that:

***“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.***

- 4.2.3 Whilst TD91/05 has been superseded there is no evidence to suggest that is not still the case.
- 4.2.4 These distances are corroborated by the National Travel Survey (NTS) 2018 which identifies the mode share journeys of different lengths (Image 4.1) and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

**Image 4.1: Mode Share of Trips by Main Mode for Different Trip Lengths**



Source: National Travel Survey: England 2018

- 4.2.5 Providing development within one mile (1.6km) of existing and emerging development areas will provide the greatest opportunity for a significant proportion of trips to be made on foot.
- 4.2.6 A mile is not however, the maximum that people are prepared to walk and should not imply that development must be located within that distance of all amenities. The NTS data (Image 4.1) identifies that a significant proportion (around 31%) of journeys between one and two miles are undertaken on foot i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km). This demonstrates that walking is a realistic and viable travel option for many people for such journeys.

### Cycling Distances

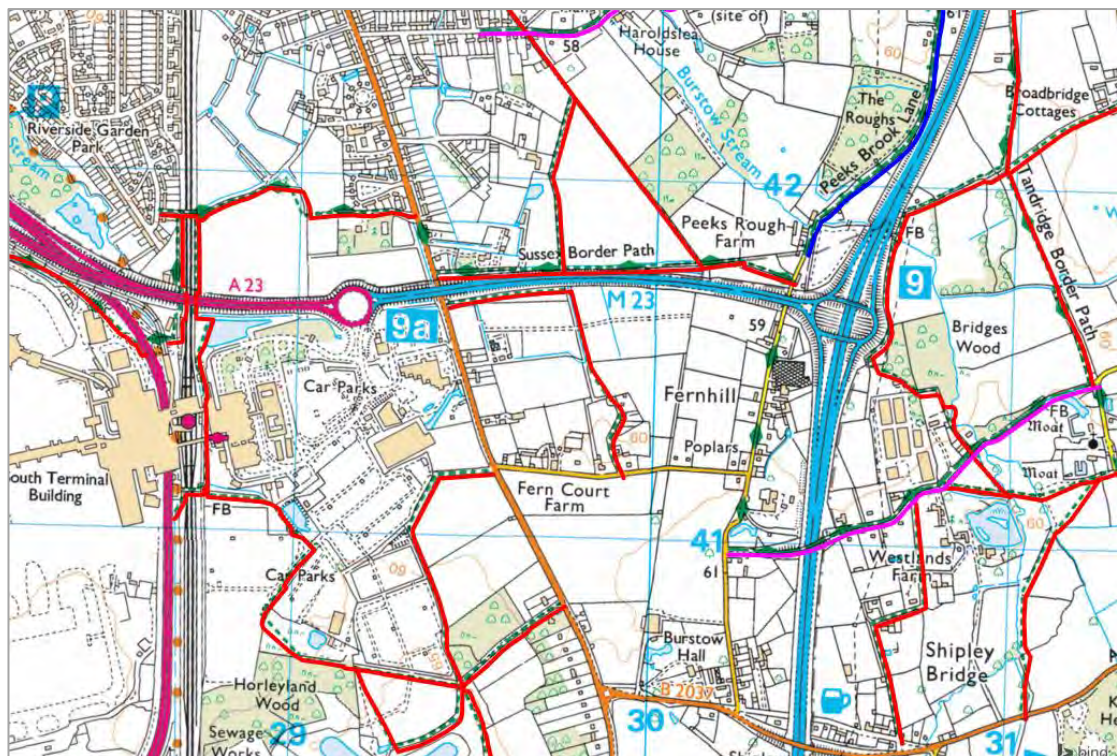
- 4.2.7 Paragraph 1.5.1 of the DfT Document LTN 02/08 Cycle Infrastructure Design addresses typical cycle trip distances and states that many highway networks primarily cater for local journeys with utility cycle trips typically under three miles (4.8km), although for commuters a distance of 5 miles (8km) is not uncommon.
- 4.2.8 Historically DMRB TA 91/05 "Provision for Non-Motorised Users" paragraph 2.11 stated:
- "Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."***
- 4.2.9 Whilst TD91/05 has been superseded there is no evidence to suggest that is not still the case.
- 4.2.10 As identified in TA91/05 cycling also frequently forms part of a longer journey in combination with public transport. This approach is central to the 'New Directions' and Crawley Growth Programme.
- 4.2.11 By locating development in such close proximity to existing residential and employment areas the development provides a range of high-quality employment opportunities that widen and deepen the skill base of residents in Crawley and its immediate neighbours. This will reduce levels of "out-commuting" and therefore the length of trips.
- 4.2.12 Shorter journeys are made more easily by the active modes, such as walking and cycling. This evidence is supported by NTS which state that 80% of trips under 1 mile are undertaken on foot and that a significant proportion (around 90%) of journeys between one and two miles are undertaken on foot or by bike i.e. a significant proportion of people are prepared to walk or cycle for journeys of up to 2 miles (3.2km).
- 4.2.13 The promotion of walking for short trips and cycling for increasingly longer distances, particularly as a result of the emergence of powered cycles, alongside conventional and demand responsive public transport networks is important and forms an important part of the Authorities ambitions.
- 4.2.14 In this respect the site is well located to the existing centre of Crawley and its northern suburbs (Pound Hill, Three Bridges, Northgate, Langley Green and Ifield), central Horley, the emerging residential areas such as Forge Wood, and complimentary employment areas of Manor Royal

and Gatwick Airport. Additional analysis will be undertaken to establish connectivity between Gatwick Green and the residential and central employment areas.

### Public Right of Way Network

4.2.15 There are a number of public rights of way in the local area (**Image 4.3**). An existing public footpath runs through the northern part of the site and connects onto Balcombe Road. Opposite the junction of Ferndown Road on Balcombe Road, adjacent to the southern development parcel, the network of public rights of way continue west providing access into Gatwick Airport and the Rail Station. As part of the package of sustainable transport measures, there will be an opportunity to improve this network.

**Image 4.3: Public Right of Way Network**



Source: ROW Maps

## 4.3 Public Transport

### Bus Travel

4.3.1 Bus stops are located and operate on Balcombe Road / Meadowcroft Close to the north of the site and on Antlands Road to the south of the site. The locations of these bus stops provide different opportunities to travel to a range of destinations including Horley, Crawley, Reigate and Redhill.

