



# THE VISION



# 5.1 West of Ifield Vision

## 5.1.1 The Vision for West of Ifield

The Land West of Ifield is strategically positioned to support housing growth and significant economic growth. Crawley is located at the heart of the Gatwick Diamond – an important part of the UK’s economy and its emerging Local Industrial Strategies – and is an integral part of the Coast 2 Capital Local Enterprise Partnership.

The Land West of Ifield has the potential to be a new 3,000 home community that is led by the principle of creating a walkable neighbourhood where all local and everyday needs are within a 15-minute walk or cycle ride of your home.

A series of ten themes were identified through the Masterplan process that underpin the vision for West of Ifield. These themes are fully explained opposite but they focus on the creation of a new community formed and defined by the existing landscape, that provides a wide range of housing options, supported by schools, workplaces and a neighbourhood centre for all daily and community needs.

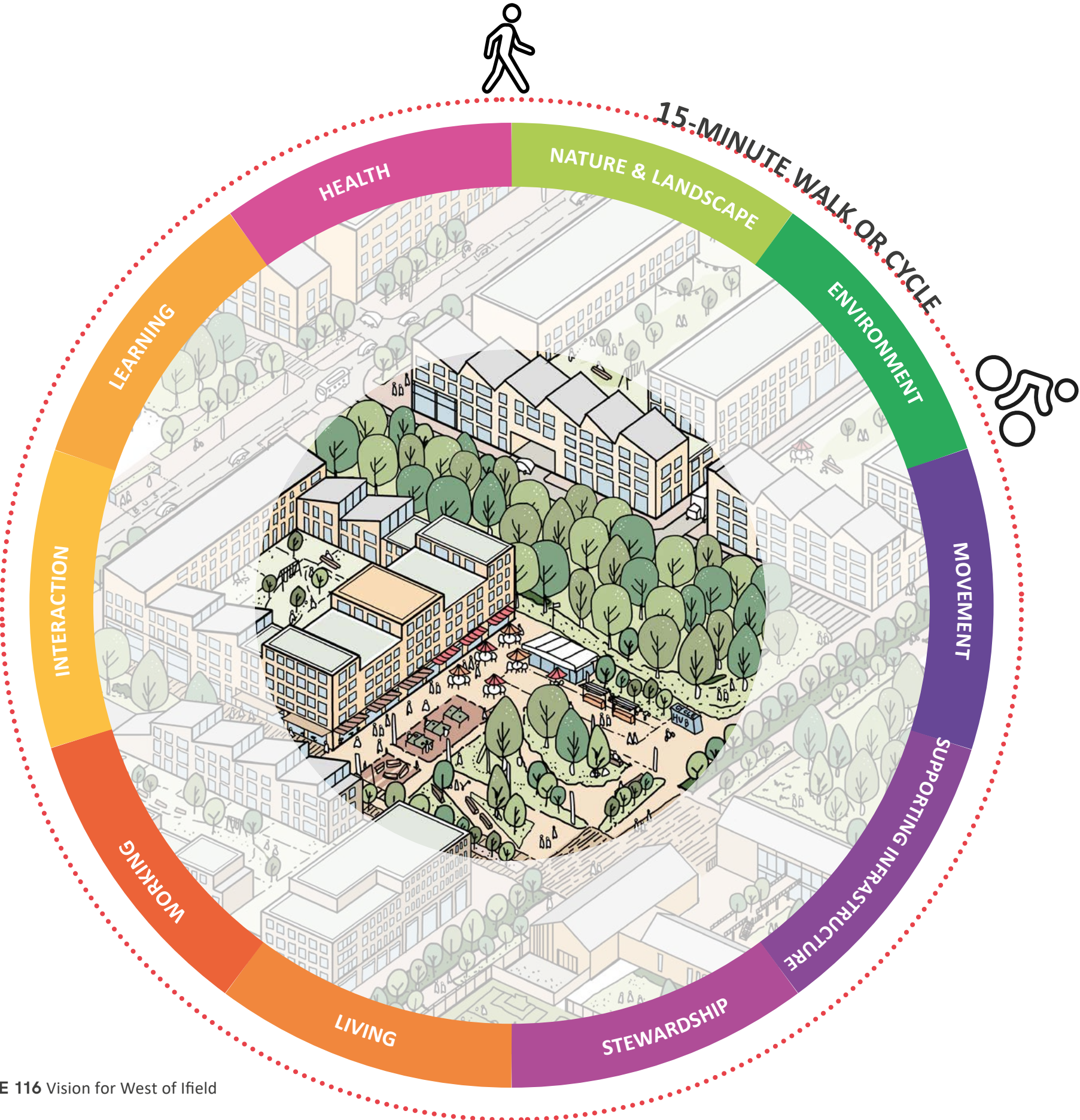


FIGURE 116 Vision for West of Ifield



# West of Ifield will...



## Nature and Landscape

- + Support active healthy lifestyles.
- + Accommodate 50% open space.
- + Support mitigation and adaptation of climate change.
- + Be sensitive to the surrounding rural landscape and communities.
- + Support diverse activities across the development.
- + Connect residents with nature through recreation, play & education.



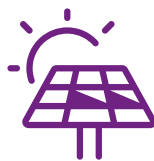
## Environment

- + Celebrate, protect, and enhance the value of key ecological and landscape features at the site.
- + Maximise positive and minimise any adverse impacts on the environment.
- + Provide at least 10% net biodiversity net gain.



## Movement

- + Prioritise walking, cycling and public transport over car travel.
- + Have streets that allow for a variety of uses, including play.
- + Accommodate new and active forms of transport (e.g. electric scooters and cycles) and anticipate the onset of 'mobility as a service'.
- + Minimise car parking, with the ability to be reduced further over time.
- + Provide routes that allow for easy access to other employment centres and the wider area.



## Supporting Infrastructure

- + Have the potential to provide on-site energy generation.
- + Design out unnecessary servicing vehicular movements.
- + Provide high quality digital connectivity for businesses.



## Stewardship

- + Consider long-term stewardship and community involvement at every stage.



## Living

- + Provide flexible, well-designed homes.
- + Accommodate a range and mix of tenures and typologies.
- + Offer accessible and attractive homes for people who currently live locally as well as further afield.



## Working

- + Provide a range of workspaces.
- + Allow for flexible, modern working patterns which support good work-life balance.
- + Promote an economy that complements and supports the growth of Manor Royal, Gatwick, North Horsham and the wider economic area, and is supported by access to mainline rail services.



