

Crawley Borough Council 2024-2040 Local Plan Examination MIQs Matter 8 - Issue 1: 8.3

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Prepared for:
Ardmore Limited

Prepared by:
Suzanne Holloway BA(Hons) BTP MRTPI
Partner
M: 07796 938554
and
Andrew Osborne
Partner and LLP Member
M: 07768 724345
and
Tim Britton (Connect Transport Consultants)
M: 07483 150433

Where great relationships yield the best property outcomes

Matter 8: Character, design, and heritage

Issue 1: Whether the plan's approach to character, landscape and form of development is sound

- 8.3 **Does Policy CL8 require specific provision for connectivity between new and existing communities, including active travel links? Should there be a presumption against development affecting identified sites of wildlife importance, and the High Weald AONB, and is there sufficient protection for such sites? Are there areas of the Upper Mole Farmlands Rural Fringe (on the Manor Royal boundary) urbanised to such a degree that there would be conflict with this policy? How does this policy take account of the proposed Western Multi-Modal Transport link? Are criteria i and iv of this policy in conflict?**
- 1 Our Regulation 19 representations confirm Jersey Farm Site A should be included within the Built Up Area Boundary under CL8 given it has implemented planning permission.
 - 2 CBC's ELAA confirms that Jersey Farm Site B is outside of the safeguarding area under GAT 2, but all the rest of the masterplan is covered by safeguarding. All sites all Jersey Farm are outside the Built Up Area Boundary, so that policy CL8 would apply to any redevelopment.
 - 3 However, given the context of the adjacent employment sites immediately adjacent to the Built Up Area Boundary to the south, and the character of the development already developed to the South and East of Jersey Farm, within the Manor Royal Main Employment Area, the Built Up Area Boundary should be amended to extend both the Main Employment Area boundary and the Built Up Area boundary to include sites not safeguarded, including Site A and Site B at Jersey Farm. This can provide additional land for economic growth, as recommended by the previous Local Plan Inspector in 2015, even if the principle and extent of safeguarding is considered an absolute constraint to development within GAT2, as shown on the Proposals Map.
 - 4 As to how CL8 takes account of the proposed Crawley Western Multi-Modal Transport link, the Built Up Area Boundary should be amended to extend to the line of the route, taking account of the CWMMTL, and should consider the impact this route will have in altering the character and design of the area as a result. ST4 and the CWMMTL will result in a significant infrastructure project dissecting the countryside area, the Upper Mole Fringe area and the land outside the Built Up Area boundary. This change would substantially change the character of the area and the Policy CL8 should amend the criteria to ensure there is no conflict with ST4.