- 4.3.2 The bus stops on Balcombe Road / Meadowcroft Close are located some 1.3km to the north of the site i.e. outside of typical walking distances and are served by route 26 which provides four services a day on Monday, Wednesdays and Fridays. These provide a route to Horley and the nearby suburbs. The bus stop on Antlands Road is some 1.2km from the centre of the site and provides a more frequent, hourly service Monday to Saturday via bus service 424. This route provides the opportunity to travel to Crawley, Horley, Reigate and Redhill.
- 4.3.3 While there are bus services which operate within the local area, due to limited development in the immediate vicinity of the proposed site the local bus infrastructure is limited. A copy of existing routes in the vicinity of the site is included within **Appendix D**.
- 4.3.4 However, due to the size of the site and the approach to providing twin accesses onto Balcombe Road there is opportunity to divert existing services or provide a new Fastway/bus route which will penetrate the site. This will incidentally provide additional services to Balcombe Road, benefitting existing residents and businesses and potentially development along the route at Horley.
- 4.3.5 Discussions with the local Fastway bus operator (Metrobus) are ongoing, however from these early discussions it is envisaged that:
- The existing service number 3 (Crawley Town Centre - Forge Wood - Gatwick South Terminal) could be extended and diverted into the site;
  - Public transport into the site will be in the form of dedicated access e.g. bus gate, priority incorporated into the junctions and on the approaches to site access junctions;
  - As part of wider improvements to the Fastway network, service Fastway 10 could be extended to serve the site;
  - There could be further opportunities to extend services 4 and 5 to serve the proposal; and
  - That the internal layout of the site will be designed to incorporate the extension of the Fastway network.
- 4.3.6 Public transport provision for the site will therefore be integrated into the Fastway Development Programme and subject to further analysis provides an opportunity for additional funding to be made available to enhance the network of routes through targeted funding. The site could for example be linked via public transport to Manor Royal, Crawley Town Centre and the emerging

development opportunities at Ifield (which includes 10,000 homes located within Horsham DC). Strategic Policy ST4 Safeguarding of a Search Corridor for a Crawley Western Link of the CBLP identifies that the design of a Western Link Road between the A264 and A23 should take account of *“the desirability and requirements of bus priority measures (including future proofing for forecast traffic growth and congestion).”*

- 4.3.7 Within the site, on the proposed bus Fastway route small transport hubs and/or ‘Super Hubs’ will be developed. These hubs, which are already planned as part of a pilot scheme at Manor Royal, would act as a bus Fastway waiting area, but would have expanded facilities such as Wi-Fi, phone charging, coffee outlet, bike storage (either private or hire), electric bike and electric scooter (subject to legislation change) charging and even child and adult play areas / gym equipment.
- 4.3.8 This type of infrastructure allows for seamless and hassle-free interchange between ride sharing, public transport and non-motorised modes of travel and is in line with existing initiatives, such as those identified within the Crawley Growth Programme and Crawley New Directions.

### Rail Travel

- 4.3.9 The site is located within the vicinity of three local railway stations, with the closest being Gatwick Airport to the west. Horley Railway Station is located to the north, whilst Three Bridges Railway Station is located to the south.
- 4.3.10 As identified within the Local Plan supporting evidence, station improvements at Crawley and Three Bridges stations are already identified within the Crawley Growth Programmes, while Gatwick Airport station is to be significantly improved, and upgraded alongside improved access to local Fastway bus services. The identified improvements will enhance these transport interchanges and help achieve modal shift away from the private car.

### Gatwick Airport

- 4.3.11 Gatwick Airport is located some 1.7km from the centre of the site and provides an opportunity to travel to key destinations including London Victoria, Brighton, Horsham, Cambridge, Peterborough and Reading.
- 4.3.12 A scheme to improve Gatwick Airport Railway Station is currently underway, including measures to improve accessibility, widening platforms 5 and 6 and installing new escalators, stairways and

lifts. In addition, the size of the railway concourse will be increased, connections to the airport terminals and passenger wayfinding will be upgraded.

- 4.3.13 It is possible to access the station via existing pedestrian facilities on Buckingham Gate and via Ring Road South, as well as via the Public Right of Way network using Footpath 359Sy. The station is also within an easy cycle distance from the site, via relatively quiet roads.

#### Horley

- 4.3.14 Horley Railway Station is located some 2.3km from the centre of the site and provides the opportunity to travel to Peterborough, London Bridge and Horsham.

- 4.3.15 The railway station is within a reasonable cycle distance and there are 76 cycle spaces at the station. It can also be accessed using bus service 26 and 424.

- 4.3.16 It is possible to access Horley Railway Station via Balcombe Road. At least one footway is provided along Balcombe Road and continues along Victoria Road from the roundabout. This footway continues to Horley Railway Station. An additional route via Footpaths 362a, 360 and 355a from Balcombe Road and across the railway line up to the station is also available.

#### Three Bridges

- 4.3.17 Three Bridges Railway Station is located some 5.2km from the centre of the site and provides opportunities to travel to similar destinations to Horley and Gatwick Airport. Three Bridges has a station car park in addition to 276 cycle spaces.

- 4.3.18 It is possible to access the station via Balcombe Road, Milton Mount Avenue and Worth Park Avenue. Although crossing points are limited in some locations at least one footway is provided for the entire route. A shared footway / cycleway is provided along Worth Park Avenue on approach to Three Bridges Railway Station.

#### **Station Accessibility Improvements**

- 4.3.19 As part of the package of measures to improve and enhance accessibility, localised improvements to walking, cycling and Fastway routes will be brought forward which will improve accessibility between the site and the local Railway stations.



## 4.4 Summary

- 4.4.1 In the context of the NPPF Transport tests, it is demonstrated that there will clearly be opportunities for sustainable travel which will attract users and simultaneously discourage use of the private car.

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## SECTION 5 TRAFFIC IMPACT

### 5.1 Introduction

5.1.1 As part of the Transport Assessment, the impact of the proposed development on the local highway network and the strategic highway network including the M23 is being undertaken with traffic surveys already completed across the area.

### 5.2 Assumptions

5.2.1 The following assumptions will be reviewed and included within the traffic analysis:

- Committed developments (applications which have planning permission) nearby in both Crawley and Reigate and Banstead which will generate traffic on nearby local roads;
- Local Plan developments as set out in Crawley Borough Local Plan and Reigate and Banstead Local Plan. Nearby developments which will have an impact on the local network will be reviewed;
- HOR9 – the proposed development for Horley Business Park will be considered and included as part of the ongoing traffic assessments; and
- Trip generation rates have been derived from TRICS and at this stage are worst case estimates before further modal shift assumptions have been applied.

### 5.3 Local Interventions

5.3.1 Many of these may potential developments will include junction improvements to the local highway network. Initial research has been undertaken on the Forge Wood development and proposed junction improvements are being reviewed and considered when assessing the local highway network.

### 5.4 Strategic Interventions

5.4.1 In addition to the local highway improvements, consideration will also be given to other strategic schemes including the M23 smart motorway and improvements to Junction 10.

## 5.5 Traffic Modelling

5.5.1 Modelling will be undertaken using industry standard software including Junctions 9 (for priority and roundabout junctions) and LinSig (for signalised junctions)<sup>1</sup>. This will model both the existing highway network and any proposed improvements which are likely to come forward as a result of committed developments and will be approved by WSCC highways

## 5.6 Summary

5.6.1 The highway network will be tested using the assumptions set out in Section 5.2. Any traffic impacts arising as part of this assessment will be addressed through a mitigation strategy which will include measures to improve public transport, walking and cycling.

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<sup>1</sup> Junctions 9 and LinSig are comprehensive design and modelling packages for modelling junctions either individually or in a network of several junctions and are the recognised tools for assessing development impacts on independent junctions.