## Interaction

- + Provide opportunities for community interaction, in order to combat social isolation.
- + Accommodate meanwhile uses during development.
- + Encourage residents to influence how community spaces develop.
- + Have a strong cultural offering to serve both the community and wider area.
- + Be an inclusive, accessible place that connects with existing communities.



## Learning

- + Encourage learning across lifetimes.
- + Establish learning within the community, using schools and other community centres as a place for interaction.



## Health

- + Be designed to encourage active and healthy lifestyles.
- + Offer a range of recreational and community facilities to ensure residents are encouraged to stay healthy.

## 5.2 Design Principles

### 5.2.1 Guiding Principles

Three guiding principles shape clear actions aligned with the vision, establishing a foundation for a cohesive community and a place that embodies shared aspirations.

#### Guiding Design Principle 1: Blending Built and Natural Environments

The development integrates built and natural environments, blending with the rural landscape to create a cohesive design. It makes use of site features such as topography, rivers, mature trees, and hedgerows to shape distinct neighbourhoods that reflect the character of the landscape. Green Corridors extend into the heart of the development, encouraging engagement with nature, strengthening community ties, and supporting biodiversity.

#### Guiding Design Principle 2: Permeable, Connected Neighbourhoods Prioritising Pedestrian Movement

This design principle envisions a neighbourhood layout that places pedestrian connectivity and active travel at the forefront, supporting sustainable and accessible movement for residents.

#### Guiding Design Principle 3: Distinct Neighbourhoods

The development seeks to create vibrant spaces that blend living, working, and social interaction, promoting healthy lifestyles while offering diverse, affordable housing for all life stages and family structures.

### 5.2.2 Spatial Principles

The following spatial principles have been developed to translate the vision's guiding principles into a spatial framework for the masterplan, ensuring alignment with the site's context and emerging policy objectives.

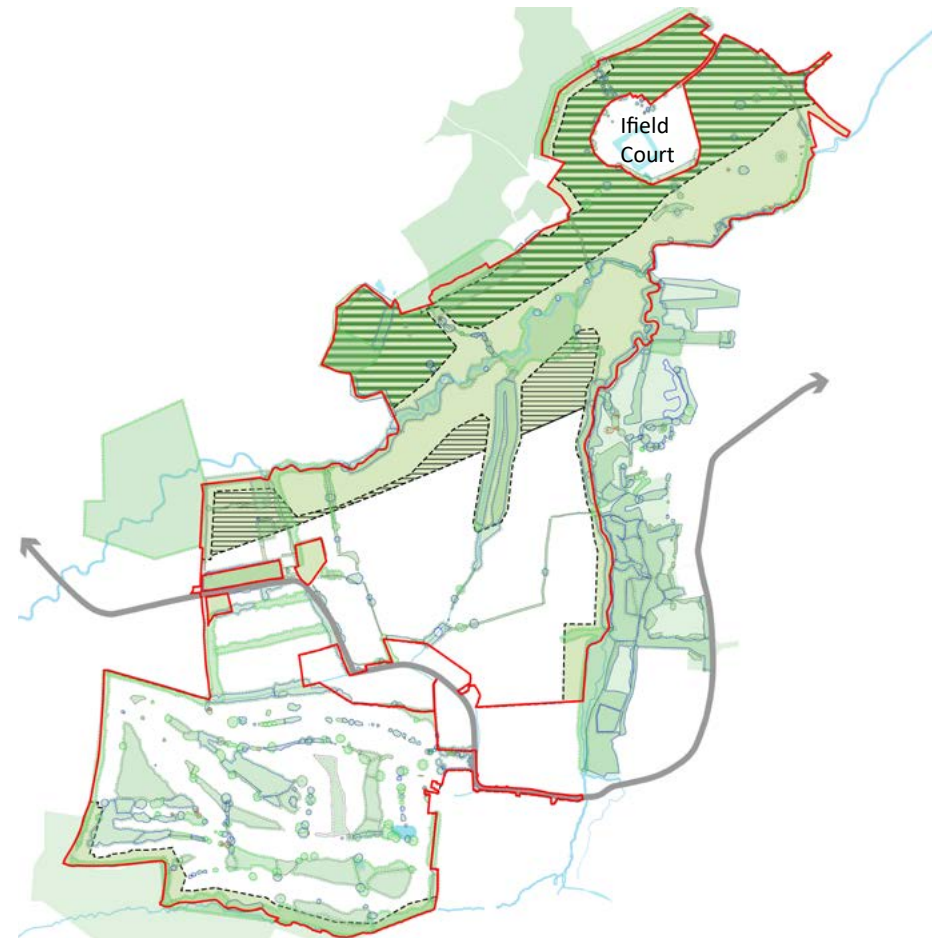


FIGURE 117

#### 01. Development Parcels

- Considering previously identified constraints, such as floodplains and the Gatwick 60dB noise contour, the developable area is split into two sections. The area above the 60dB contour is unsuitable for residential use, largely within flood zones, presenting limited development potential. However, its natural assets make it ideal for green infrastructure. In contrast, the area below the 60dB contour is deemed suitable for residential development. Here, considerations must include buffers for woodlands, existing trees, and the impact of infrastructure from the detailed application.
- Additionally, due to limited accessibility and proximity to Ifield Court, the area north of the River Mole will be primarily preserved as a natural space.

