6.4.1 Walking and Cycling

The masterplan prioritises walking and cycling by offering above-standard levels of cycle parking, wide dedicated cycle routes, and a variety of attractive pedestrian pathways. This comprehensive network connects residents across the new neighbourhoods and provides easy access to key transport hubs and destinations beyond the site. The breadth of routes allows users to choose direct paths, minimising journey times, while also fostering active lifestyles and supporting the creation of 15-minute neighbourhoods.

To encourage sustainable transport for local journeys, the network has been designed to make walking and cycling more convenient than driving. Many key routes are separated from roads, guiding users through attractive, well-lit, and landscaped settings. Streets are also designed to promote play and social interaction, creating safe environments for new or younger cyclists.

As well as making cycle storage easily accessible, a range of provision will be provided across the masterplan to ensure that recumbents, cargo and electric bikes can be used.

Upgrades to walking and cycling routes will enhance connections to neighbouring communities and facilitate onward travel from Ifield Station, supporting longer journeys. A significant new route is proposed to cross Ifield Meadows, serving as a fast cycle and footpath connection to the station. This route will feature a new bridge and a raised boardwalk over the brook, with low-level lighting to minimise impacts on the sensitive Meadows ecology.

The proposed walking and cycling strategy consists of four main types of routes:

Segregated Cycle Routes

These routes are provided along CWMMC and the Primary Street as detailed in the proposal, as well as on the primary street serving the Meadows Area, forming part of the primary cycle corridor.

Primary pedestrian / cycle only routes

These routes are integrated with landscape design, forming green corridors to minimise vehicular movement. These routes play vital role in connecting key open spaces and the local centre, facilitating easy access and creating a cohesive and interconnected community.

Secondary pedestrian / cycle only routes

These routes act as a complement to the primary routes, meandering through parklands and alongside woodland areas, seamlessly connecting to the existing Public Rights of Way. They offer scenic pathways that enhance the overall walking and cycling experience.

On road pedestrian/cycle routes

These routes align with the street network, providing additional or shared pathways for walking and cycling within the development.

FIGURE 175 Segregated cycle and micro-mobility routes

FIGURE 176 Cycle and Micro-mobility Routes

FIGURE 177 Connecting off-site routes

KEY

- **Hybrid Planning Area**
- Segregated Cycle Routes
- Primary Pedestrian and Cycle Only Routes
- Secondary Pedestrian and Cycle Only Routes
- Shared Cycle Routes
- Rusper Road
- Proposed Plots
- Green Infrastructure
- Area Managed for Nature Conservation Purpose
- Water Course
- **Area Applied in Detail**
- Areas included within the detailed application but where RMAS will be submitted in the future.
- Landscape delivered under the detailed element (Detailed Proposal)
- Segregated Cycle Routes

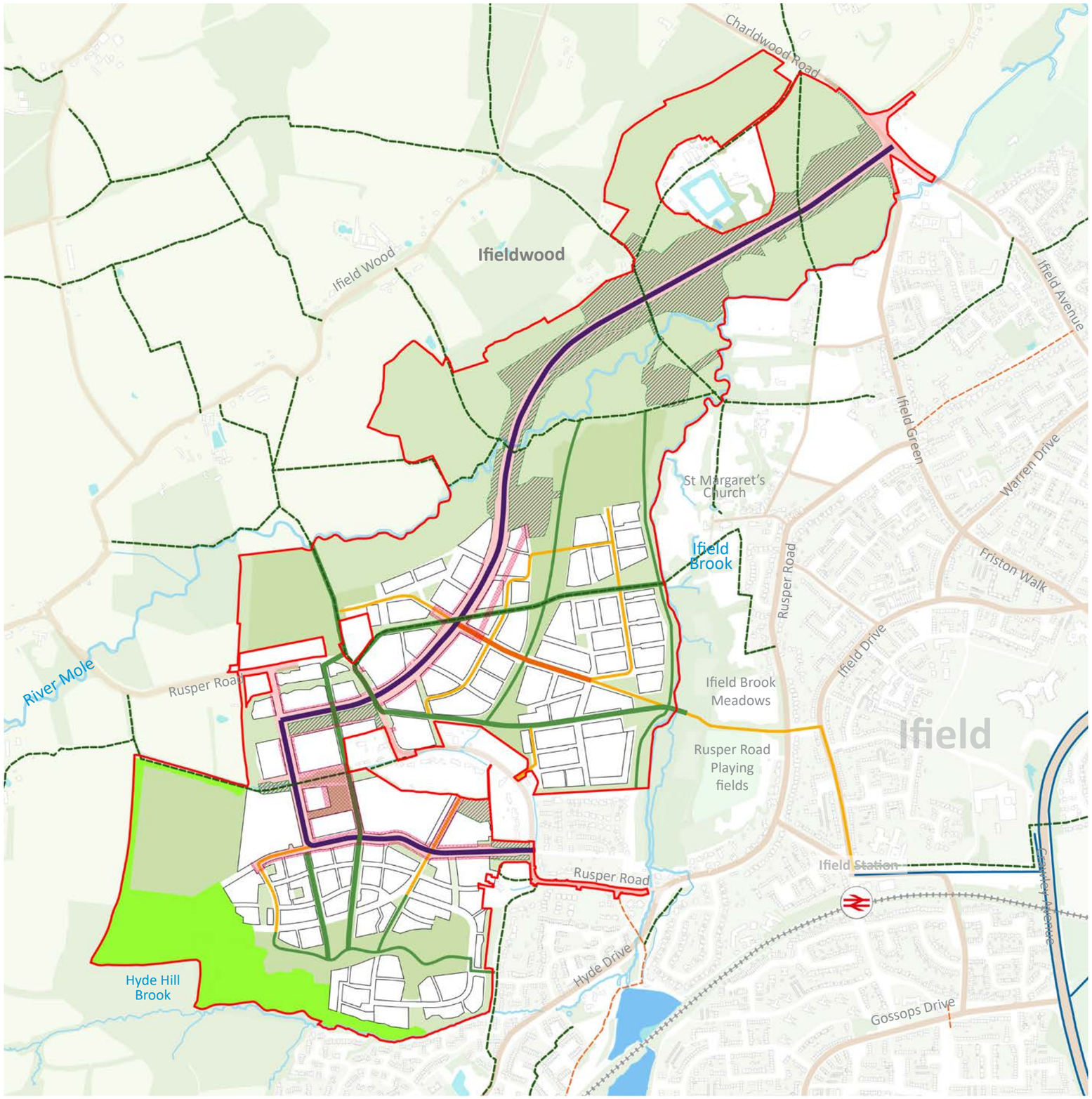

FIGURE 178 Walking and Cycling Diagram

6.4.2 Proposed Footpath & Cycle Network

The masterplan will provide a network of pedestrian and cycle routes, which will connect residents between each of the new neighbourhoods and provide easy access to key transport hubs and destinations beyond the site. The sensitive integration of this network of paths into the design of the masterplan and the existing landscape is key to the success of the scheme.