## SECTION 6 SUMMARY AND CONCLUSIONS

### 6.1 Summary

- 6.1.1 i-Transport has been appointed by The Wilky Group (TWG) to provide highway and transport advice in relation to the promotion of Land to the east of Balcombe Road, for a strategic scale employment development.
- 6.1.2 It is concluded that safe and suitable access can be provided to the site through the delivery of a new signalised junction on the northern land parcel and a three-arm roundabout on the southern land parcel. Additional studies are ongoing in respect to providing access from Antlands Road.
- 6.1.3 Both access options will be refined in liaison with WSCC, but overall it is demonstrated that safe and suitable access to the site can be delivered wholly within the control of TWG / highway land.
- 6.1.4 The site has excellent accessibility to existing residential areas, and offers strong potential for sustainable travel using walking, cycling and public transport from both the local area and further afield.
- 6.1.5 The layout of the site will be designed to maximise sustainable travel, with a network of pedestrian and cycle routes through the site. The two points of access and internal link road will allow bus / Fastway penetration through the site.
- 6.1.6 Along with the proposed development, the site could provide a range of new day-to-day facilities which provide for the everyday needs of employees and local residents. The provision of such amenities within employment centres can remove the need for off-site trips. Shorter journeys are made more easily by the active modes, walking and cycling and potentially, personal electric transport.
- 6.1.7 The proposal will deliver and contribute towards infrastructure that achieves a high level of integration between carbon-neutral modes by providing strategically located and high-quality interchange facilities (the concept of super-hubs is already being piloted in Crawley).
- 6.1.8 The transport package will include:
- Delivery of on-site public transport (Fastway) provision, with all the site within a short walk to an interchange hub;

- Contributions towards strengthening existing Fastway and bus routes and delivery of targeted Fastway / bus infrastructure, including bus priority and transit routes;
- Delivery of a network of pedestrian and cycle routes across the site, to put walking and cycling at the heart of the development;
- Contribution towards enhancing existing pedestrian and cycle routes, plugging the 'missing gaps' and connecting to / delivery of the Crawley Local Cycling and Walking Infrastructure Plan;
- A defined strategy to link the site with Crawley town centre, Horley, Forge Wood, Manor Royal, Three Bridges and Gatwick Airport;
- Delivery of infrastructure designed to accommodate current modes of travel as well as future modes and cater for changing attitudes towards travel;
- A site access strategy suitable for accommodating all models of travel, designed to maximise non car modes, whilst minimising impacts on the local road network;
- A strategy to delivery Electric Vehicle charging for all occupiers, including freight movements, users of the development, visitors and local residents; and
- A Full Travel Plan and associated environmental strategy.

6.1.9 Whilst it is inevitable that new development will generate additional traffic demands, initial review has demonstrated that these impacts can be offset by the facilitation of sustainable travel modes accessible to all, alongside local and strategic highway improvements. A full and detailed transport assessment would be provided to identify any further mitigation needed.

## 6.2 Conclusion


6.2.1 This report has demonstrated that the site is in an accessible location, that safe and suitable multi-modal access can be readily delivered, and that the residual cumulative impacts of the development would not result in a severe impact upon the local highway network.


6.2.2 In conclusion, the site can be brought forward in a manner which fully accords with the highway and transport requirements of both local policy and the NPPF.

