



# SITE CONTEXT



## 2.1 Sub-Regional Context

### 2.1.1 Important Population Conurbation

West of Ifield lies at the central part of an important conurbation that includes c. 240,000 people. This comprises the Crawley Built Up Area (including Horley, Copthorne and East Grinstead (180,000 residents), together with the Horsham Built Up Area (56,000 residents). Crawley and Horsham are very different from each other in economic terms, however they are located at the heart of one of the strongest local economies in the UK and often referred to as the 'Gatwick Diamond'.

### 2.1.2 Globally and Regionally Connected

The site is internationally well connected with London Gatwick Airport to the north, the busiest point to point airport in Europe flying to 200 destinations in over 90 countries.

London Gatwick is 30 minutes by rail to Central London and one hour by road from London Heathrow airport.

Smaller airports such as Brighton City airport in Shoreham and London Biggin Hill airport, close to Croydon, offer further aviation links. Two international sea ports at Shoreham and Newhaven are within an hour by road and Dover, Portsmouth and Southampton sea ports are within 1.5 hours.

The area also has strong regional connections, being near to the M23 and with mainline railway connections linking London to the south coast.

### 2.1.3 A Place of Significant Economic Strength

The Gatwick Diamond is made up of two County Councils and seven district and borough councils, as depicted in Figure 3, and is within the 'Coast to Capital' Local Enterprise Partnership Area.

It has a combined economy of £24 billion and 368,000 jobs and, despite the pandemic, still embodies an economic relationship between the airport and the local area that has grown and developed over 70 years. Home to 45,000 businesses and 500 international businesses, the wider Gatwick Diamond offers access to excellent connectivity, a talented labour force (with graduates from the Universities at Brighton, Sussex,

Chichester and Epsom and Further Education Colleges at Redhill, Crawley and Epsom), a strategic location and developed supply chains.

It includes sectoral strengths in Aviation, Aerospace and Defence, Life Sciences, Health Technologies and Medical Devices, Environmental Technologies and Food and Drink.

There are many global brands with their UK HQs in the area, including ExxonMobil, Unilever, Nestle, Elekta and Doosan and within Crawley, a large concentration of jobs in the Manor Royal business district and neighbouring Gatwick Airport.

### 2.1.4 The Sub Regional Priorities

From a sub-regional perspective the West Sussex Economy Reset Plan prioritises higher value knowledge economy sectors and skills, in addition to positioning the county as a place for innovation in green energy. The Coast to Capital LEP's Economic Recovery Plan (Build Back Stronger, Smarter and Greener) also highlights the importance of the Green Tech sector to drive new markets for clean energy production and application across transport, homes, commerce and industry.

The LEP's Local Skills Report for 2020-2021 stresses the critical importance of ensuring that the area's residents are trained in the skills that will support transition to a clean and green economy – particularly in sectors that can make an impact on the prosperity of the area and have the capacity to absorb a large number of workers e.g. Advanced Manufacturing and Engineering, Creative, Digital and IT, Logistics and Construction and Financial and Professional Services.

Crawley and Horsham's strategies mirror the above, with a focus on Enterprise and the need to offer a range of quality floorspace to ensure that businesses can grow locally.

### 2.1.5 High Quality Environment

The surrounding countryside is verdant, containing a network of predominantly small fields bounded by thick hedgerows and interspersed by areas of woodland. Together with other districts, these woodland areas combine to make West Sussex one of the most wooded counties in the UK.

Whilst theSite is not protected, the area has access to nationally significant environmental resources and protected areas, with the High Weald and Surrey Hills AONBs and the South Downs National Park all in close proximity.

### 2.1.6 Strategic Challenges

The Gatwick Diamond Initiative Business Plan and other strategies identify the following challenges for the sub-regional area. Development at the West of Ifield presents an opportunity to help address these challenges:

- Attracting investment in higher-skilled jobs, in particular through the provision of high quality business space;
- Increasing the supply of adequate employment land;
- Providing an adequate supply of workers with the skills required to sustain economic growth;
- Developing the processes of enterprise and entrepreneurship – which will need to be actively animated;
- Promoting the links between education and enterprise;
- Promoting post-compulsory adult learning as part of local industry practices;
- Providing an aspirational place which offers a good quality of life and great opportunities to live, work and enjoy leisure time; and
- Creating an environment for residents to work closer to home.

National economic strategy reflects the regional and local priorities outlined above, with several key themes including:

- Innovation and economic growth
- Net zero and the green economy
- Improvement of links between economic growth, skills and social mobility

Development at West of Ifield should seek to contribute improvements to the key themes listed above. In particular, strong links to Crawley (including Manor Royal) and Horsham will be integral to ensuring excellent local employment opportunities are available at the West of Ifield.