Sustainable transport modes should be the preference for local journeys, so the network has been developed to ensure that walking and cycling are more convenient than taking the car. Many of the key routes are separated from roads, taking users through attractive, well lit, landscaped settings. These routes will help the development to deliver 15 minute neighbourhoods and encourage active lifestyles for residents.

One new route is proposed to cross Ifield Meadows; a key cycle and footpath fast route to connect residents to Ifield Station. This route will include a new bridge and raised boardwalk over the brook and with low level lighting, to minimise impacts on the sensitive Meadows ecology.

FIGURE 179 A new bridge similar to the above would provide cycle and pedestrian connections across Ifield brook towards Ifield Station

FIGURE 180 Dedicated routes through landscaped areas, Eddington, Cambridge

FIGURE 181 Dedicated routes through landscaped areas, Eddington, Cambridge

FIGURE 182 On street routes will be separated from the vehicle carriage way planting by green verges and planting. Eddington Cambridge

KEY

- Site Boundary
- Proposed Primary Shared Cycle & Pedestrian Routes
- Proposed Secondary Shared Cycle & Pedestrian Routes
- Proposed Primary Pedestrian Only Routes
- Proposed Secondary Pedestrian Only Routes
- Existing Footpaths
- Existing Bridleways
- Existing Cycle Routes

Area Applied in Detail

Areas included within the detailed application but where RMAS will be submitted in the future.

Crawley Western Multi Modal Corridor (Detailed Proposal)

Landscape delivered under the detailed element (Detailed Proposal)

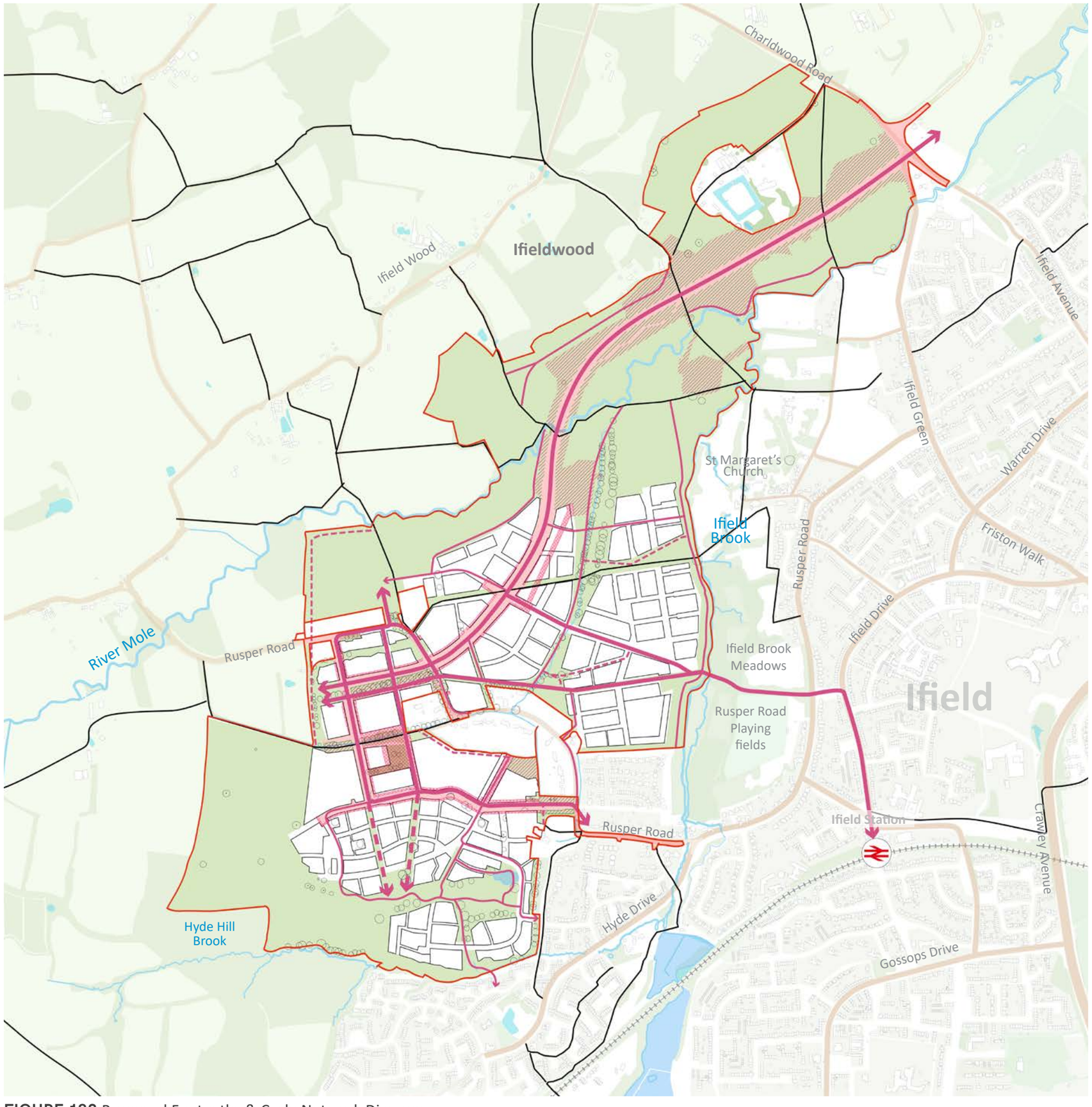

FIGURE 183 Proposed Footpaths & Cycle Network Diagram

6.4.3 Active Ifield - Connecting the Open Space Network

The fields to the west of Ifield brook Meadows are well used recreationally and popular with dog walkers being served by a network of PRoW which provide access to the wider countryside from the existing suburban areas. This access to the wider countryside is highly valued by local residents and will be maintained through the masterplan with new linear green corridors and green spaces located along the existing PRoW and linking into a new network of accessible green space.