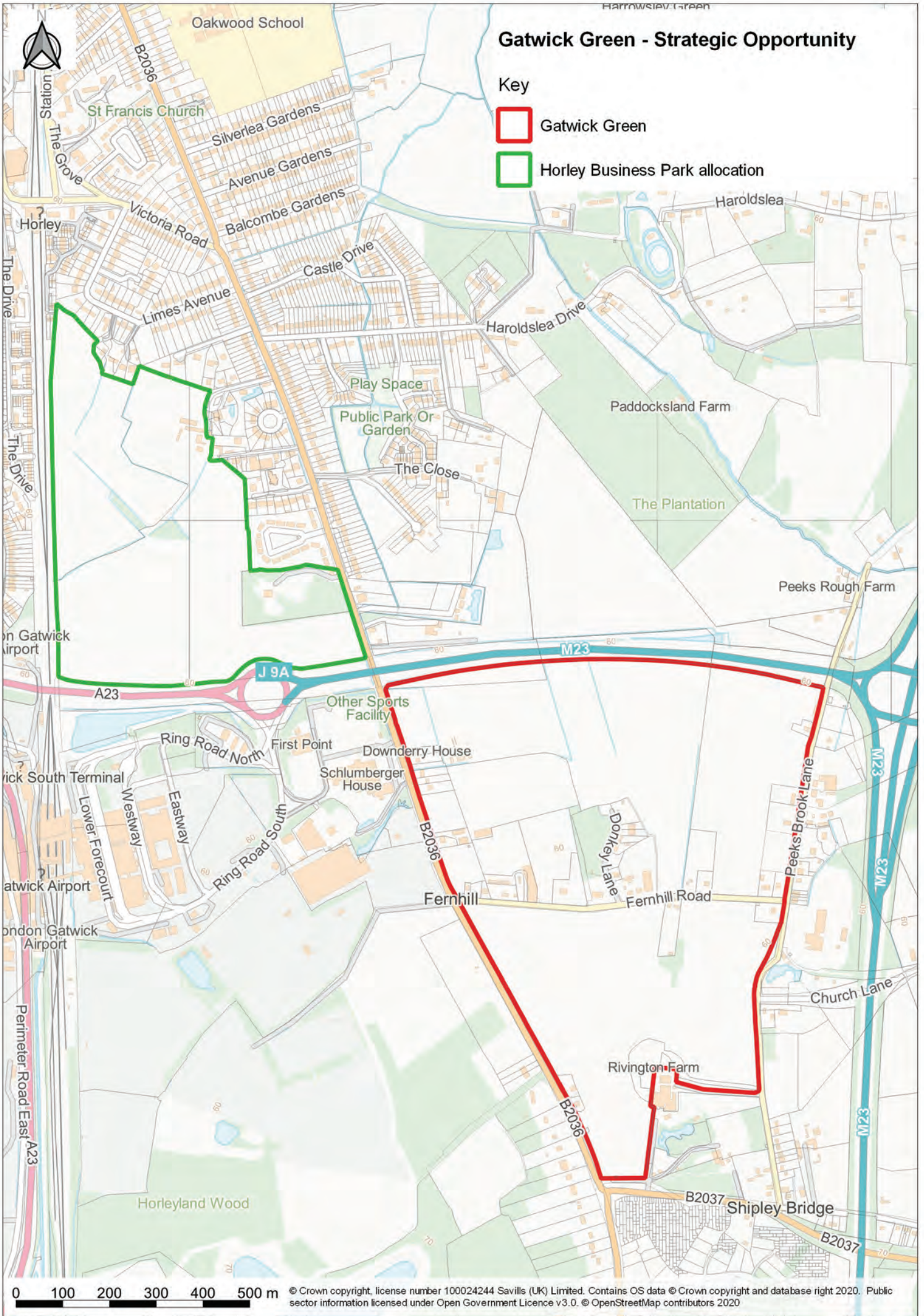
## FIGURES

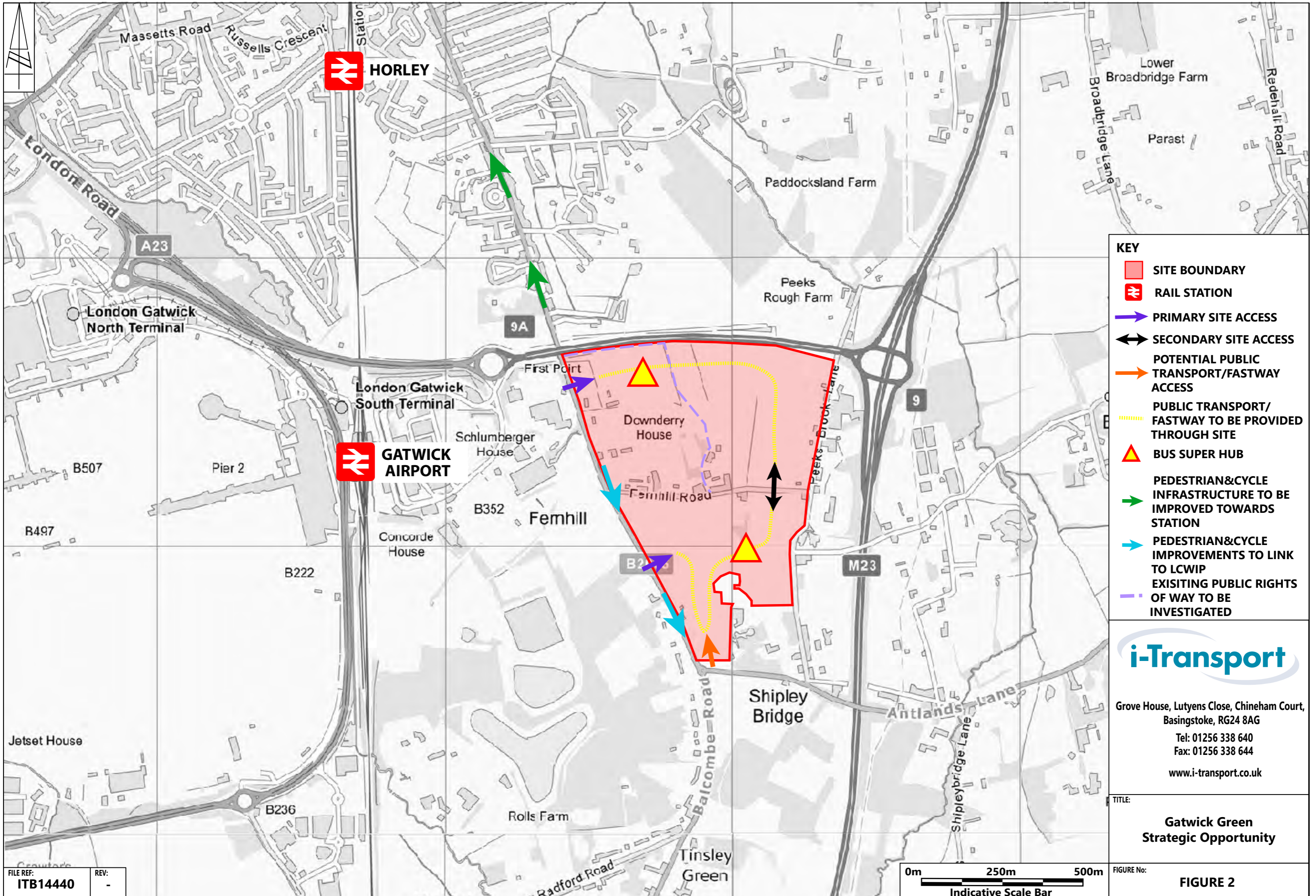
# Gatwick Green - Strategic Opportunity

Key

 Gatwick Green

 Horley Business Park allocation





- KEY**
- SITE BOUNDARY
  - > RAIL STATION
  - PRIMARY SITE ACCESS
  - SECONDARY SITE ACCESS
  - POTENTIAL PUBLIC TRANSPORT/FASTWAY ACCESS
  - PUBLIC TRANSPORT/FASTWAY TO BE PROVIDED THROUGH SITE
  - BUS SUPER HUB
  - PEDESTRIAN&CYCLE INFRASTRUCTURE TO BE IMPROVED TOWARDS STATION
  - PEDESTRIAN&CYCLE IMPROVEMENTS TO LINK TO LCWIP
  - EXISTING PUBLIC RIGHTS OF WAY TO BE INVESTIGATED



Grove House, Lutyens Close, Chineham Court,  
Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
www.i-transport.co.uk

TITLE:  
**Gatwick Green  
Strategic Opportunity**

FILE REF:  
**ITB14440**

REV:  
-

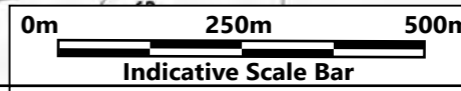


FIGURE No:  
**FIGURE 2**

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## **APPENDIX A.** Emerging Development Framework Plan



**LEGEND**  
 ——— WILKY OWNED LAND BOUNDARY  
 - - - - - APPROXIMATE MAIN RUNWAY PUBLIC SAFETY ZONE

- Wilky Owned Land
- Current Potential Additional Development Land
- ▨ Land in Discussion
- Priority Habitat Inventory - Deciduous Woodland (England)
- ▶ Primary Site Access
- ➔ Secondary Site Access
- ▶ Potential Public Transport / Fastway Access
- Public Transport / Fastway to be provided through Site
- - - - - Potential Public Transport / Fastway Connection
- ✱ Bus Super Hub
- ▨➔ Pedestrian & Cycle Improvements to link to LCWIP
- ⋯⋯⋯ Existing Public Right of Way Improvements to be Investigated



Job N Drg N	Rev	Scale	Status	Job
11/091 / SK-61	F	1 : 5000	PRELIMINARY	GATWICK GREEN
Date	Director	Author	Check	Drawing
26/02/2020	JA	AH	JA	Development Framework Plan (Wilky Control)

NOTE: All figures are approximate and have been measured and expressed in a manner as defined by the current edition of the RICS Code of Measuring Practice, unless otherwise stated. Figures relate to the current stage of the project and any development decisions to be made on the basis of this information should include due allowance for the increases and decreases inherent in the design and building processes. Reproduced from Ordnance Survey mapping under Licence Numbers 100022432 & 100016493

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Client  
Wilky Group



Approximate GEA	
Use Class	Area
C1	52,500 sqm
B8 / B2 / B1c	160,000 sqm
B1a / B1b	52,500 sqm
<b>TOTAL</b>	<b>265,000 sqm</b>

**LEGEND**  
 — SITE BOUNDARY  
 - - - APPROXIMATE MAIN RUNWAY PUBLIC SAFETY ZONE

- Priority Habitat Inventory - Deciduous Woodland (England)
- Primary Site Access
- Secondary Site Access
- Potential Public Transport / Fastway Access
- Public Transport / Fastway to be provided through Site
- Potential Public Transport / Fastway Connection
- Bus Super Hub
- Pedestrian & Cycle Improvements to link to LCWIP
- Existing Public Right of Way Improvements to be Investigated



**LYONS+SLEEMAN+HOARE | Architects**

Nero Brewery, Cricket Green, Hartley Wintney, Hants RG27 8QA  
 tel: 01252 844144 www.lsharchitects.co.uk