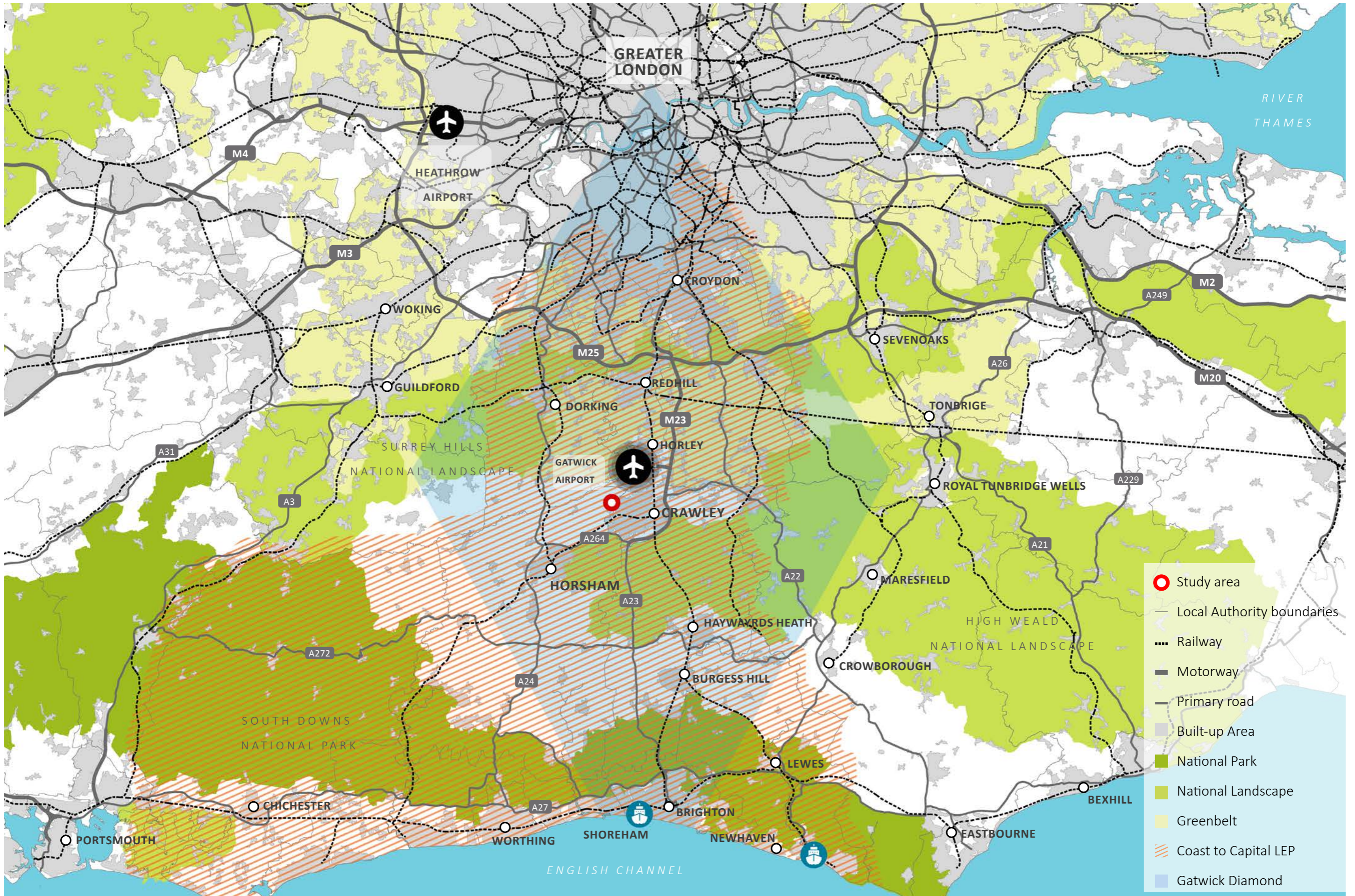


FIGURE 5 Strategic context for development - Heart of the Gatwick Diamond

## 2.2 Wider Site Context

### 2.2.1 Wider Site Area

Figure 10 shows the immediate area. The Site is situated in the north eastern part of the county of West Sussex. While the Site is directly adjacent to the western boundary of Crawley Borough, most of it falls within HDC. Mid Sussex District Council lies to the south of the Site, and Mole Valley District Council, in the county of Surrey, to the north. The Site benefits from proximity to Ifield and Faygate stations on the Arun Valley railway line and road links.

A number of rural villages are located between the West of Ifield and Horsham. The closest villages are Charlwood, Rusper and Faygate. They are connected to each other, Crawley and Horsham via some country lanes, including Faygate Lane, Lambs Green Road and Ifield Wood, which define the northern and western boundary of the Site, and Rusper Road which runs through the Site.

The site is central to the wider conurbation of Crawley and Horsham, and must consider its context to both settlements. Figure 10 highlights how the Site is in close proximity to major economic assets including Crawley and Horsham town centres, strategic employment sites including Manor Royal (including Homes England's land ownership at Rowley Farm) and proposals at North Horsham. Gatwick Airport presents an internationally significant transport hub and associated economic driver.

Despite these economic opportunities, any development must sensitively address surrounding settlement patterns, landscape and ecological features. A major objective for Proposed Development will be to ensure that potential coalescence between Crawley, Horsham and nearby rural settlements is addressed through a landscape-led approach. In particular, a strategic landscape buffer between Crawley and Horsham will be an important aspect to consider.

### 2.2.2 Emerging Development Context

A number of large developments and initiatives are underway in Crawley and Horsham, which will influence the design and character of the Land West of Ifield. The Proposed Development will seek to positively contribute and complement other development coming forward.

**Kilnwood Vale:** An outline planning application was approved in 2011 for Kilnwood Vale, which will deliver a new community of c. 2,500 homes, a new neighbourhood centre (with retail, community building / library, public house, primary care centre and care home); a new primary school and nursery; employment land; rail station; and energy centre. Reserved matters applications relating to various phases of development are currently being decided. Initial phases of development began construction in 2016, with a number of phases now nearing completion or underway.

**Land North of Horsham:** An outline planning application was approved in 2018 for 2,750 new homes, business park with up to 46,450 sqm of employment space; retail; community centre; leisure facilities; one secondary school and two primary schools; public open spaces; and land safeguarded for a parkway railway station. Construction is underway on site, with one primary school already delivered and further RMAs are currently being determined.

**Gatwick Safeguarding and Expansion:** Land to the south and east of Gatwick Airport continues to be designated as Gatwick Safeguarding land. This safeguards against development which would be incompatible with the expansion of the airport with a new runway and associated uses. Gatwick Airport is concurrently proposing to extend operations by using the northern emergency runway.

**Forge Wood:** Construction continues on Forge Wood (approved in 2011), which will be Crawley's 14th neighbourhood. When complete, the development will consist of 1,900 new homes, a primary school, community centre, offices, industrial space, retail space and park.

**Crawley Town Centre Regeneration Programme:** £2.2m scheme to revamp the town centre's public realm at Queensway, The Pavement and Kingsgate which launched in 2016 and is still underway. The scheme has delivered a number of public realm improvements in Crawley Town Centre. The programme forms part of the Crawley Growth Programme, £60m fund for regeneration and infrastructure improvements designed to support new homes, business investment and employment growth.