A series of new recreational routes which connect into the wider PRoW network will be created. Some are loops, shorter journeys which would allow residents to walk dogs or go running. Longer routes which connect users to other open space around Ifield and Crawley have also been proposed to fully integrate the development into the adjacent Crawley neighbourhoods. The new paths will be surfaced appropriately to ensure all weather access.

FIGURE 184 New paths set within semi natural green space will provide all weather recreational access and support active travel

FIGURE 185 New recreational routes through parkland - Port Sunlight

FIGURE 186 Paths will include places to sit and rest

FIGURE 187 Paths link the proposed new parks and green spaces connecting to the existing residential areas and countryside.

KEY

- Site Boundary
- Yellow Route- Ifieldwood to Ifield Mill Pond- 2.5km
- Orange Route- Historic walking route from Lambs Green to Ifield- 3.3km
- Purple Route- Route from Ifield Station to the Neighbourhood Centre - 1.7km
- Brown Route- Sports Hub to Kilnwood Lane & Horsham- 7.5km (2km to Kilnwood Lane)
- Light Brown Route- Neighbourhood Centre to Crawley Town Centre- 4 km
- Green Route- Neighbourhood Centre to Manor Royal- 4km
- Light Green Route- Ridge walking loop - 2.2km
- Blue Route- Meadow short walking loop starting at Ifield Church- 2.8km
- • • Short dash)- Meadow North Loop extension- 4.3km
- ▪▪ (Long dash) Meadow Neighbourhood Loop- 2.3km

Area Applied in Detail

Areas included within the detailed application but where RMAS will be submitted in the future.

Crawley Western Multi Modal Corridor (Detailed Proposal)

Landscape delivered under the detailed element (Detailed Proposal)

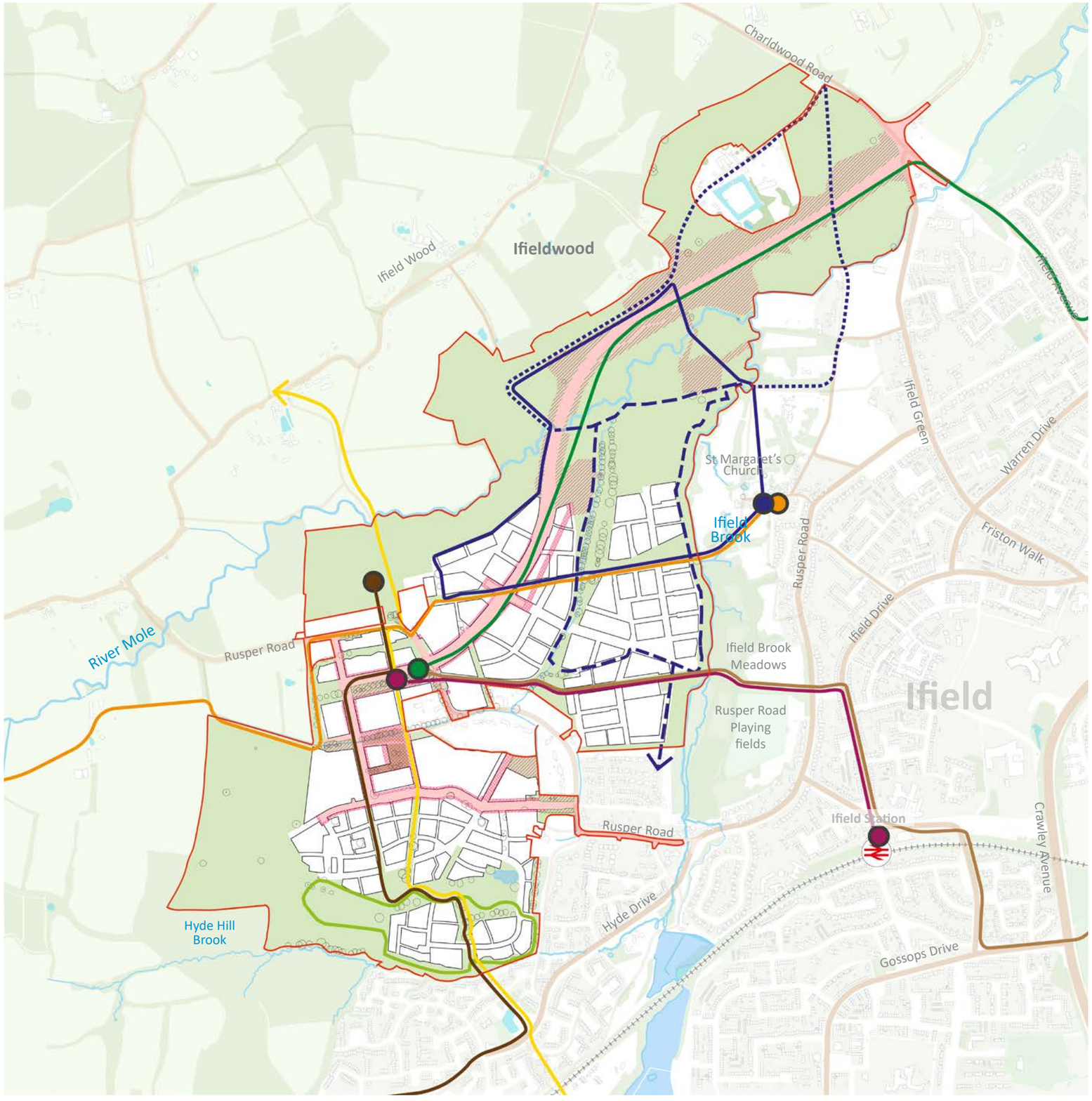

FIGURE 188 Active Ifield Diagram

6.4.4 Public Transport & Mobility Hubs

Public Transport

The bus service will provide a sustainable way of popular destinations in the local area. Bus stops will be located to be convenient and close to areas of activity within the development.

High frequency Fastway bus services will provide direct access from the development to neighbouring employment, rail services and additional services and leisure facilities. The first services will be available from the outset of development, with additional services being added towards the end of the build out. The services will benefit from a bus-only ‘gate’ to and from the development to the existing Ifield community, as well as bus priority on the CWMMC.

Rail services for onward journeys to London and the wider southeast are available from Ifield, Crawley, Three Bridges and Gatwick stations. These will be accessible on bike and by bus.