Job N Drg N	Rev	Scale	Status
11/091 / SK-62	E	1 : 5000	PRELIMINARY
Date	Director	Author	Check
26/02/2020	JA	AH	JA

Job  
GATWICK GREEN  
 Drawing  
Development Framework Plan (Masterplan)

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## **APPENDIX B.** Sustainability Appraisal Matrix

**CRAWLEY BOROUGH COUNCIL  
LOCAL PLAN REVIEW**

**SUSTAINABILITY APPRAISAL /  
STRATEGIC ENVIRONMENTAL ASSESSMENT**

**DRAFT REPORT  
For the Submission Local Plan**

**Overview & Scrutiny Committee (25 November 2019)  
Cabinet (27 November 2019) and  
Full Council (16 December)**

DRAFT Cabinet 27.11.19

**November – December 2019**

## **North Crawley Area Action Plan (Policies SD3 and EC1)**

**Site Name:** North Crawley Area Action Plan.

**Site Potential Designation:** The Local Plan makes a commitment to assess, through an Area Action Plan (AAP), how land that has been subject to safeguarding can most appropriately be planned for to ensure the potential future growth needs of the airport can be properly considered alongside other development and infrastructure needs in Crawley. The outcomes of work on the AAP are not yet known and evidence may prove that the area, or a part of it, is still required for the future expansion needs of the airport. However, planning the area in detail could allow for a range of different uses, including employment sites to be planned in this area. This assessment focuses specifically on the principle of locating a Strategic Employment Site or Sites within the AAP area, should work on the AAP determine that land could be made available.

**Site Description:** Land that forms part of the North Crawley Area Action Plan is shown on the Local Plan Map. This includes land to the north of Manor Royal, land to the North of the Forge Wood and land south and east of Gatwick Airport (including land South of M23 Junction 9A). The area currently comprises a number of fields dispersed with a few residential properties along Poles Lane, a cluster of commercial properties as part of Southways, and ribbon development along London Road including Gatwick Manor Hotel. The Eastern aspect of this land is characterised by predominately open space and fields, but with ribbon development along Balcombe Road. A mix of commercial properties is situated in proximity to the airport, whilst to the south, the Forge Wood neighbourhood is being developed. The area is largely identified within the Local Plan as countryside.

### **Impacts of the Development**

<b>SA Objective</b>	<b>Commentary and/or Impact</b>
1. Mitigate Climate Change & Local Pollution	The AAP area is situated beyond the Built up Area Boundary in a countryside location, and largely represents greenfield land. New strategic employment development would involve a loss of countryside land, and would potentially increase the need to travel to access new jobs. There is, however, the opportunity through the AAP approach to ensure that new development is sustainably located to cluster with existing employment sites and to maximise access to sustainable transport links. The greenfield nature of the site provides scope to further mitigate climate change impacts, presenting the opportunity for highly sustainable new built development. On this basis, although it is recognised that the development of greenfield land can potentially have a negative impact in terms of climate change and local pollution, the development itself could provide opportunities to offset this impact. It is therefore uncertain what the impact would be on this indicator. <b>Uncertain Impact ?</b>
2. Adapt to Climate Change	Identification of employment site(s) through the AAP, particularly where these are well connected to existing Main Employment Areas, represents the most sustainable option. Though this would result in urban extension onto greenfield land, development could be designed with climate change adaptation in mind. Strategic employment development within the wider AAP area potentially brings an area of greenfield land into development, though strategic level new build could itself be sustainably designed in order to facilitate adaptation to climate change. On this basis it is considered that development could offer scope to respond positively to climate change through the planning process. <b>Possible Positive Impact +?</b>
3. Protect and/or Enhance the Built Environment	There is significant demand for additional business land and floorspace to meet identified business needs. The Local Plan is clear that the use of existing Main Employment Areas will be maximised before sites at the periphery of Crawley are brought forward. However, should development come forward through the AAP, Local Plan policy will require that the principles of good design are adhered to. Any potential new development would need to have regard to its surroundings, including its relationship with the countryside, and enhance the overall aesthetics of the built environment. It is therefore considered that development identified through the AAP could contribute positively against this objective. <b>Possible Positive Impact +?</b>
4. Decent/ Affordable Homes	The identification of main employment areas as employment destinations will not directly deliver decent/affordable homes. However, any employment growth identified through the AAP will help the Plan to balance the demands of employment and housing on Crawley's limited land supply. For this reason, land identified for the AAP for employment generating use is viewed as having an uncertain, but potentially positive impact against this indicator. <b>Possible Positive Impact +?</b>

SA Objective	Commentary and/or Impact
5. Maintain/ Support Employment	Business-led employment development, either as an extension to Manor Royal or a stand-alone complementary employment destination, would help address the significant need for new business land in Crawley. This would be expected to support and complement Crawley's existing business offer, particularly that of Manor Royal. The provision of new strategic employment land would support sustainable economic growth in Crawley and that of the wider Gatwick Diamond, attracting new business and facilitating the expansion of existing business. As such, economic development through the AAP, could present a significant opportunity to accommodate the business needs of Crawley, supporting its role as the leading employment destination in the Gatwick Diamond. <b>Possible Significant Positive Impact ++?</b>
6. Conserve/ Enhance Biodiversity and Landscape	The AAP area is broad in its geographical scope, covering much of the northern part of Crawley. The area is therefore varied in terms of its biodiversity value and landscape character, ranging from low grade farmland to areas of SNCI/Local Nature Reserve and Ancient Woodland/hedgerows. Development of greenfield land for employment use is likely to be negative in terms of its impact on biodiversity and landscape, although the AAP work will identify the areas which need to be protected and opportunities for enhancement. A well located and designed development could be brought forward in a manner that minimises an uncertain, but potentially negative impact against this objective. <b>Possible Negative Impact -?</b>
7. Promote Sustainable Journeys	Development through the AAP could extend the existing and/or create a new employment destination which would increase the need to travel. However, a sustainable location within Crawley's boundary and close to existing Main Employment Areas and neighbourhoods presents an opportunity to link into established bus routes and maximise pedestrian linkages. On this basis it is considered that development in the Area of Search could perform positively against this indicator. <b>Possible Positive Impact +?</b>
8. Provide Sufficient Infrastructure	The AAP area represents a semi-rural location that is characterised in part by small-scale pepper potted commercial and residential development. Any critical mass of larger scale employment development would therefore create opportunity for a wider provision of infrastructure, serving the site and possibly wider needs. This would, however, be dependent on scale. <b>Possible Positive Impact +?</b>
9. Promote Sustainable Communities and encourage active lifestyles.	Development within the AAP area, either as an extension to Manor Royal or a stand-alone complementary employment destination, would be well placed to link with existing Main Employment Areas at Manor Royal and Gatwick Airport. There are also possible opportunities to reinforce links to the neighbourhoods of Langley Green, Three Bridges and Forge Wood, enhance sustainable linkages with the bus, pedestrian and cycle network, whilst offering scope to contribute to the encouragement of healthy lifestyles through the design process. Employment development through the AAP would therefore be well placed to perform positively against this indicator. <b>Possible Positive Impact +</b>
Conclusions	As an extension to a Main Employment Area, or as a standalone site(s) for Strategic Employment Location(s) to meet the business land needs of Crawley as a sub-regional employment destination, land identified for the AAP represents the most sustainable location for strategic employment growth in Crawley. It is a large area of land take, and some areas within the broad identified area will be more sustainable than others – this will be assessed further through the work on the AAP. It would enable highly sustainable, high quality new development to complement and deliver linkages with the existing residential and business communities.