FIGURE 6 Crawley town centre



FIGURE 7 Ifield Village



FIGURE 8 Ifield Station

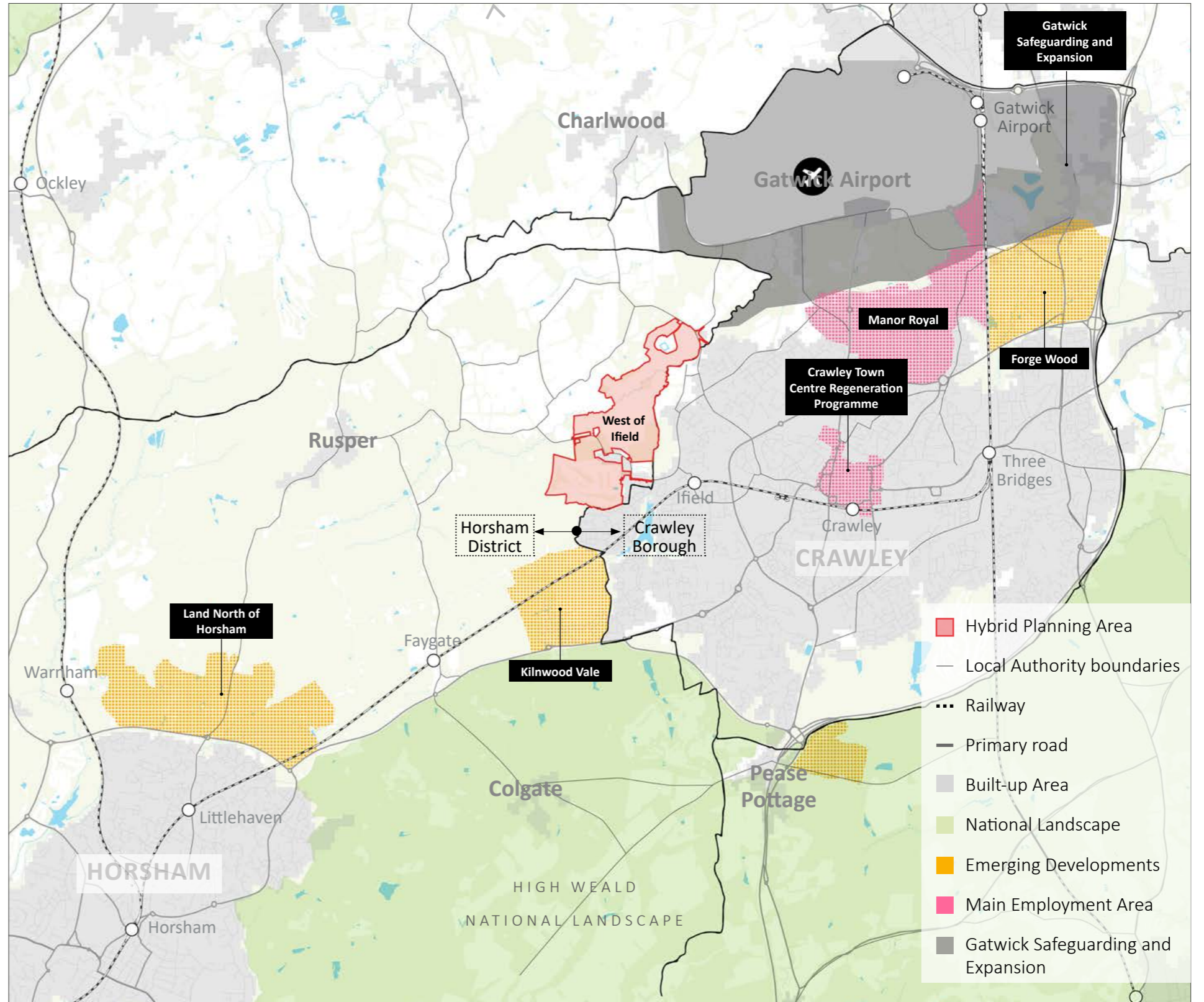


FIGURE 9 Land West of Ifield - wider context

## 2.3 Horsham District and Local Villages

### 2.3.1 Horsham

HDC is a predominantly rural district, containing the larger market town of Horsham which lies to the southwest of the Site. The area has good road and rail connections with Gatwick Airport directly adjoining the District boundary to the north east and north of the Site.

West of Ifield is located at the north-western corner of HDC, and Horsham is the closest urban area to the Site within the district. A number of rural villages are located between the Site and Horsham.

Horsham has grown up around the historic market centre called the Carfax. To the south of the Carfax is the Causeway. This street consists of houses erected in the 17th, 18th and early 19th century. To the south is the River Arun. On the northern bank is Prewetts Mill and on the south side is the town's cricket field. A short distance along the banks of the Arun in a south easterly direction is Chesworth Farm, an area of open public access. To the north of the Carfax is Horsham Park with football pitches, a wildlife pond and tennis courts. Leisure facilities, including a swimming complex and a gymnastic centre, have been built on land around the park. To the east along Brighton Road is the Iron Bridge, named after the railway bridge that carries the railway from London Victoria to Littlehampton.

Horsham has developed beyond the original boundaries to incorporate some of the smaller hamlets which now form part of the outer districts, which are mostly contained by the A24/ A264 western and northern ring roads, St Leonards Park to the East and the railway to the south.

Horsham is a bustling market town with a lively atmosphere. It has a good selection of places to eat and drink and a number of standard High Street shops. Twice weekly markets are still held on the Carfax, and there are other activities available in the town centre such as the Everyman Cinema, the Christs Hospital Theatre, and the REC Rooms for live music and entertainment. The main railway station is to the north of the town centre.