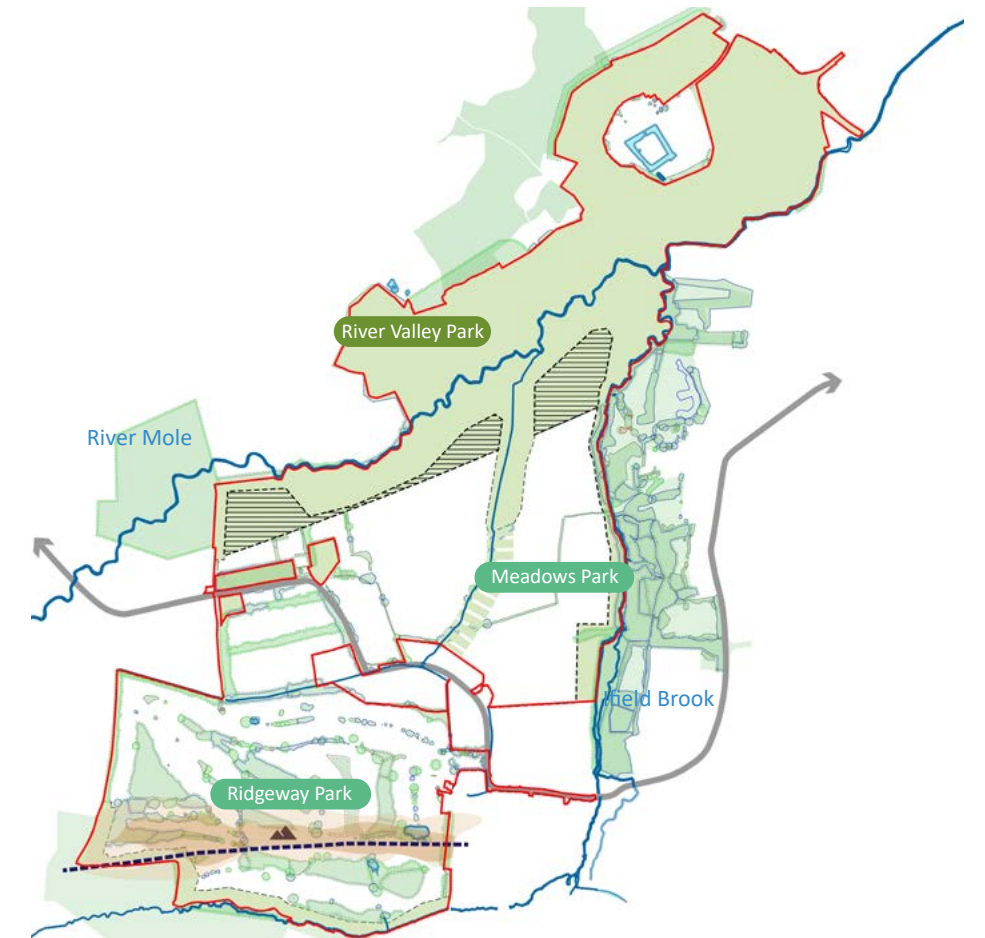


FIGURE 118

#### 02. Influences from the Landscape

- River Valley Park:** Areas along the River Mole unsuitable for development will connect local green spaces with the broader nature recovery network, providing residents with countryside access and supporting high biodiversity.
- Meadows Park:** Preserve the historic enclosed wet pasture and large central ditch, integrating these features into a linear park that enhances natural character and connectivity.
- Ridgeway Park:** Incorporate the ridgeline into a network of green spaces that connects to surrounding natural areas, enabling long-range views, protecting the existing landscape, and creating new recreational areas within the development.

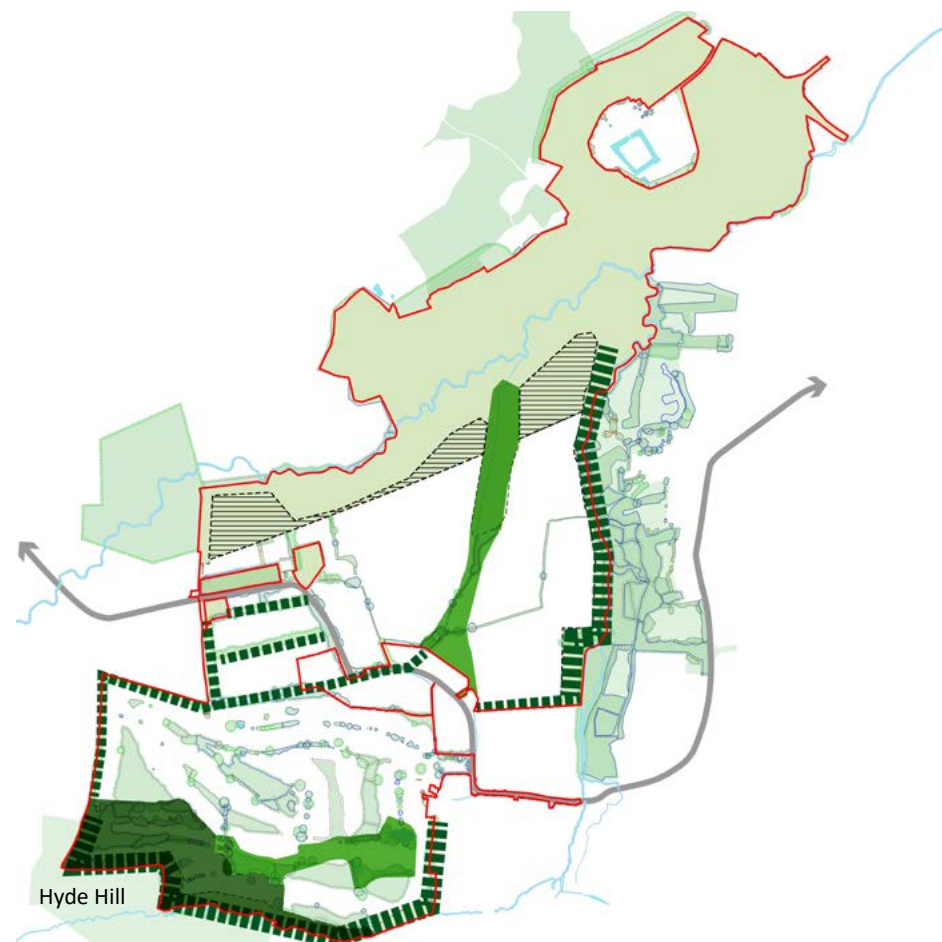


FIGURE 119

### 03. Enhancing Landscape Boundaries and Habitat Quality

- Existing landscape features provide natural screening along the southern and eastern edges of the Site. These will be further enhanced with ecological buffer zones to minimise visual impact from the development and protect sensitive ecological areas. Improved landscape boundaries will ensure the development blends into its natural surroundings.
- Retaining existing hedgerows and woodland corridors wherever possible will create robust green corridors throughout the Site, connecting the development to adjacent parkland and the wider countryside.
- Existing woodland and trees near Hyde Hill will be preserved and enhanced with additional woodland planting. This will create a continuous connection to existing wooded areas along the ridgeline, supporting habitat connectivity and providing vital resources for bats.