Mobility Hubs

At the core of the transport strategy are three primary mobility hubs (bus stops), located separately along CWMMC and the Primary Street. These hubs will provide access to high-quality, frequent bus services, alongside facilities such as cycle parking, cycle maintenance stations, and car club vehicles. Integrated within a high-quality public realm, some hubs will also feature parcel lockers to minimise the impact of delivery and service vehicles. Detailed locations of these bus stops are outlined in Chapter 8: Detailed Proposal.

Additional mobility hubs will be strategically positioned throughout the community, offering a range of facilities including cycle parking and car club bays. Depending on the location, they may also feature e-cycle and e-scooter hire, cycle maintenance services, and EV charging stations.

FIGURE 189 Bus stops designed to be safe and secure

FIGURE 190 Suburban Mini Mobility Hub, Credits: CoMoUK Visualisation

KEY

- **Hybrid Planning Area**
- Proposed Plots
- Green Infrastructure
- Area Managed for Nature Conservation Purpose
- Existing Bus Stops
- Existing Bus routes
- Rusper Road
- Water Course
- **Area Applied in Detail**
- Areas included within the detailed application but where RMAS will be submitted in the future.
- Crawley Western Multi Modal Corridor (Detailed Proposal)
- The Primary Street (Detailed Proposal)
- Landscape delivered under the detailed element (Detailed Proposal)
- Mobility hubs with bus stops (Detailed Proposal)
- Bus Gate (Detailed Proposal)

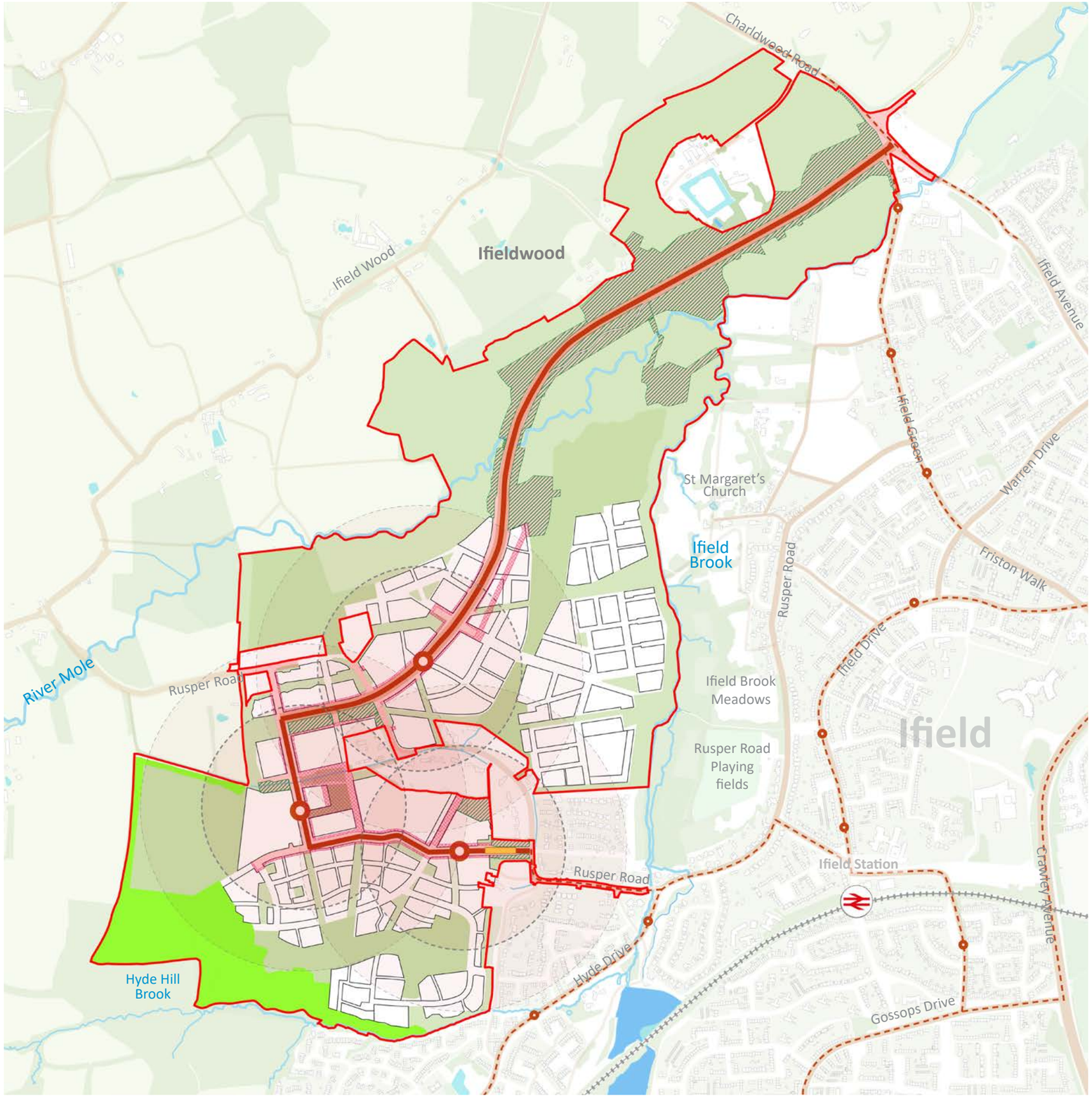

FIGURE 191 Public Transport Diagram

6.4.5 Vehicular Movement

The main access to West of Ifield by vehicle, will be via the new Crawley Western Multi Modal Corridor and the Primary Street, as described in Chapter 8: Detailed Proposal. In order to reduce the impact of any vehicular traffic on the existing Ifield neighbourhood and to improve the walking and cycling environment from West of Ifield to Ifield Station, the existing Rusper Road will no longer provide through access nor provide access to and from the development. Within the development, a hierarchy of streets has been established to meet the needs of a variety of road-users.

Crawley Western Multi Modal Corridor (Applied for in detail)

This corridor functions as a vital transportation artery, beginning at its junction with Charlwood Road and extending southwest for approximately 2.5 kilometres. The CWMMC is designed to support multiple modes of transport—including vehicles, buses, cyclists, and pedestrians—demonstrating a strong commitment to sustainable, multimodal mobility solutions.