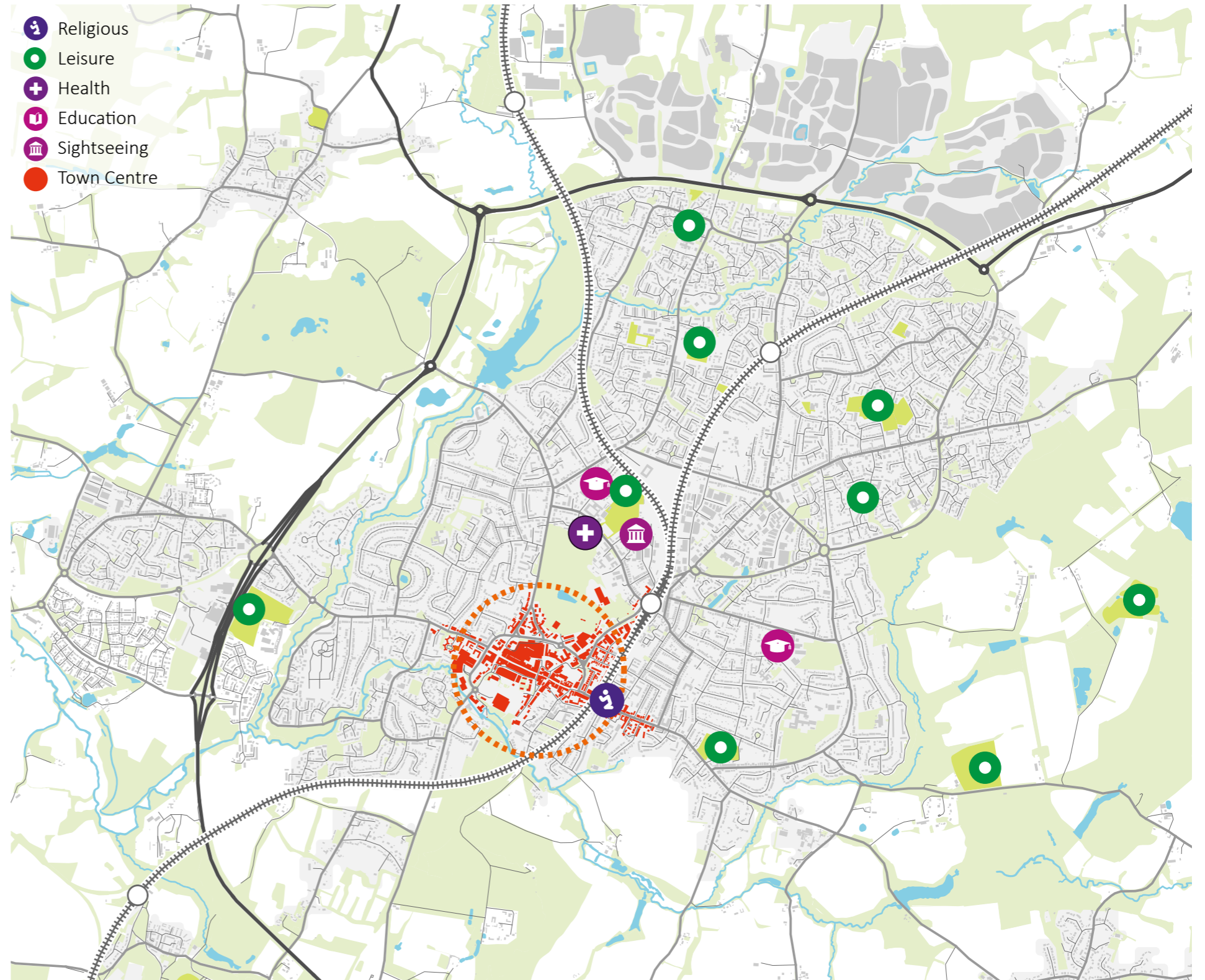


FIGURE 10 Non-residential uses in Horsham

## 2.3.2 Local Villages

The closest villages to West of Ifield are Charlwood, Rusper and Faygate. They are connected to each other, Crawley and Horsham via the road network, including Faygate Lane, Lambs Green Road and Ifield Wood which define the northern and western boundary of the Site, and Rusper Road which runs through the site.

**Faygate:** Faygate is a hamlet located just off the A264 between Crawley and Horsham and lies mostly on the western side of Faygate Lane. It has a railway station with infrequent trains to London and Portsmouth. There are some employment spaces and a pub next to the station, with a village hall and sport pitches in the fields east of Faygate Lane.

**Rusper:** Rusper is a village that lies just over 4 miles (6.5 km) north of the town of Horsham and west of Crawley. It is the centre of Rusper Parish which covers most of the area between Horsham and Crawley. The High Street, where most of the facilities are located, is at the junction of four roads. The village has a primary school, a church, two pubs, a hotel and some shops. It is a historic village with small scale residential developments added incrementally over the years. Small-scale residential sites are identified around Rusper for future development.

**Charlwood:** Charlwood is a village in the Mole Valley district of Surrey. It is immediately north-west of Gatwick Airport, west of Horley and north of Crawley. The Street, where most of its facilities are located, sits at the junction of 5 roads. It has a parish hall, a primary school, church, a small number of shops and restaurants, and some employment uses. It is the largest of the 3 villages studied.

All three villages have a strong rural character. They are linear settlements clustered around key junctions and originated as part of trading routes and crossings, where the first Inns and housing were built. More housing was built along the main routes and the villages extended in time with subsequent developments. While there are some shops, place of worship, schools, employment and local recreational facilities located in these villages, they rely on Crawley and Horsham for many other facilities, such as education, health care, retail, employment and regional cultural and recreational facilities.