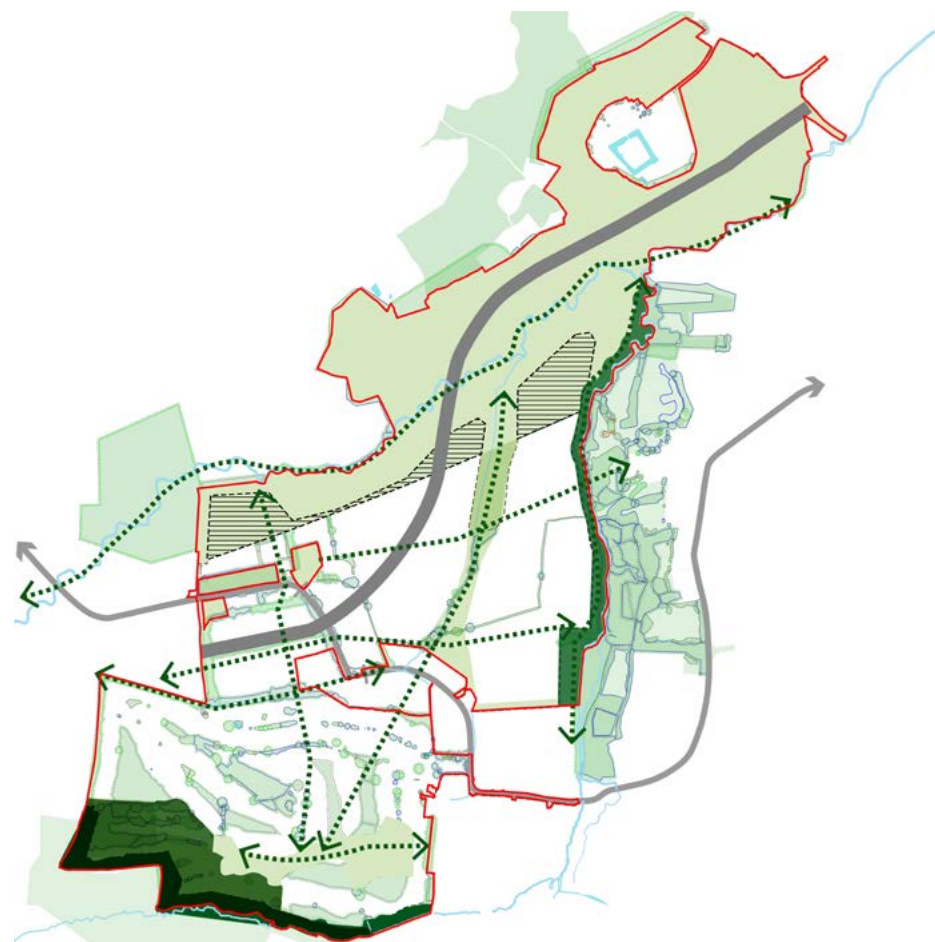


FIGURE 120

### 04. Establishing and Enhancing Green Corridors

- Design green corridors to connect green infrastructures, such as parks, natural space, and amenity spaces, to support species that require large ranges and seasonal migration routes.
- Incorporate multi-use paths that seamlessly connect residential areas, parks, and local centres to promote sustainable transportation and recreational activities.
- Consider incorporating long view corridors from the ridgeline to capture outstanding vistas of the surrounding landscape and the new development.
- Protect and frame sightlines toward landmarks, like St. Margaret's Church, to preserve cultural and visual value.
- Ensure that the layout and alignment of view corridors, green corridors, and movement corridors are well-integrated.

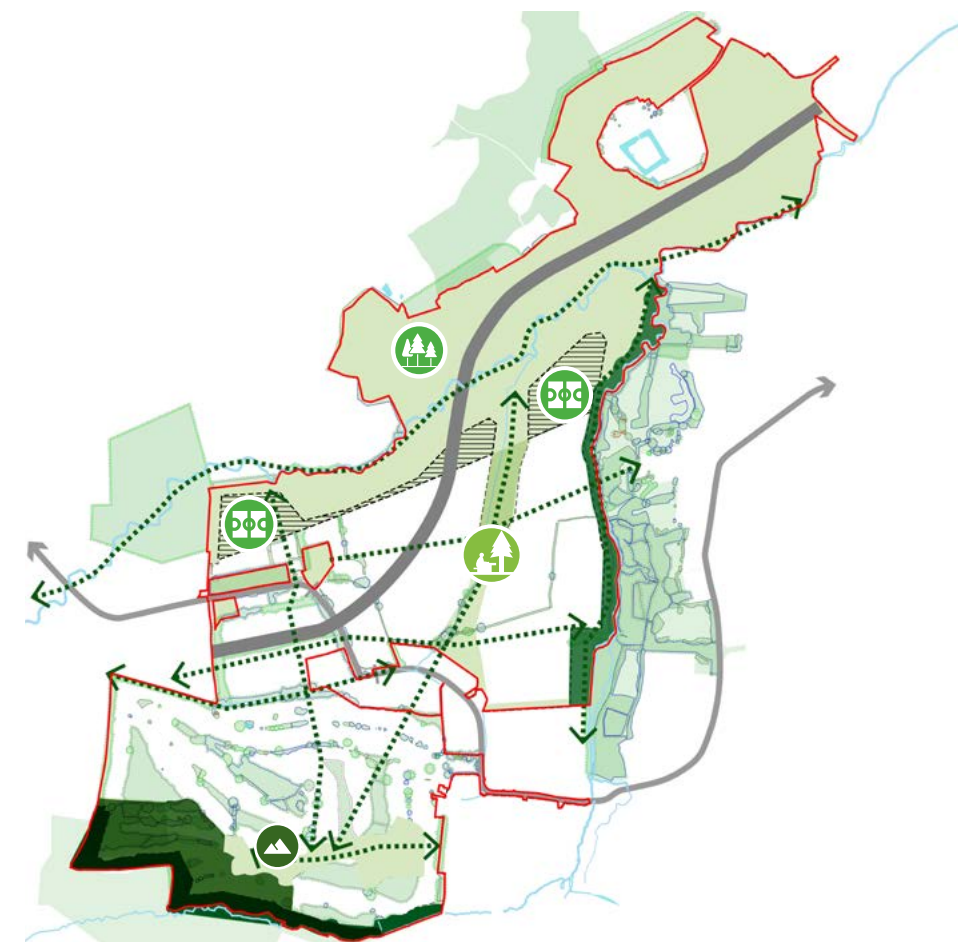


FIGURE 121

### 05. Offering A Range of Landscape Typologies

- Alongside Ridgeway Park and Meadows Park — each offering walking trails, sports fields, allotments, and playgrounds — incorporate small pocket parks for quick relaxation and mid-sized green spaces for picnics and gatherings, creating a variety of outdoor options for all residents.
- Provide sports hubs to meet community needs, with an opportunity to locate these hubs on land above the Gatwick 60dB noise contour but outside flood zones. This area, with its flatter terrain, offers an ideal setting for sports facilities and ensures minimal disturbance to residential areas.