The Primary Street (Applied for in detail)

The Primary Street, intersecting with the CWMMC, serves as the main access route for the Local Centre. It provides key connections to the community, including direct access to the proposed secondary school and spur links to individual plots and secondary roads. Designed for multimodal use, it features dedicated bus routes, walking, and cycling paths that extend southeast to Rusper Road, promoting sustainable transport and reducing reliance on private vehicles.

Primary Streets

The primary streets are the main vehicular routes within the neighbourhoods, with segregated cycle lanes present in most areas. The specific alignments of these primary streets are defined in Parameter Plan 2.

Secondary Streets

Secondary streets serve as vehicular routes providing local access and connections between the primary streets. These streets will have a green character, with reduced vehicle speed limits and on-road cycling. The indicative alignments of the secondary streets can be found in the accompanying Figure 198.

Tertiary Streets

Tertiary streets are local roads primarily designed to provide access to homes while discouraging through traffic. These streets will incorporate on-street parking, traffic-calming measures, and a subtle delineation of spaces, ensuring a safe and pedestrian-friendly environment.

Access Roads

Access roads are low-speed residential streets designed to provide direct access to individual properties, incorporating shared surface designs to prioritise pedestrian and cyclist movement while maintaining safe and limited vehicle access.

On the following pages, illustrative sections are used to explain the proposed street typologies. The illustrative sections provided in the document explain the proposed street typologies, they will form the basis for future coding. Further details will need to be defined within the Design Code.

FIGURE 192 Green streets with parking and incidental play

FIGURE 194 Shared surface residential streets

FIGURE 193 Trees lined streets and planted verges

KEY

- **Hybrid Planning Area**
- Primary Streets
- Secondary Streets
- Tertiary Streets
- Access Roads
- Rusper Road
- Proposed Plots
- Green Infrastructure
- Area Managed for Nature Conservation Purpose
- Water Course
- **Area Applied in Detail**
- Areas included within the detailed application but where RMAS will be submitted in the future.
- Crawley Western Multi Modal Corridor (Detailed Proposal)
- The Primary Street (Detailed Proposal)
- Landscape delivered under the detailed element (Detailed Proposal)

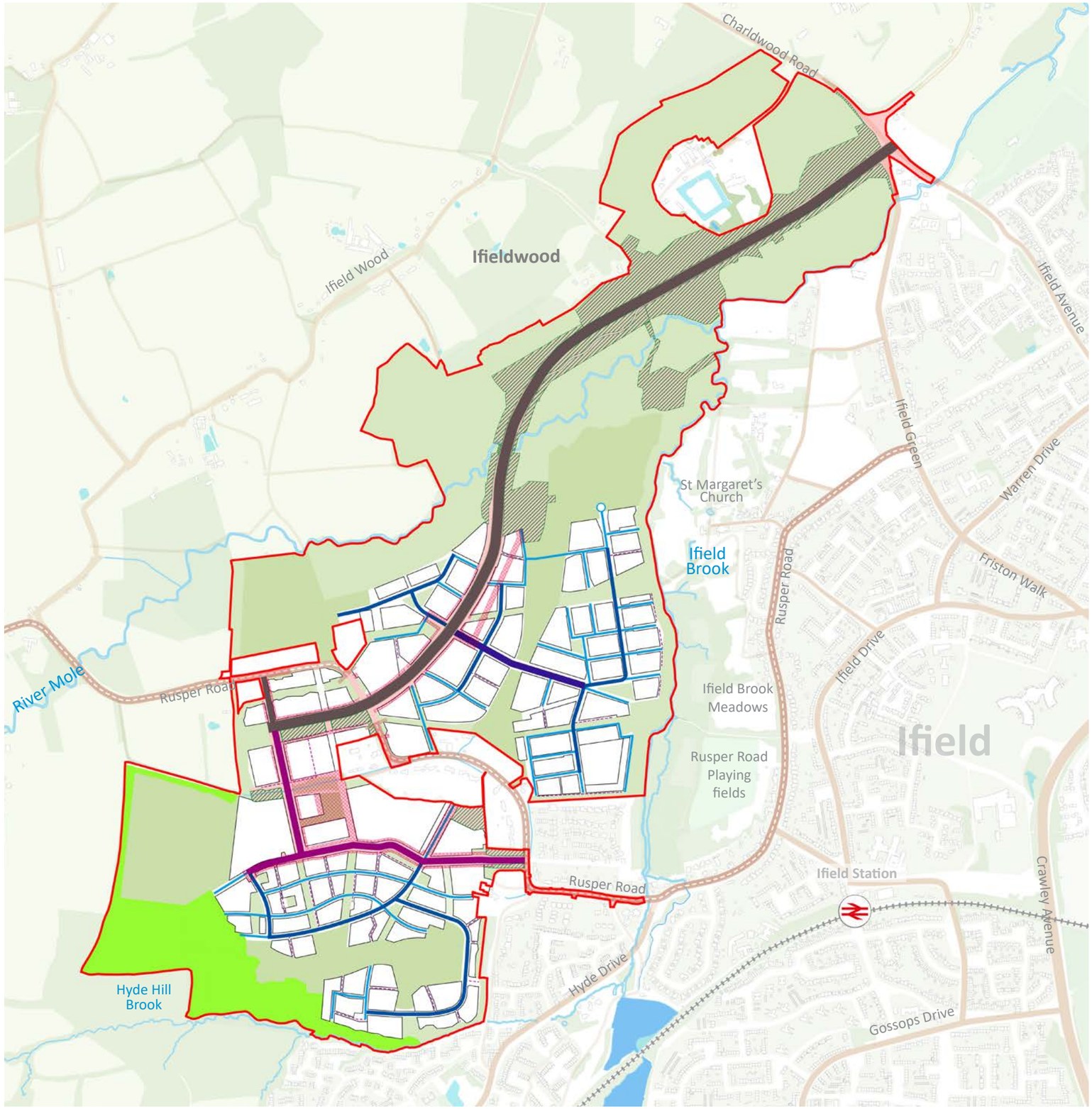

FIGURE 195 Vehicular Movement

Street Design - Primary Streets

Design Requirements for a Typical Primary Street:

- Implement separate walking and cycling routes to prioritize sustainable modes of transportation.
- Create opportunities for on-street parking.
- Incorporate Sustainable Urban Drainage Systems (SuDS).
- Ensure that tree planting is included within SuDS/planting strips at the edges of the carriageway.
- Avoid tree planting in proximity to building façades within privacy planting areas.