FIGURE 11 Faygate Village



FIGURE 12 Rusper Village

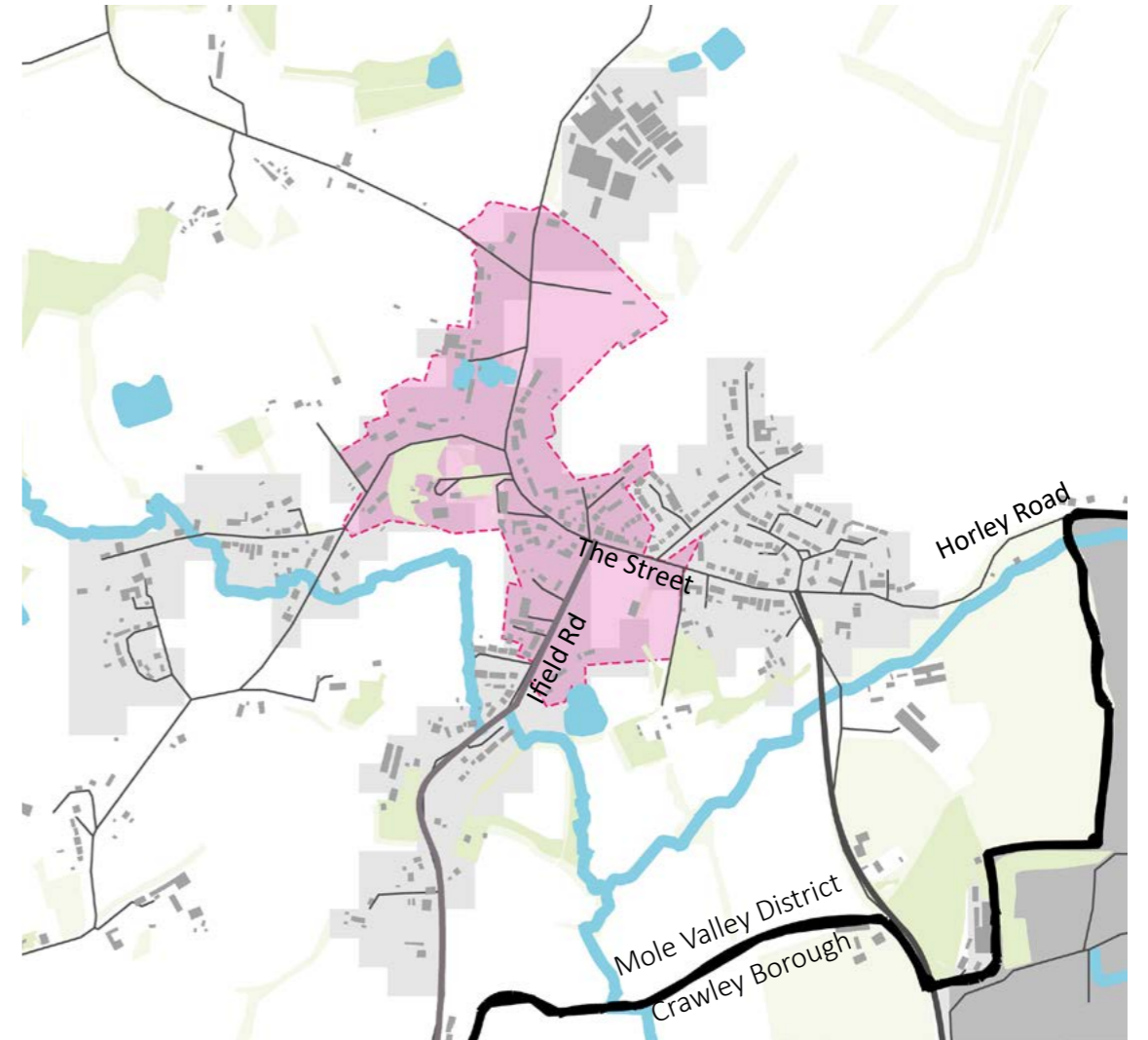


FIGURE 13 Charlwood Village



## 2.4 Crawley Borough

### 2.4.1 Overview

Crawley is the largest economic centre in the northern West Sussex sub-region, and also the largest economic area of the Gatwick Diamond, representing a significant proportion of Gatwick Diamond's total commercial floorspace and employment.

Crawley's population reached 118,500 in 2021 (an increase of 11.2% since 2011). Future demographic change, particularly as the younger population have families, will increase the need for housing, along with social, community, leisure, educational and retail facilities.

The area has seen impressive growth over the last 100 years as one of the UK's most successful new towns. Development across Crawley is characterised by the town's significant commercial centre; series of residential neighbourhoods (all a similar size with their own local facilities) and this mode of development is being delivered as part of the new communities coming forward today. Proposals for the West of Ifield also employ a neighbourhood model, with housing centred around a convenient and well-designed neighbourhood centre, including schools.

### 2.4.2 Town Centre

Crawley Town Centre is located at the historic and geographic centre of the town and includes the medieval High Street to the west and the New Town centre to the east including The Boulevard with civic functions and Queens Square around which the retail core is arranged.

Retail and commercial activity has shifted away from the High Street to the New Town areas of Queens Square and The Boulevard in the last fifty years and the High Street today is rather disconnected from general visitor circulation patterns and focuses mainly on evening (restaurants / bars) and secondary retail uses. Queens Square has recently been re-landscaped and has a strong retail frontage on all sides.

To the north of the retail core, The Boulevard is a straight, tree-lined route fronted by civic buildings constructed during the 1960s, including the Town Hall. The street is subject to major redevelopment plans which are currently underway.

The town centre is ringed by the routes of Haslett Avenue West, Peglar Way, Station Way and College Road which limit pedestrian connectivity to the centre. Land alongside this inner ring road includes important community buildings, for example the town library, plus major supermarkets.

### 2.4.3 A Town of Neighbourhoods

Crawley's New Town masterplan of 1948 proposed nine similar sized neighbourhoods ringing an expanded town centre. All of the neighbourhoods were planned to have their own community and commercial centres and operate as distinct and differentiated residential districts.

All neighbourhoods contain shops and community space, places of worship, primary schools and usually a pub or some leisure space. The neighbourhood centres seem to perform a subsidiary role to Crawley's town centre. The individual centres provide a heart and focus to each neighbourhood, and seem to be well used and well populated, focusing predominantly around convenience retail and community uses or schools. They generally contain a range of lower order retail uses, cafés and takeaways and salon type uses in each shopping parade. The centres generally have a generous car parking provision. Very few are based on a traditional 'high street' typology and are generally pedestrian focused retail parades or squares. Retail provision is often co-located with residential in mixed use buildings, creating a vibrant and cohesive community, whilst schools and community facilities are standalone.

All neighbourhoods of Crawley have the same comparable structure comprising residential areas of up to 3,000 housing units with a central cluster of community and commercial facilities. The neighbourhoods are mostly separated and defined by road infrastructure and movement corridors.

### 2.4.4 Housing

Consistent with the New Town history, Crawley's overall housing mix is generally focused on family housing with gardens and 3-bedrooms. The majority of housing is terraced, with some semi-detached and detached. There is a lower proportion of flatted accommodation throughout the town, reflecting the original mix of housing of the masterplan which focused heavily on building 3-bedroom housing with gardens for families. All of the housing is generally characteristic of the time that it was built.

### 2.4.5 Relevance to Development

- The new neighbourhood at West of Ifield should be delivered in line with **historic Crawley New Town growth patterns**, i.e. high-quality homes delivered around a well-designed neighbourhood centre with appropriate commercial and community buildings.
- Historically, Crawley New Town has been developed on **assigned plots of greenfield** land, with large block of **woodland and green infrastructure** incorporated within or around the neighbourhoods. This pattern of development is similar to that planned at West of Ifield.
- Historically, the incorporation of **existing villages** within the Crawley New Town development has provided a **unique character** to many Crawley neighbourhoods.
- **High-speed movement corridors** (roads and railways) have **historically defined the boundaries** of neighbourhoods in Crawley, while routes through the neighbourhood centres provide local access and appropriate public transport routes.
- **Crawley Town Centre** continues to push for **increased modal shift towards pedestrian** movement. Recent developments in Kilnwood Vale and Forge Wood also promote sustainable transport connections to and from the wider area, as well as pedestrian and cycle route provision within the developments.
- Some employment uses will be located in the West of Ifield neighbourhood centre, however, **clear emphasis on the main sub-regional employment hubs** should be maintained (including Manor Royal and Crawley Town Centre) by providing appropriate sustainable transport links to these employment centres.
- The **neighbourhood centre at West of Ifield should provide a range of shops, workspaces and community facilities** for the new neighbourhoods. Some local facilities should be provided when the first homes are occupied, to avoid placing pressure on existing facilities and social infrastructure.
- **Secondary schools** (and other social infrastructure items that serve a wider catchment) should be located with consideration to the infrastructure item(s)' **potential catchment area**.