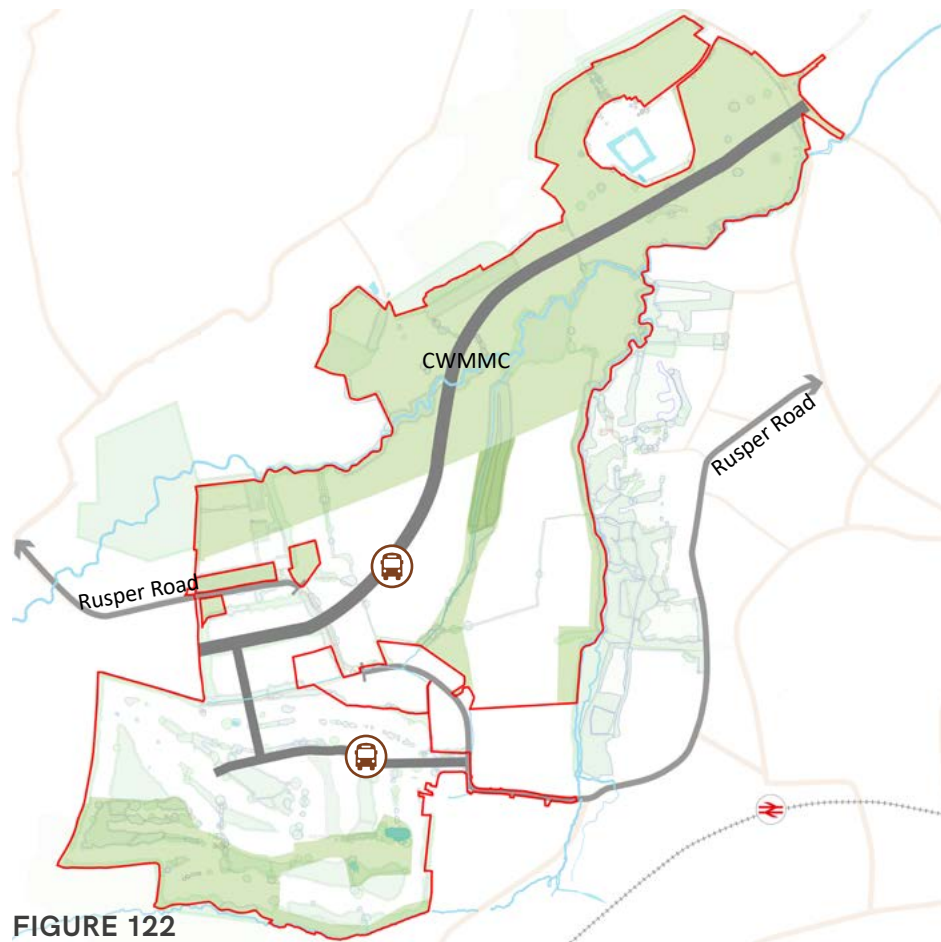


FIGURE 122

#### 06. Complementing to road network

- Establish a comprehensive road network to prioritise active travel and promote modal shift.
- The proposal incorporates the CWMMC and new road infrastructure, as detailed in the Chapter 8, to create a highly sustainable primary roadway through the site.
- Roads will be designed to accommodate bus services, ensuring connectivity between Crawley and the Site.

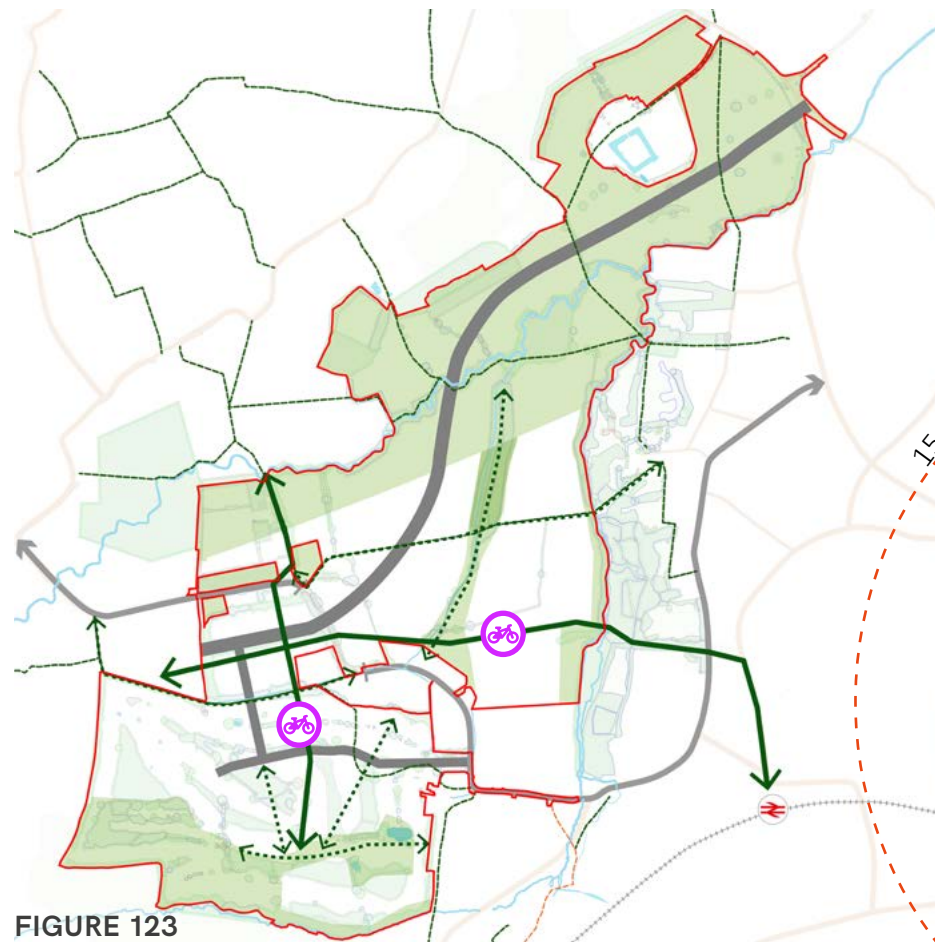


FIGURE 123

#### 07. Enhancing Existing PRow and Establishing New Pedestrian/Cycle Connections

- The development will prioritise pedestrian connectivity within the Site and to the wider area, maximising opportunities for seamless walking and cycling routes. This includes improving existing PRow that cross the Site, integrating them within high-quality open spaces overlooked by residential areas for added safety and accessibility.
- New pedestrian and cycle paths will also be created, providing recreational access to green spaces and ensuring strong connectivity throughout. Primary pedestrian and cycle route will connect the local centre, neighbourhood parks, schools, sports hub, employment area and Ifield Station, creating a cohesive and accessible network. This design supports sustainable travel options and promotes active lifestyles for residents.