FIGURE 196 Street trees & SUDs planting

Vehicle Carriageway & Dedicated Cycle Lane

Note: Section is illustrative of design principles; width and layout will vary by location

Street Design - Secondary Streets

Design Requirements for a Typical Secondary Street:

- Implement reduced vehicle speed limits and accommodate on-road cycling.
- Infuse the streets with a strong green character, emphasizing the presence of vegetation.
- Incorporate Sustainable Urban Drainage Systems (SuDS).
- Create opportunities for on-street parking.
- Utilize tree planting strategically to soften the appearance of parking spaces.
- Avoiding tree planting in defensible spaces adjacent to buildings.

FIGURE 197 Secondary street arrangement

Vehicle Carriageway & Dedicated Cycle Lane

Note: Section is illustrative of design principles; width and layout will vary by location

Street Design - Tertiary Streets

Design Requirements for a Typical Tertiary Street:

- Enhance pedestrian priority, reducing vehicle access frequency and promoting lower speeds.
- Implement shared surface streets with traffic calming measures to create a cohesive and safe environment.
- Explore the potential for incorporating play areas or spaces that facilitate social interaction.
- Provide on-street parking in designated bays, carefully integrated to avoid obstructing pedestrian pathways or cycle routes.

FIGURE 198 Road verges with play and social space

Note: Section is illustrative of design principles; width and layout will vary by location

Street Design - Access Roads

Design Requirements for a Typical Access Road:

- Prioritise local access to individual properties while minimising through-traffic to maintain a quiet, residential atmosphere.
- Utilise shared surface designs where appropriate, encouraging safe interaction between pedestrians, cyclists, and vehicles.
- Incorporate green infrastructure, such as street trees and planted verges, to enhance the streetscape and provide environmental benefits.
- Include personalisation strips or small frontages, allowing residents to create a visual buffer between private property and the public realm.
- Ensure that access for emergency and service vehicles is maintained without compromising the pedestrian-friendly design.

FIGURE 199 Shared street with parking

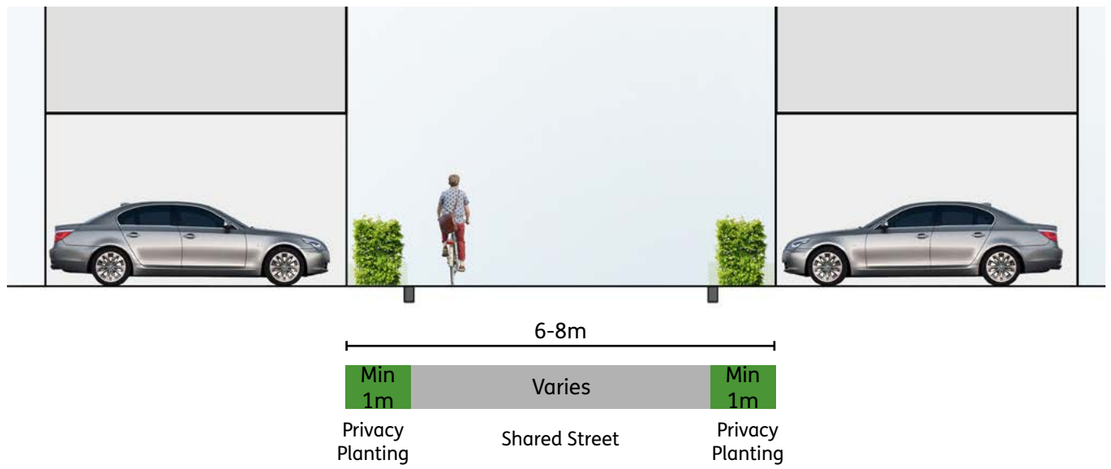

FIGURE 200 Mews

Note: Section is illustrative of design principles; width and layout will vary by location

6.4.6 Car Clubs and Parking

Car Club

Car club vehicles will be provided to enable residents to have access to a vehicle for journeys that cannot be made by other means, but without needing to own and maintain a car. This is particularly favourable with the cost of living at present.

Parking

The Proposed Developmetn seeks to provide an appropriate and sufficient level of car parking for both residential and non-residential uses.

The proposed parking provision for the development aims to balance the anticipated demand for parking by future residents whilst implementing reduced levels of car parking in line with the modal shift associated with the proposals, and prioritise walking and cycling.

Parking is anticipated to be delivered via a number of parking layouts, including:

- Allocated parking;
- Unallocated parking;
- Parking courts and group parking; and
- On-street parking.

For those that do own a car, parking for smaller properties will be remote to encourage other modes first. However for larger properties, some on plot parking will be provided.

The parking levels will be set with each subsequent application to ensure that they provide an appropriate level of restraint with advances in technology and home working. Interim and legacy parking levels have been set within the Transport Strategy but the level selected for each application will be informed by travel plan monitoring.

In order to help support decarbonisation, electric vehicle charging points are to be provided in line with the WSCC standards and exceeded where possible.

Disabled parking will be provided across the development in formal bays but also enabling blue badge parking in other locations where appropriate.

FIGURE 201 Allocated driveway parking

FIGURE 202 On street parking

FIGURE 203 Parking Courts and undercroft parking

FIGURE 204 EV Car Clubs as a key way of reducing private car wonership

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6.5 Parameter Plan 3 - Land Use

The Land Use table (Table 2) represents the total land uses which can come forward as part of future RMAs and phases of the OPA.

The Land Use parameter plan identifies the distribution of uses across the site and sets out the extent of the developable area within which built development will be delivered. Each of the land uses will be subject to the floorspace cap set out in the Land Use Table (Table 2 overleaf).

The area identified as the Mixed Use Neighbourhood Centre allows for the delivery of residential, commercial and community uses. These will have flexibility to be located anywhere within the identified zone and minimum sizes of certain uses (for example Medical centre uses or Community uses) are to be enforced through the Section 106 agreement to ensure their delivery.

All areas identified on the Land use parameter plan for residential use (Class C2 and C3) within the highlighted Character areas in the Land Use Table are also considered to be appropriate locations for Gypsy and Traveller pitches, subject to the prevailing site requirements outlined within the Design Code.

The precise alignment of built development could deviate from the land use boundaries once the final alignment of streets is fixed through the RMAs (in accordance with street sections design contained in the Site-wide Design Code).

Notwithstanding the flexibility allowed for in the Movement and Access Parameter Plan in relation to the alignment of the movement corridors, the retention of efficient residential and commercial development plots on either sides of these movement corridors will be a main consideration at detailed design stage.