FIGURE 14 Queens Square\*



FIGURE 15 Memorial Gardens\*



FIGURE 16 Plough Inn Ifield\*



FIGURE 17 Crawley commercial\*



FIGURE 18 Crawley Station\*



FIGURE 19 George Hotel\*



FIGURE 20 Crawley Centre



FIGURE 21 Crawley centre

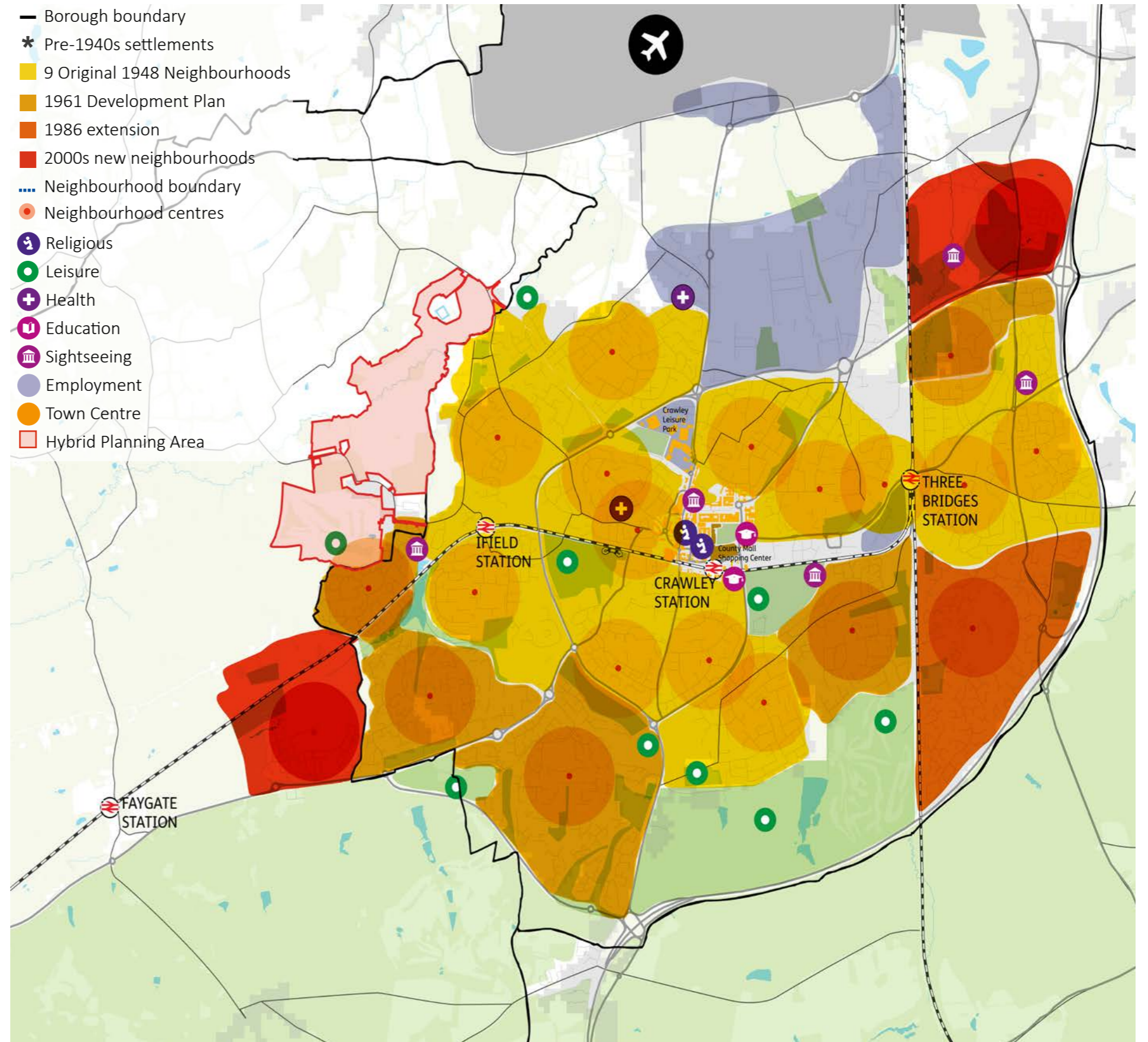


FIGURE 22 Neighbourhoods in Crawley

\* Images Credit: Edward Bishop

## 2.5 Socio-Economic Context

### 2.5.1 Introduction

In order to establish a clear understanding of the socio-economic profile publicly available data from a variety of sources has been reviewed, including the 2011 Census; Office of National Statistics (ONS) population estimates and projections, jobs density and business demography data; UK business counts; and UK Business Register and Employment Survey (BRES.)

The latest available data from ONS are generally for 2020 or 2021 – which means that the data describe the situation during the pandemic. There is therefore a need to look at both pre-pandemic data and emerging evidence describing the post-pandemic situation in order to build a rounded picture of the local area in ‘normal’ times.

### 2.5.2 Population Growth

Both Crawley and Horsham have seen strong historic population growth. However, Horsham’s has significantly outpaced the growth seen in Crawley (Crawley 112,500; Horsham 145,500 – as of 2020).

Looking forward, projections suggest that Crawley and Horsham will continue to see strong growth. This will be driven by increases in the number of people aged 65 and over (Working Age population in 2020 (16 – 64) – Crawley 72,000 (64% of total population); Horsham 85,000 (59% of total population). This is important when identifying suitable housing, infrastructure and amenities for West of Ifield.

### 2.5.3 Demography

Data indicates that the demography of Horsham is different from Crawley. The number of residents aged 65 and above is growing quickly and it has a relatively large, retired population.

### 2.5.4 Occupational Profile

The occupational profile suggests that a relatively high proportion of residents in Crawley (32% in 2021) are working in occupations such as: “sales and customer service occupations”, “process plant and machine operatives” and “elementary occupations”, with only 25% in Professional Occupations / Managers and Directors. Equivalent figures for Horsham are 17% and 39% respectively. This could reflect the proximity of Gatwick Airport- it is likely that a high number of Airport employees live in Crawley. However, data from APS suggest that the occupational profile of Crawley is changing over time.