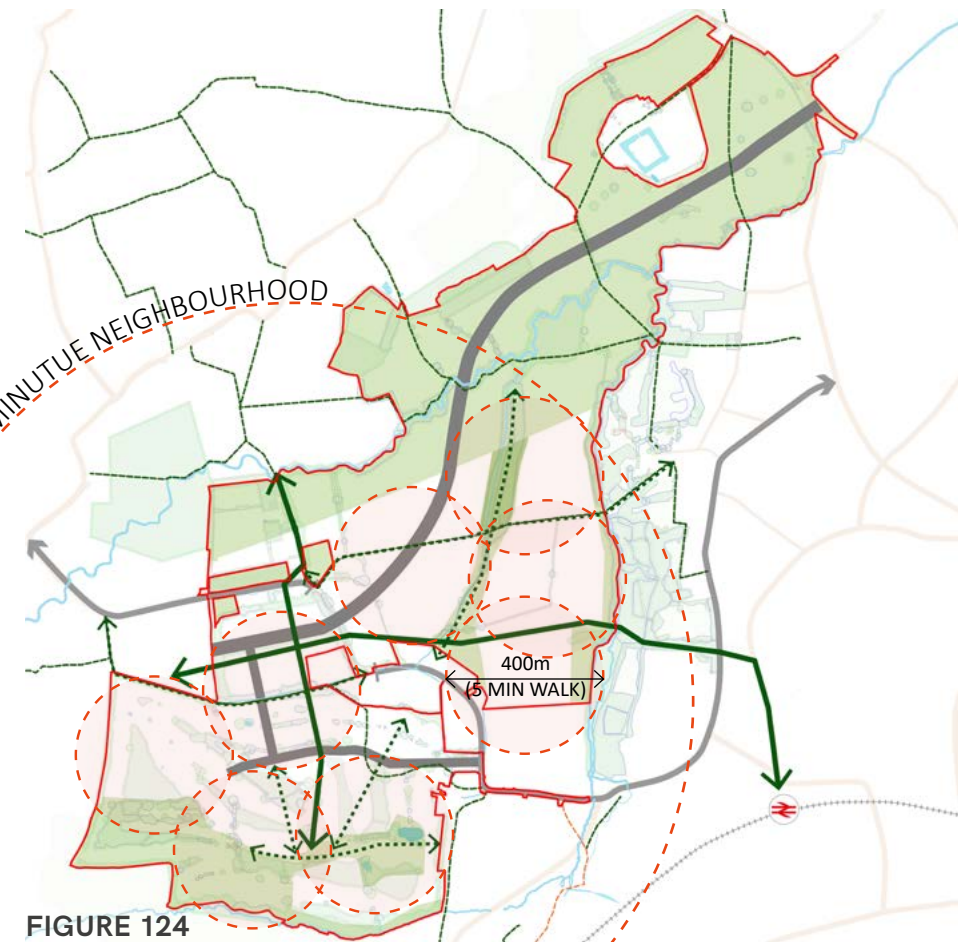


FIGURE 124

#### 08. Creating Walkable Neighbourhood

- To create a 15-minute neighbourhood, design ensures all essential services — such as schools, workplaces, parks, healthcare facilities, shops, and public transport — are within a 15-minute walk or bike ride from residents' homes.
- The street hierarchy organises roads by traffic volume and purpose, with primary streets connecting to the neighbourhood centre, ensuring fast access to central services. Lower-traffic streets within residential areas prioritise pedestrians and cyclists, enhancing safety and accessibility.
- Streetscapes with shorter blocks, pedestrian-friendly paths, and inviting street-level designs encourage active transportation.

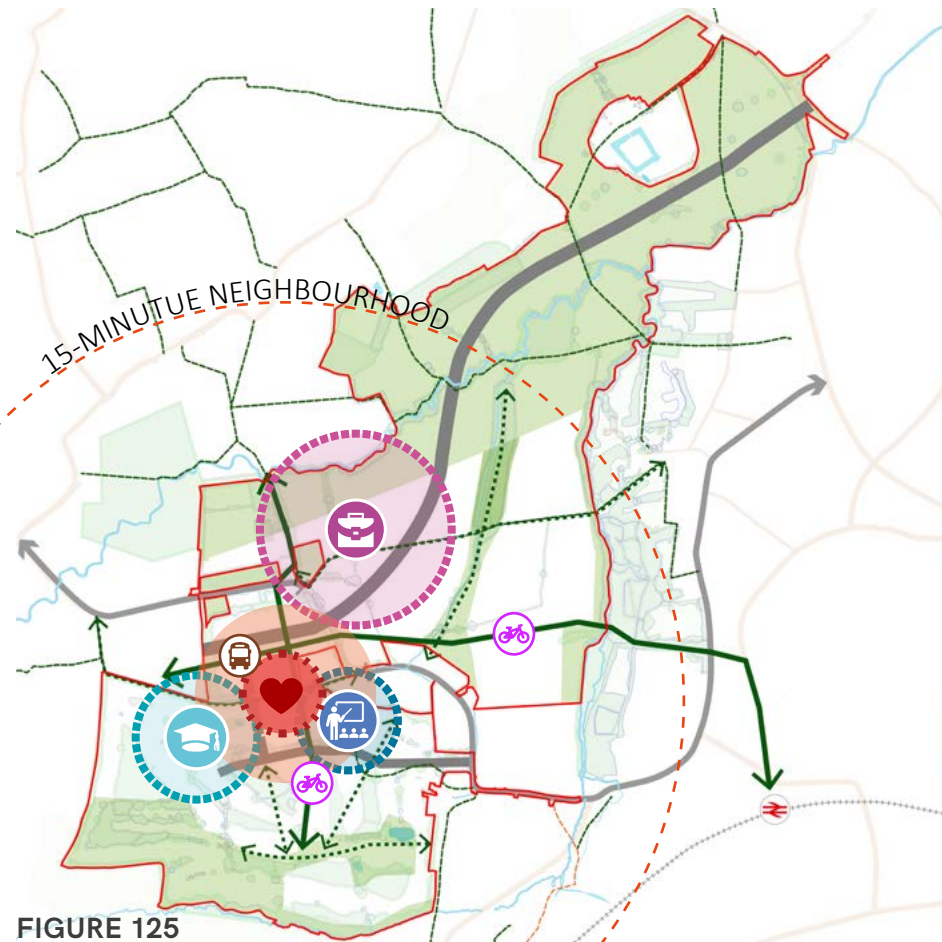


FIGURE 125

### 09. Establishing Neighbourhood Centre

- Position the local centre to be easily accessible by all modes of transportation, promoting inclusivity and accessibility for all residents. Design a vibrant neighbourhood hub with a diverse range of uses, including primary and secondary schools, to meet community needs.
- Develop an employment area that complements surrounding land use, serving as a key focal point for job opportunities and driving local economic growth. The location will provide convenient access to the CWMMC situated near the River Valley to minimise disruption to residential areas.