On-plot landscaping and infrastructure of non strategic nature (e.g. secondary and tertiary streets and plot access) can be delivered within or outside the land use boundaries shown on the Land Use Parameter Plan, subject to other stipulations of the Landscape and Public Realm and Movement and Access Parameter Plans.

It should be noted that the current preferred planning approach for the secondary school is a pursuant RMA and therefore allowances for a Secondary school are included within this outline. However, given the requirements for the Secondary school to be on site to meet current unmet need (and be capable of being open to serve pupils in the local area for the school year) the Secondary School and necessary supporting infrastructure (namely access, key linkages and utilities) may be delivered through a parallel planning process; namely a 'drop in' application sitting alongside this OPA. Further details on this approach are set out in the Planning Statement.

COMMERCIAL			
USE CLASS	**MAX TOTAL (SQM IN GEA)**	**SUB CLASS (WHERE RELEVANT)**	**MINIMUM OR MAXIMUM FLOORSPACE ENFORCED AS PART OF S106 (WHERE RELEVANT**
Class E- Commercial, Business and Service	Up to 40,130 sqm	E(a) Display or retail sale of goods, other than hot food	A maximum of 5,200 can be provided for Class E(a) uses
		E(b) Sale of food and drink for consumption (mostly) on the premises	
		E(c) Provision of: (i) Financial services, (ii) Professional services (other than health or medical services), or (iii) Other appropriate services in a commercial, business or service locality	
		Class E(d)- indoor sport, recreation or fitness	Minimum of 3,400sqm provided as a Leisure Facility
		Class E(e)- Provision of medical or health services	Minimum of 1,500sqm to be provided for healthcare-related uses
		Class E(f)- Crèche, day nursery or day centre	Minimum of 1,100sqm to be provided as a private early years facility
		E (g) Uses which can be carried out in a residential area without detriment to its amenity: (i) Offices to carry out any operational or administrative functions, (ii) Research and development of products or processes (iii) Industrial processes	
Class B2- General industrial	Up to 5,200 sqm	N/A	
Class B8- Storage or distribution	Up to 7,200 sqm	N/A	

RESIDENTIAL			
USE CLASS	**MAX TOTAL BEDS/ UNITS/ PITCHES**	**SUB CLASS (WHERE RELEVANT)**	**MINIMUM OR MAXIMUM FLOORSPACE ENFORCED AS PART OF S106 (WHERE RELEVANT**
Class C1- Hotels	Up to 80 beds		
Class C2/C3-Residential institutions / Dwelling houses	Up to 3,000 units		
Sui Generis – Gypsy and Traveller pitches	Up to 15 pitches		

EDUCATION AND COMMUNITY USE			
USE CLASS	**MAX TOTAL SQM (GEA) / UNITS/ HA**	**SUB CLASS (WHERE RELEVANT)**	**MINIMUM OR MAXIMUM FLOORSPACE ENFORCED AS PART OF S106 (WHERE RELEVANT**
F1 – Learning and Non-residential institutions	Up to 11.75 ha	3 FE Primary School in Plot Q1 including 1 x Early Years Nursery and Student Support Centre.	A minimum site of 2.4ha to be provided
		6-8 FE Secondary School including sixth form	A minimum site of 9.29 ha to be provided
Class F2- Local community	Up to 1,200sqm	Class F2(b)- Halls or meeting places for the principal use of the local community	Minimum of 600sqm to be provided for community uses

Security Classification: Protect

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SCALE BAR + NORTH POINT Do not scale this drawing

0 50 100 200 m

KEYS

- Hybrid Application Area
- Area Applied for in Detail
- Areas included within the detailed application but where RMAs will be submitted in the future. An overview of how the items of overlap are physically compatible is provided in the DAS

FOR APPROVAL

- Residential (Use Class C2, C3, Sui Generis)
- Employment (Use Class E, B2, B8)
- School (Use Class F1)
- Mixed Use (Use Classes C1, C2, C3, F1, F2, E, Sui Generis)
- Flexible Employment/Residential Zone (Use Classes C1, C2, C3, E, Sui Generis)
- Residential (Use Class C2, C3, Sui Generis) also considered appropriate for gypsy and traveller pitches

CHARACTER AREAS

Neighbourhood Centre (NC 1-11)

River Valley (RV 1-3)

The Meadows (M 1-8)

Hillside and Woodlands (HW 1-7)

Whilst the majority of buildings will be limited to the principal building zone, ancillary buildings required to serve the areas of landscape and the scheme, such as utility buildings as part of the water neutrality strategy or sports pavilions to service the sports pitches, will be allowable within the areas of landscape and identified at the RMA stage.

REV	DESCRIPTION	DRAWN	CHKD	DATE
-	-	-	-	-

Safety, Health and Environment Information
In addition to the hazards / risks normally associated with the types of work detailed on this drawing, note the following risks and information:

CONSTRUCTION

DEMANTLING / DEMOLITION (FUTURE)

For information relating to Use, Cleaning and Maintenance see the Health and Safety File. It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

CLIENT: Homes England
Homes England
50 Victoria Street, Westminster
London, SW1H 0TL
+44 (0)8 222 1244 HJE

MASTERPLAN CONSULTANT: PRIOR +PTNRS
Prior + Partners
72 Cowcross Street
London EC1M 6EJ
+44 (0)20 3283 0262

DRAWING TITLE
PARAMETER PLAN 3
LAND USE

PROJECT TITLE
Land West of Ifield

DRAWN	CHECKED	APPROVED
AA	TC	SM

DATE	SCALE	SIZE
22/05/2025	1:5000	A1

PURPOSE OF DRAWING	SUITABILITY
For Approval	S1

DRAWING NUMBER: WOI-HPA-PLAN-PP03-01
REV: P02

FIGURE 205 Land Use Parameter Plan

6.5.1 Land Use

The development predominantly consists of residential use, while also incorporating mixed uses to provide amenities and facilities within the local centre. In addition, complementary employment uses will be integrated to enhance the overall functionality and diversity of the community.

Mixed Uses

A well-placed mixed-use local centre has been incorporated at the heart of the development to ensure convenient walking and cycling access for all residents. The location has been carefully selected to maximise accessibility and is situated in close proximity to Crawley Western Multi-Modal Corridor and Rusper Road. This will facilitate interconnection with surrounding neighbourhoods and a wider-connection to Horsham and Crawley.