DRAFT

## **APPENDIX C. TWG Representation Comments – New Directions**



# **New Directions for Crawley; Transport and Access for the 21<sup>st</sup> Century**

## **Response to Consultation by Tony Cross, Empiric Partners**

### **On Behalf of The Wilky Group, February 2020**

#### **Introduction**

The Wilky Group (TWG) welcomes the publication of New Directions which sets out the aspirations of Crawley Council for mobility and access within the borough. The principles underlying the document are endorsed by TWG, notably a vision for a low carbon, healthy and attractive town. The focus on people and goods rather than vehicles will encourage an approach in keeping with national and regional policies which focus on mobility and places rather than the historic concentration on the expansion of capacity to meet increasing demand for travel.

It is also good to see a recognition that future policy and investment should achieve a balance between encouraging growth and economic prosperity and the need to facilitate travel by the active modes and much improved public transport. This balanced approach generates realistic and pragmatic measures to significantly improve transit systems, affording priority to fast and frequent services such as Fastway.

The focus on cycling and walking as an important means of accessing employment and town centre facilities is also a welcome objective of New Directions. In short this document is fit for purpose and should guide planners, developers, service and network providers as they seek to deliver growth within the context of the declared “climate Emergency”.

#### **Commentary**

As responsible developers, TWG are approaching plans to create new employment opportunities in North East Crawley with a strategy for access which has synergy with the themes running through New Directions. TWG based its indicative Transport Plan for North East Crawley/Gatwick (published to interested parties in October 2019), on the need to deliver sustainable solutions through an integrated approach to planning and transport. The common themes include;

- The need to address the climate emergency
- The serious concerns over air quality
- The growth in obesity amongst young people, (partly as a result of car borne travel)
- The impact of the private car on urban design and life-styles
- Ongoing issues associated with road congestion and personal safety
- Importance of walking, cycling and zero carbon public transport in addressing issues
- The role of planning and development in generating joined-up solutions
- Need to recognise shared agenda with health, education and sustainable growth

These themes are endorsed by TWG, it is understood that they inform the agenda for mobility defined in New Directions and will therefore influence the access and transport measures associated with the proposed development at Gatwick Green.

The timing of the publication of New Directions is helpful as consultation is simultaneously underway for the Crawley Local Plan. It is therefore important for the “joined-up” approach to land use and transport planning to be a central feature of the forthcoming Examination in Public for the Local Plan. In devising a Transport Strategy for Gatwick Green, TWG is mindful of the emphasis placed on “sustainable development” and the need to cater for mobility through an approach which is “transit orientated”. Discussions are therefore well advanced with Metrobus in recognition of their vision for an expansion of the Fastway services within Crawley.

Equally TWG is aware of the measures captured in the Local Cycling and Walking Infrastructure Plan, (LCWIP) to improve access and connections between existing neighbourhoods and proposed new development. New Directions provides a useful guide to the routes which are subject to proposed extension or improvement to achieve safe, prioritised and direct cycle and pedestrian links between residential, employment and other amenities. This will assist developers to deliver sustainable travel opportunities for both residents and those travelling into the Borough. TWG supports this initiative.

The announcement of a Multi-Modal Transport Study alongside Development Plans and modelling of options is considered essential to provide an evidence base for the defined Action Plan, (to 2030). It is important to ensure that this study embraces some of the measures which will be required to encourage those moving around Crawley to choose sustainable means of travel. The aspirations and vision contained in New Directions will be easily frustrated by the exclusion of measures designed to render car use less attractive and thereby to promote active modes and travel by high quality transit services.

There are some issues which remain to be addressed if the vision for mobility and access in Crawley is to be delivered effectively within the next decade. TWG believes that whilst New Directions offers clarity in its ambition to reduce carbon and create a healthy and attractive town the following challenges will need to be met;

- Creating a network of high quality transit services will require cross boundary planning and a joined-up approach between the myriad of local authorities grouped around the Gatwick area.
- Effective co-ordination between agencies responsible for the provision of transport networks and services is hard to achieve. This is however essential if the narrowly defined roles of individual providers are to be put aside in favour of a consensual approach to mobility planning
- In close relation to the previous point, clear, defined leadership is of critical importance in promoting a vision which is genuinely integrated between local authorities, national agencies and crucially private sector developers.
- Funding through Community Infrastructure Levy, (CIL) and other mechanisms will need to be co-ordinated to ensure the timely delivery of measure in accordance with the Action Plan. TWG is encouraged by the success of the Crawley Growth

Programme and innovative approaches to investment in the town. New Directions will need to achieve cross sector, (health, transport and education) agreement to secure the funding necessary to meet the ambitious objectives.

- The role of private sector developers in helping to finance new and improved transport infrastructure and services is recognised within New Directions and acknowledged by TWG. It is important however, that contributions are proportionate and calculated as “stepping-stones” towards the delivery of schemes which are part of a defined approach to mobility. It is unlikely that individual development , (except for the expansion of Gatwick Airport) will be able to fund major infrastructure or extensive new services.
- The involvement of TWG in Crawley over many years along with recent engagement with Transport for the South East and Coast to Capital LEP all point to an appetite for a new approach to planning land use, transport and economic growth. New Directions defines a vision for the town which along with the Local Plan offers an opportunity to consolidate this emerging consensus. Communicating this important message to residents, employers and investors is, in the opinion of TWG, critical to its ultimate success.

New Directions confirms that Crawley is at the forefront of new thinking on transport. The aspirations have the support of TWG, and we look forward to playing a part in helping to deliver the vision. The challenges which no doubt lie ahead can be met by a determination to create an Action Plan that is realistic, deliverable and supported by public and private sector stakeholders committed to sustainable growth. As a long-standing player within Crawley, we understand the way forward and endorse your “direction of travel”.