### 2.5.5 Earnings

The occupational profile is most likely influencing the earnings figures in the area. Data suggest that resident earnings are low in Crawley, but workplace earnings are high. This implies that residents commute to lower paid employment outside of the district; and/or that Crawley is a focus for relatively well-paid jobs which are taken by in-commuters. In addition, the low resident earnings may also reflect the relatively low skill profile of residents in Crawley which again, links to occupations. The gap between residence-based and workplace-based earnings therefore appears to be growing. The reverse of the above characteristics are seen in Horsham.

### 2.5.6 Jobs and Sectors

Crawley and Horsham saw a rapid increase in the number of jobs from 2012-2017. Data suggests that transport and airport related activities (i.e. M23, M25, and Gatwick Airport) have a major influence on the employment profile of Crawley and Horsham.

Based on BRES 2020 data, Crawley has almost twice as many jobs as Horsham – indicating its significance as an employment hub. The largest employment sector in Crawley is Transportation and Storage, in both absolute and relative terms (five times the national average). Wholesale and Retail trades and Manufacturing is significant in both local authority areas (around the expected national average). Relatively, Information and Communication and Professional, Scientific and Technical activities appear to be more locally concentrated in Horsham, with Crawley’s other locally concentrated sector being *Administrative and Support Service activities*.

### 2.5.7 Enterprise

Crawley has seen a faster rate of growth in business stock (2010 to 2021) than the national average, particularly during the early years – although from a relatively low base. Conversely, the rate of growth in business stock in Horsham (and all other local comparators) was below the national average. The sectors that had the largest representation in both Crawley and Horsham were professional, scientific and technical activities; (although Crawley has some two thirds of Horsham) wholesale and retail trade; construction; and information and communication. Crawley’s concentration of enterprises in the Wholesale / Retail and Transport and Storage sectors is also significant, being some three times that of the SE and Horsham. The concentrations in the other sectors were much lower. This suggests that the professional, scientific and technical activities, construction and information and communication sectors have a higher representation of micro businesses- which is important when designing employment options into West of Ifield.

### 2.5.8 Employment Space

At present, employment is focused on the Manor Royal estate, Gatwick Airport and the town centres of Crawley and Horsham. Figure 25 illustrates where job densities are highest at employment sites across Crawley and Horsham. The Draft Crawley Borough Local Plan 2020 – 2035 highlights a number of locations as designated Employment Areas. These are identified as having potential to deliver sustainable economic growth.

### 2.5.9 Major Employers

Manor Royal is currently critical to the economic functions of Crawley and the wider sub region. It covers 240 ha; is home to 600 businesses; and provides 28,000 jobs. It is also home to some of the foremost knowledge-based businesses from across the wider region; examples include Thales, Elekta, Boeing, and Varian. These are major local employers and a source of high-quality jobs. Manor Royal, however, has some complicated issues in labour market terms, with major employers tapping into wider regional labour markets for higher skilled jobs, resulting in substantial long distance in-commuting.

Other factors which have generally intensified and accelerated through the pandemic are changing corporate business models, with Manor

Royal in particular seeing companies reducing their accommodation footprints, with the high demand for logistics / distribution provision . Nationwide, some developers are choosing to redevelop offices with warehouse facilities.

Gatwick Airport was heavily hit by the pandemic, although passenger numbers are returning, with 32.8m in 2022 (some 71% of 2019 levels). Gatwick is also looking at the potential for an Airport Economic Zone – to drive long-term, sustainable growth, attract new, diverse industries and secure its long-term economic prosperity

### 2.5.10 Education

West Sussex County Council (WSCC) is the Local Education Authority for both Crawley and Horsham district councils.

**Crawley:** There are currently 26 primary Schools within Crawley; 7 secondary schools and 2 special needs schools. The mean average size of these schools are slightly over 2 Former Entry (FE) for Primary (2.4FE) and 7 FE for secondary (6.7FE). The majority of the Crawley Neighbourhoods are within a 1.6km (20 minute walking) radius of their catchment secondary school. Generally travel distances to schools in Crawley are below national averages. Detailed studies by the Department of Transport (DoT) of travel to school (at National level) were published in 2014 and suggest a typical sphere of influence of 2.5km for primary schools and 5.5km for Secondary Schools

**Horsham:** Excluding wider rural provision, but including the Broadbridge Heath extension, there are currently 14 primary Schools within Horsham town1; 3 secondary schools and 1 special needs school. A new secondary (Bohunt Horsham) is being delivered. The mean average size of these schools is slightly smaller than 2FE for Primary (1.7FE) and 9 FE for secondary. The catchment for Horsham secondary schools is greater (geographically) than those of Crawley schools, serving the wider rural area. Travel distances to schools in town are below national averages. Detailed studies by the DoT for travel to school (at National level, 2014) suggest a typical sphere of influence of 2.5km for primary schools and 5.5km for Secondary Schools. Travel distances to schools from rural settlements within HDC are above national averages.