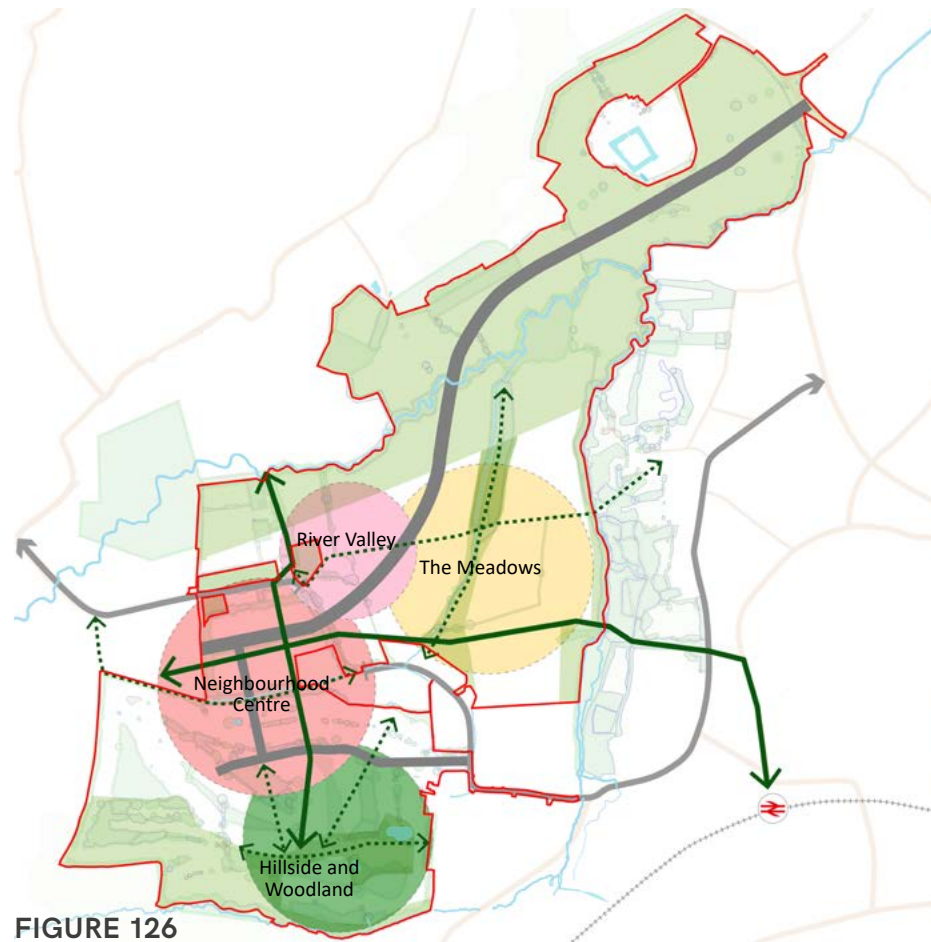


FIGURE 126

### 10. Defining Characteristics of The Neighbourhood

- Ensure that the built environment integrates with the surrounding landscape, land uses, and topography, informing the visual character of buildings, streets, and public spaces. Based on prior analysis of the Site, four primary character areas have been identified: River Valley, The Meadows, Hillside and Woodland, and the Neighbourhood Centre. Each area will reflect unique design elements to harmonise with its specific landscape and functional context.

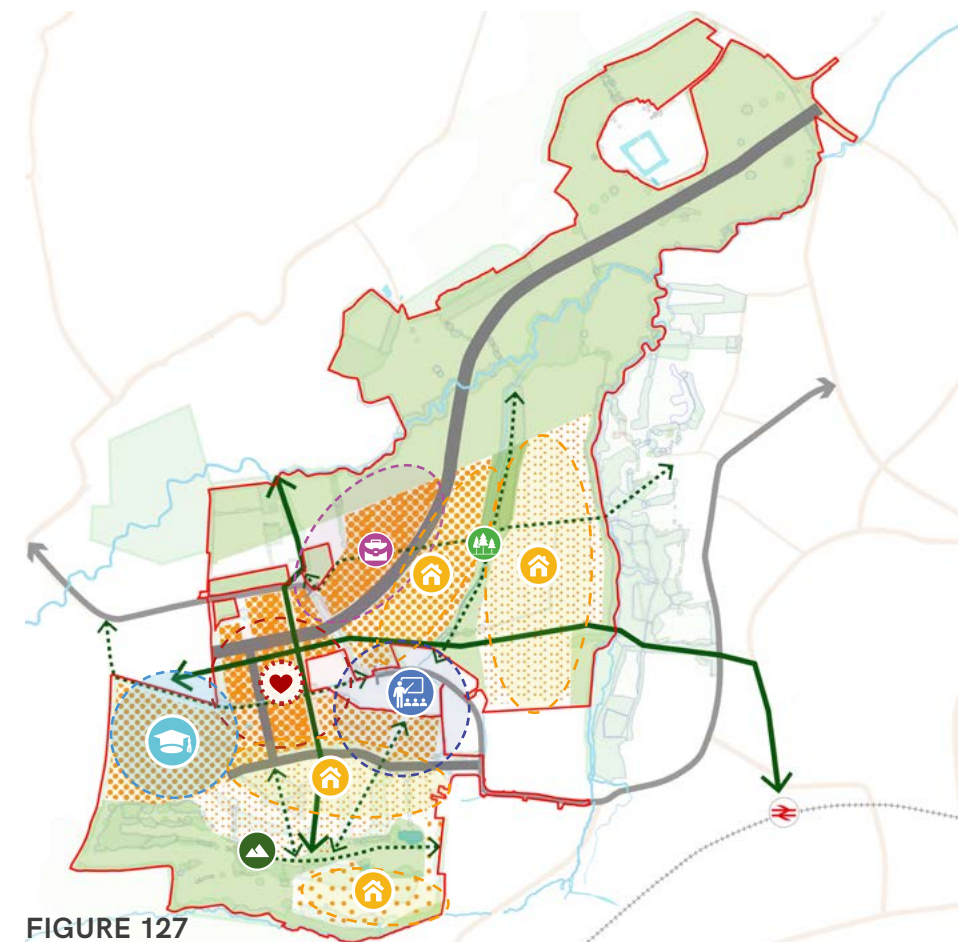


FIGURE 127

### 11. Establish Neighbourhood Structure

- Density will gradually increase towards the neighbourhood centre, establishing a more formal character around key areas. The local centre offer opportunities for mixed-use spaces, integrating residential units above ground-floor retail to foster vibrant, accessible hubs.
- A denser, continuous built form will define primary routes, enhancing their visibility and activity. Key junctions and nodes will feature higher densities and taller buildings to create a sense of enclosure, establishing squares and gateway features.
- On the periphery, particularly along the southern and eastern edges, densities will decrease, ensuring a sympathetic transition that blends the development with the surrounding landscape and respects the rural character of nearby areas.