Tony Cross on behalf of The Wilky Group

Managing Partner

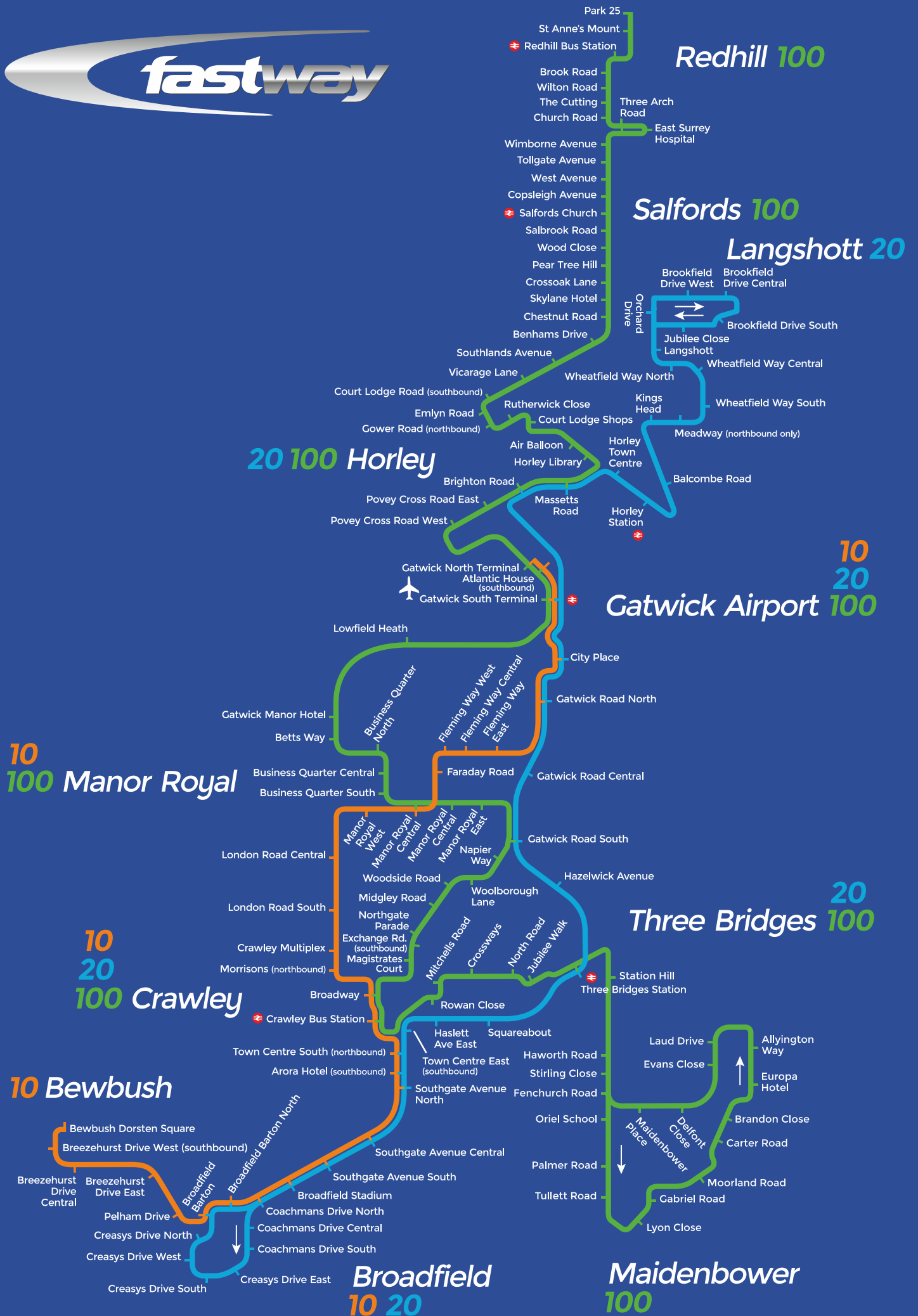
**Empiric Partners LLP**

Mobile: 07713 985738

Office: 01256 338440

Email : [tonyc@empiricpartners.com](mailto:tonyc@empiricpartners.com)

## **APPENDIX D.** Existing Bus Routes



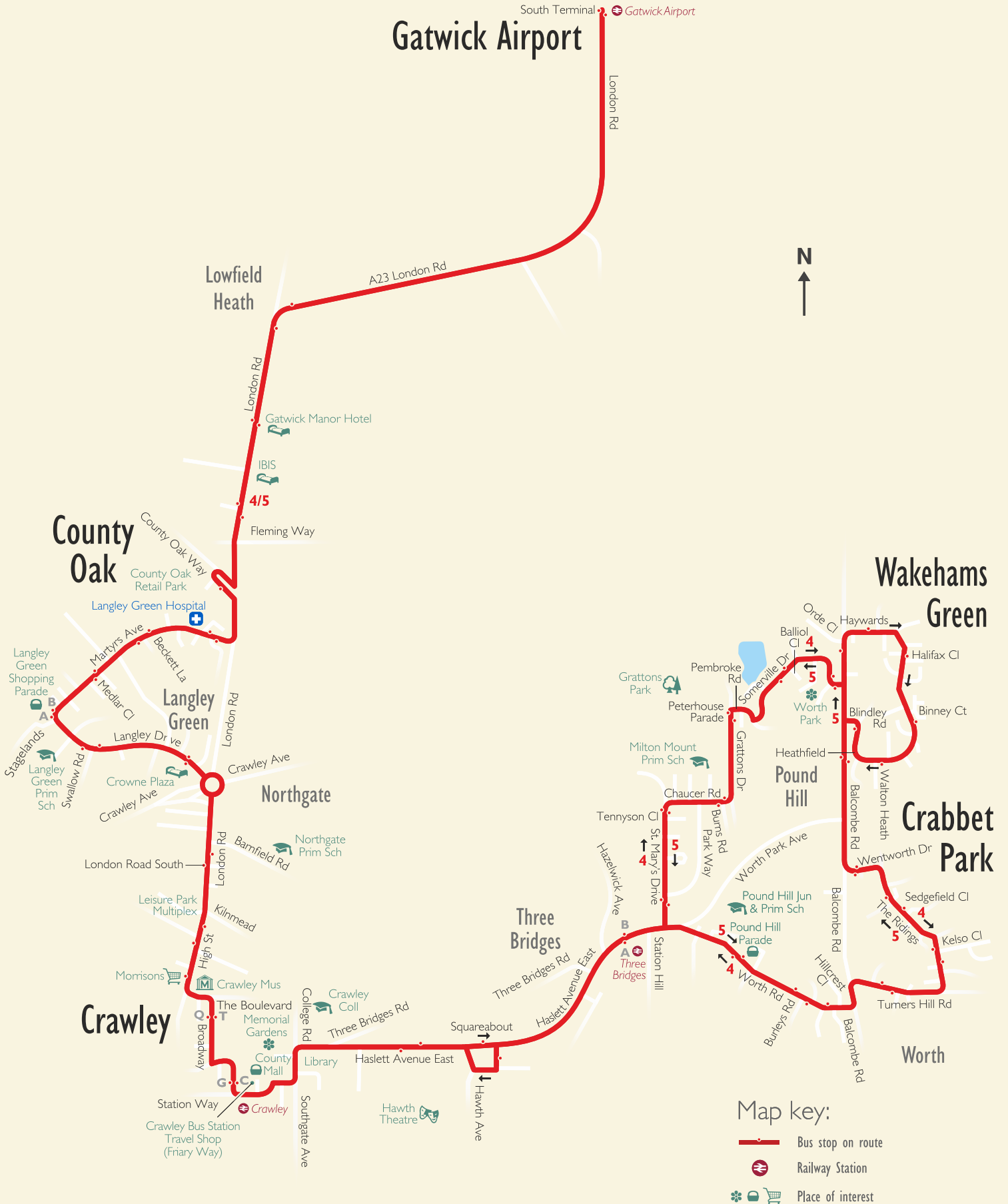
Daily service  
from 27 April 2019.

## ROUTE

Appears before 0500  
every day of the week, and  
up to every **30 minutes**  
Mon-Sat daytime.





Daily service from 1 September 2018.