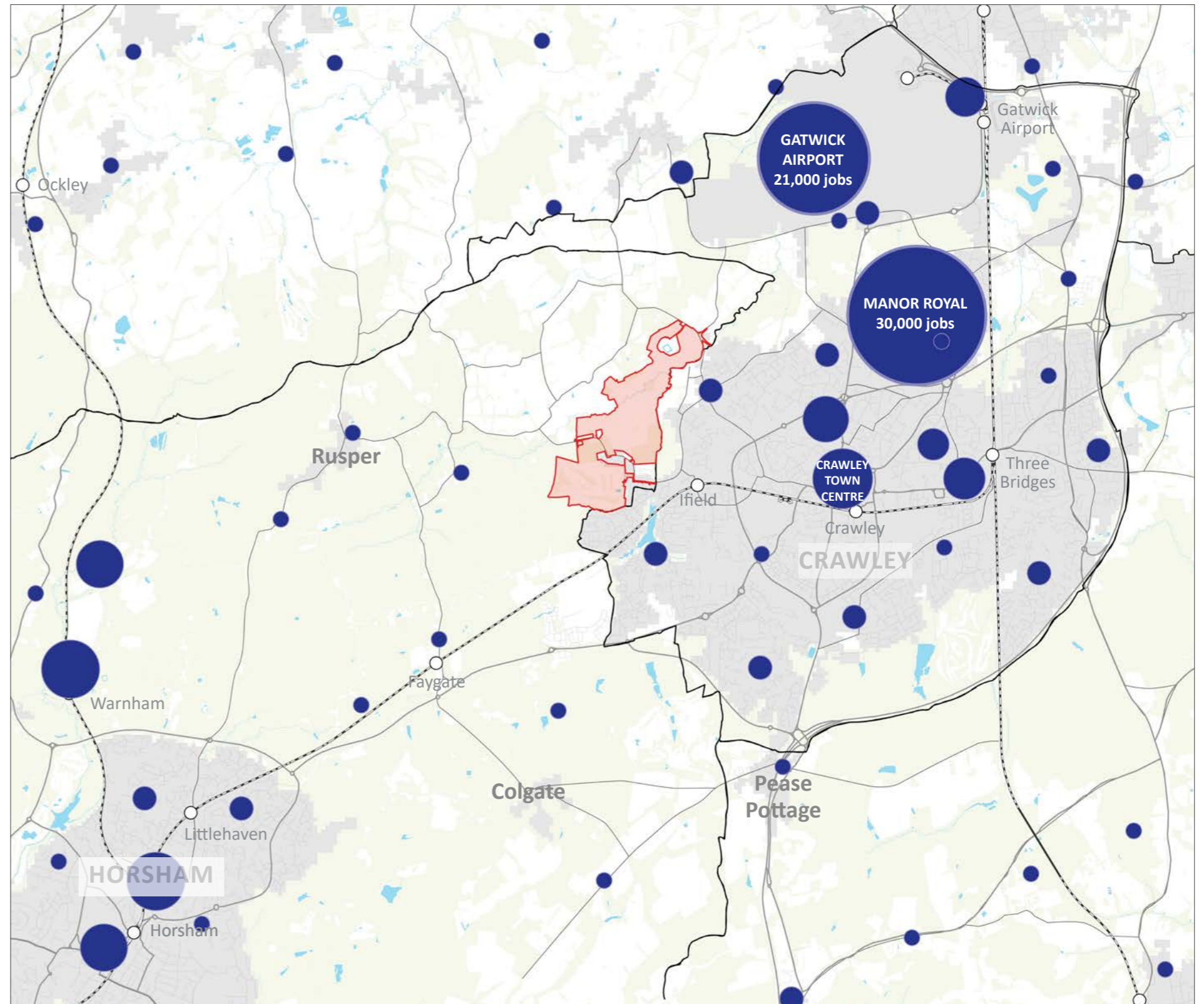


FIGURE 23 Job density at employment sites in Crawley and Horsham

## 2.6 Planning Policy Context

### 2.6.1 Introduction

This section summarises relevant planning policy for the site. The site is split between two Local Authority boundaries with land east of Ifield Brook within CBC, and land to the west under the control of HDC. As such, local planning policy in both HDC and CBC is considered relevant.

Please refer to the accompanying Planning Statement for further details on planning policy.

### 2.6.2 National Planning Policy Framework (NPPF) and Planning Practice Guidance

**Sustainable development & identifying land for homes:** The latest NPPF sets out how the large-scale supply of sustainable new homes is best achieved through planning for new settlements and significant extensions to existing towns. The NPPF states that strategic planning authorities should consider opportunities for investment in associated infrastructure; ensure the development size and location will support a sustainable community with sufficient access to services; set clear expectations for the quality of development and how it can be maintained through stewardship (such as through commitment to the Garden City principles); assess likely rates of delivery and take account of lead-in times for large scale sites; and consider whether it is appropriate to (re)establish Green Belt designations around the proposed site.

**Garden City Principles:** In line with the NPPF's sustainable development agenda, the Town and Country Planning Association's Garden City Principles set out key elements that combine to create a successful Garden City. This has set the basis for Government's subsequent Garden Communities programme.

1. Land value capture for the benefit of the community;
2. Strong vision, leadership and community engagement;
3. Community ownership of land and long-term stewardship of assets;
4. Mixed-tenure homes and housing types that are genuinely affordable;
5. A wide range of local jobs in the Garden City within easy commuting distance of homes;
6. Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;
7. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience;
8. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;
9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

### 2.6.3 Other National Considerations

**National Design Guide:** The National Design Guide, published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019, seeks to set out the components of good places through 10 key characteristics of design: by enhancing context and surroundings; creating attractive and distinctive identities; designing for easy movement; optimising nature; creating safe and inclusive public spaces; mixed and integrated uses; sustainable homes and buildings; using resources efficiently and building places that are made to last.

**Building Better, Building Beautiful - Living with beauty:** The Building Better, Building Beautiful Commission is an independent body set up to promote and increase high-quality design in new-build homes and neighbourhoods. In January 2020, the commission issued its final report, Living With Beauty, which called for those involved in new housing development "to ask for beauty, refuse ugliness and promote stewardship."

The Commission proposes a renewed focus on long-term investment avoiding a short-term, site-by-site approach that is currently commonplace. In addition, the report advocates for a neighbourhood-first approach, seeking to create whole places with defined centres and appropriate social and physical infrastructure. The Commission's final report promotes mixed-use places built at 'gentle density'; and advocates for streets, squares and blocks with clear backs and fronts.

**Building for a Healthy Life:** The Building for a Healthy Life is England's design tool for creating places that are better for people and nature. Building for a Healthy Life is a design code to help people improve the design of new and growing neighbourhoods and sets out 12 considerations, organised across three headings, to help those involved in new developments to think about the qualities of successful places and how these can be best applied to individual characteristics of a site and its wider context.

## 2.6.4 Horsham District Planning Framework

The current statutory development plan for Horsham is the Horsham District Council Planning Framework (2015).

HDC are currently preparing a new Local Plan. The new Horsham District Local Plan 2023 – 2040 will set out planning policies and proposals to guidance development in the district up to 2040.

In the interim, HDC has published a new document, Facilitating Appropriate Development (2022), which outlines how HDC will consider planning applications ahead of the adoption of the emerging Local Plan. Whilst this has not been subject to consultation or examination, it has formed the basis of reasons for refusal on recent decisions.

In July 2024, HDC formally submitted the Horsham District Local Plan and supporting documents to the Planning Inspectorate for Examination, which included a strategic site allocation for the site (Strategic Policy HA2 'Land West of Ifield') which allocates the Site for a comprehensive new neighbourhood to deliver approximately 3,000 new homes, of which at least 1,600 new homes will be delivered in the Plan period (i.e. up to 2040).

However, the examination of Horsham District Council's Local Plan is currently delayed following the Inspector raising concerns about the soundness and legal compliance of the Local Plan. At time of submission of the planning application, it is anticipated that the emerging Local Plan will be withdrawn given the stage that the Plan has reached, the concerns raised by the Inspector, and the level and content of the objections received against the Plan / policies.