# 5.3 Masterplan Concept

The masterplan concept is shaped by thoughtful design principles, creating a cohesive neighbourhood that integrates green spaces, a permeable pedestrian and cycle network, an accessible mixed-use centre, and diverse housing typologies - all contributing to a vibrant and sustainable community.

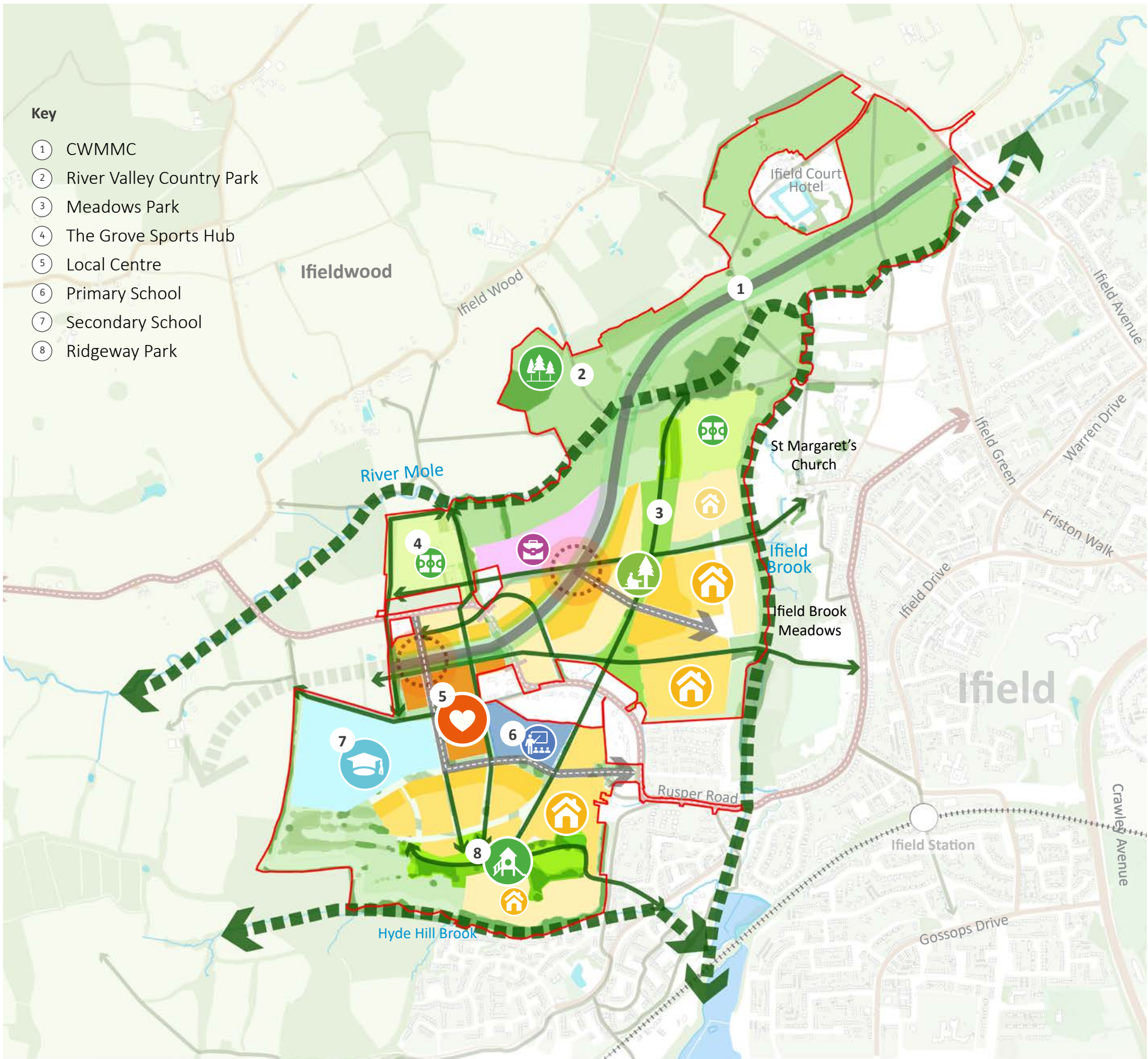


FIGURE 128 Masterplan Concept Diagram



# 5.4 Illustrative Masterplan

The Illustrative Masterplan presents a vision of the proposed development of West of Ifield. It creates a more detailed plan that illustrates one way in which the Parameter Plans can be interpreted to inform a masterplan. The Illustrative Masterplan also acts as a proving plan that has tested the principles and guidance established in the Design Code.

The Illustrative Masterplan shows a strong structure to integrate the Site into its wider context. West of Ifield will deliver sustainable homes and work places within an expansive network of green spaces, while also providing easy access to the amenities in the neighbourhood.

Landscaped green spaces will be drawn into the heart of the neighbourhood creating a focus for views and activity and reinforcing connections with the surrounding nature setting, while softening the transition to the sensitive edges.

West of Ifield will be a well-designed place with a thriving community. The local centre with the community uses, primary school and secondary school will form the heart of the neighbourhood creating a place to gather and socialise; while a good mix of formal and informal green spaces will offer a variety of recreational and leisure opportunities. Residents will benefit from a broad range of new homes adapted to different stages of life, including a variety of tenure choices.

The design of streets and buildings will draw upon local character to ensure that the neighbourhood feels part of the area, but at the same time, create a place which is distinctive in its own right to create a sense of belonging.

West of Ifield will be connected within and beyond itself by a range of transport choices and opportunities. Proposals will maximise opportunities for the use of sustainable travel modes, particularly walking, cycling and public transport. The proposed neighbourhood will include safe and attractive pedestrian and cycle routes, high-quality public transport serving local employment areas, places of education and the wide area. It will be a place that considers the mobility needs of the whole community through an inclusive design approach.



FIGURE 129 Illustrative Masterplan