# 26 HORLEY TOWN BUS

**Mondays, Wednesdays & Fridays ONLY** *except Public Holidays*

<b>Balcombe Road</b> Meadowcroft Close		<b>0953</b>	<b>1053</b>	<b>1153</b>	<b>1253</b>
<b>Horley Railway Station</b>		<b>0957</b>	<b>1057</b>	<b>1157</b>	<b>1257</b>
<b>Waitrose</b>		<b>0958</b>	<b>1058</b>	<b>1158</b>	<b>1258</b>
<b>Russells Crescent</b> The Drive		<b>1000</b>	<b>1100</b>	<b>1200</b>	<b>1300</b>
<b>Upfield</b> The Ridgeway		<b>1003</b>	<b>1103</b>	<b>1203</b>	<b>1303</b>
<b>Cheyne Walk</b>		<b>1004</b>	<b>1104</b>	<b>1204</b>	<b>1304</b>
<b>Oldfield Road</b>		<b>1006</b>	<b>1106</b>	<b>1206</b>	<b>1306</b>
<b>Hookwood Tesco</b>		<b>1009</b>	<b>1109</b>	<b>1209</b>	<b>1309</b>
<b>Horley Library</b>		<b>1013</b>	<b>1113</b>	<b>1213</b>	<b>1313</b>
<b>Horley Row</b> Benhams Drive		<b>1017</b>	<b>1117</b>	<b>1217</b>	<b>1317</b>
<b>Meath Green Lane</b> Landen Park		<b>1021</b>	<b>1121</b>	<b>1221</b>	<b>1321</b>
<b>Lee Street</b> Parkhurst Road		<b>1023</b>	<b>1123</b>	<b>1223</b>	<b>1323</b>
<b>Thornton Place</b>		<b>1026</b>	<b>1126</b>	<b>1226</b>	<b>1326</b>
<b>Court Lodge Road Shops</b>		<b>1028</b>	<b>1128</b>	<b>1228</b>	<b>1328</b>
<b>Horley Library</b>		<b>1031</b>	<b>1131</b>	<b>1231</b>	<b>1331</b>
<b>Hookwood Tesco</b>		<b>1035</b>	<b>1135</b>	<b>1235</b>	<b>1335</b>
<b>Oldfield Road</b>		<b>1038</b>	<b>1138</b>	<b>1238</b>	<b>1338</b>
<b>Cheyne Walk</b>		<b>1040</b>	<b>1140</b>	<b>1240</b>	<b>1340</b>
<b>Upfield</b> The Ridgeway		<b>1041</b>	<b>1141</b>	<b>1241</b>	<b>1341</b>
<b>Russells Crescent</b> The Drive		<b>1044</b>	<b>1144</b>	<b>1244</b>	<b>1344</b>
<b>Waitrose</b>		<b>1046</b>	<b>1146</b>	<b>1246</b>	<b>1346</b>
<b>Horley Railway Station</b>		<b>1047</b>	<b>1147</b>	<b>1247</b>	<b>1347</b>
<b>Balcombe Road</b> Meadowcroft Close		<b>1051</b>	<b>1151</b>	<b>1251</b>	<b>1351</b>



**COMPASS**

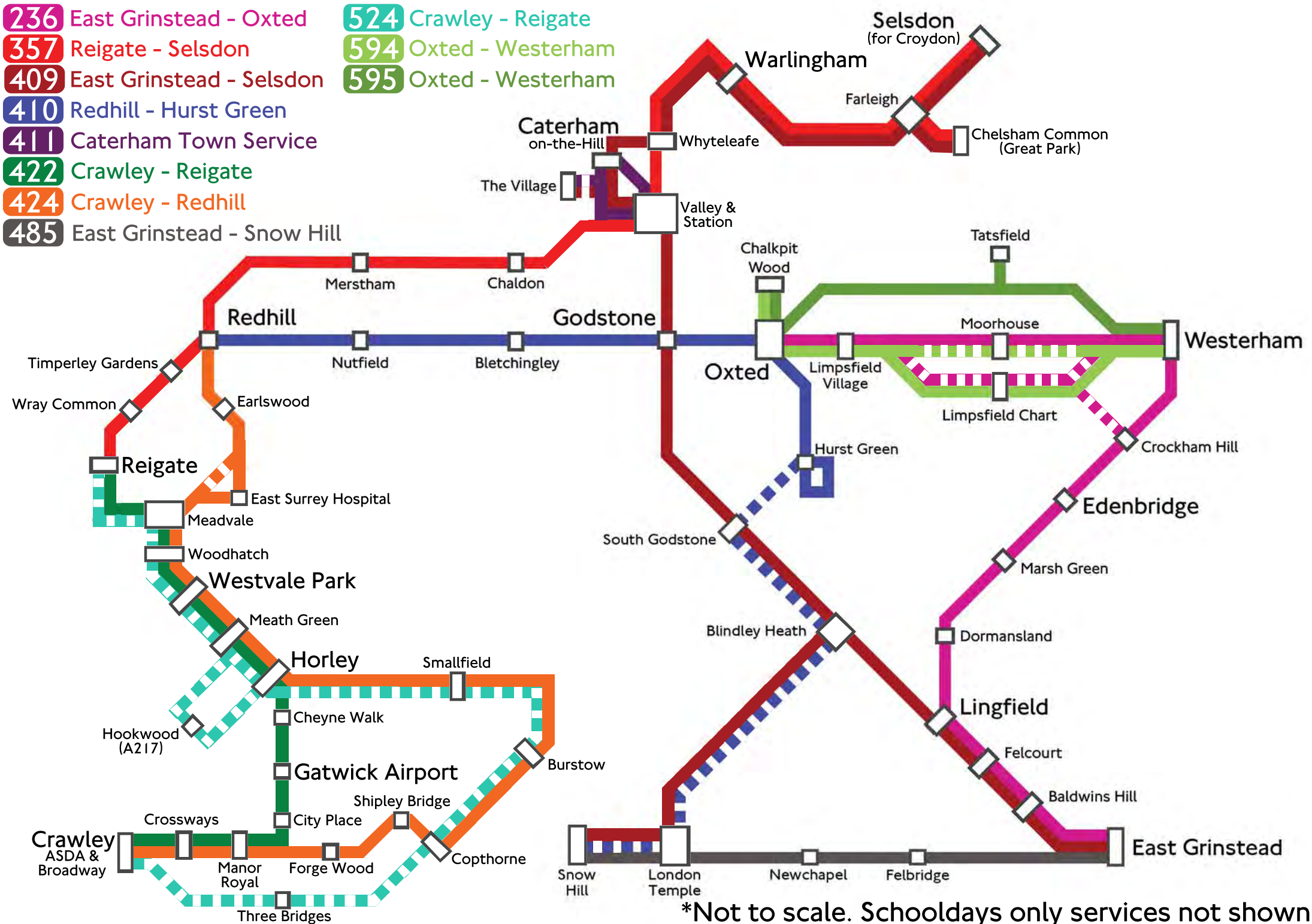
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- 410** Redhill - Hurst Green
- 411** Caterham Town Service
- 422** Crawley - Reigate
- 424** Crawley - Redhill
- 485** East Grinstead - Snow Hill

- 524** Crawley - Reigate
- 594** Oxted - Westerham
- 595** Oxted - Westerham



\*Not to scale. Schooldays only services not shown.