Schools

The primary school and secondary school are thoughtfully situated on opposite sides of the local centre, enabling convenient access and enhancing visibility.

Residential

Residential uses are distributed across the site, with a variety of arrangements. The local centre's residential units are situated above the active mixed-use floor, creating a vibrant and integrated living environment. Additionally, residential uses are concentrated in two distinct neighbourhoods around Ridgeway Park and Meadows Park. This layout maximises the convenience of walking and cycling access to the local centre, school, and open spaces, promoting a healthy and connected community lifestyle.

Employment

The employment area is conveniently situated near the local centre, benefiting from easy access via Crawley Western Multi-Modal Corridor. There are possibilities to integrate residential use within the employment area to promote a live-work environment.

Gypsy and Traveller

West of Ifield will faciliate the provision of Gypsy and Traveller plots. Where required, they will be designed to create a welcoming, inclusive, and sustainable community that respects and meets the unique needs of the Gypsy and Traveller culture. It will foster a sense of belonging and provide a safe and supportive environment for residents.

FIGURE 206 Mixing of uses complimenting the public realm

FIGURE 207 Education facility with a strong civic presence

FIGURE 208 Residential land use

FIGURE 209 Employment land use

KEY

- **Hybrid Planning Area**
- Residential
- Employment
- Mixed use Residential and Employment
- Mixed-use
- Secondary School
- Primary School
- Potential Gypsy and Traveller site
- Infrastructure
- Rusper Road
- Green Infrastructure
- Area Managed for Nature Conservation Purpose
- Water Course
- **Area Applied in Detail**
- Areas included within the detailed application but where RMAS will be submitted in the future.
- Phase 1 Infrastructure (Detailed Proposal)
- Landscape delivered under the detailed element (Detailed Proposal)

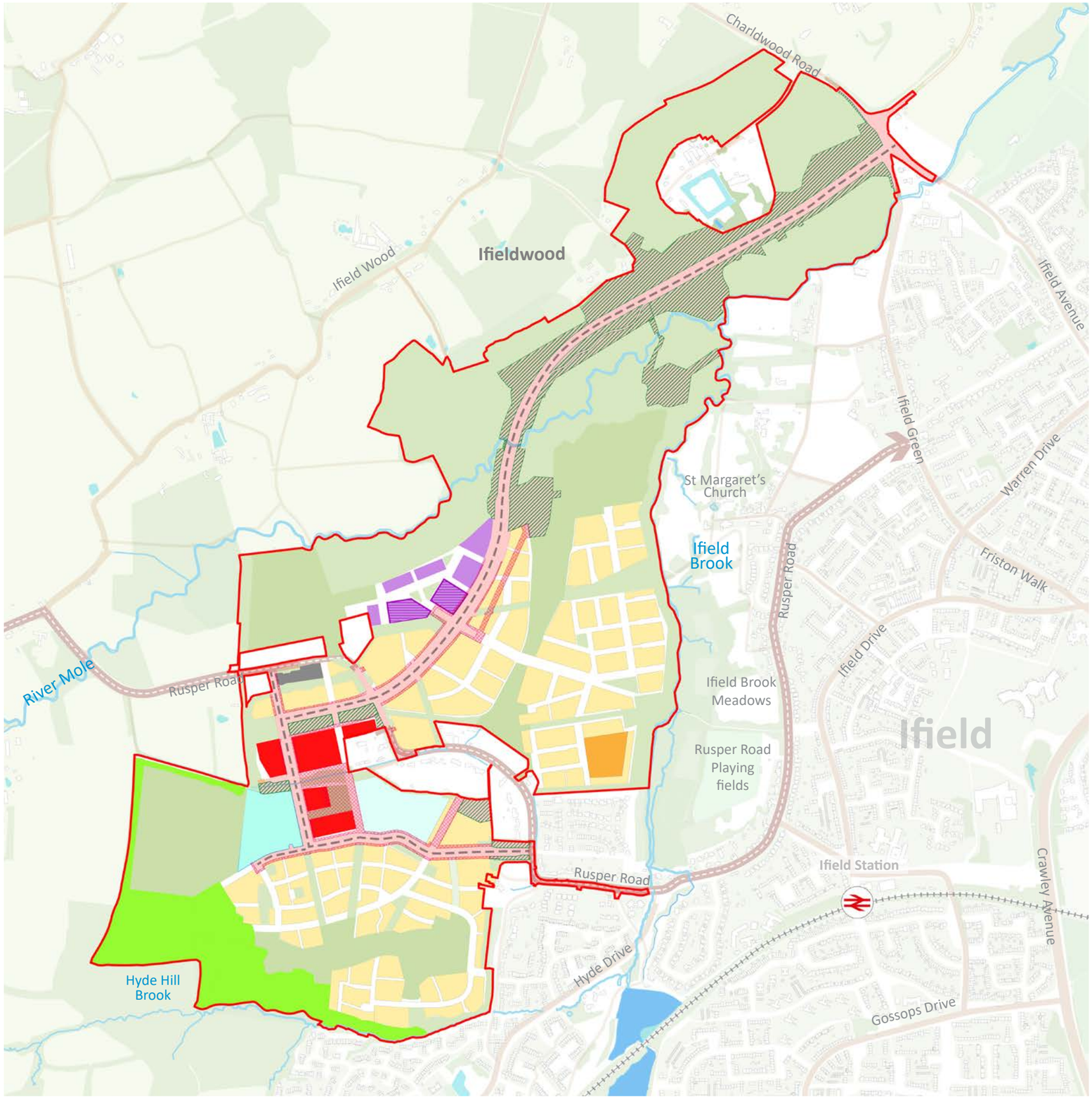


FIGURE 210 Land Use

6.6 Parameter Plan 4 - Building Heights

The Building Heights Parameter Plan establishes the maximum allowable building heights across the application site. Heights shown are in metres Above Ordinance Datum (AOD) from existing site levels, plus an additional allowance of +/-300mm to allow for earth modelling during detailed design. As also identified on the drawing key, there is an additional allowance of +1100mm should be allowed for above the maximum height level to accommodate lift overruns and roof top plant.

These defined building heights allow for architectural expression in respect of the vertical form of the proposed development plots, whilst ensuring that the height of buildings are appropriate to their surrounding context. The maximum heights should be read as a maximum envelope within which cuts and setbacks can be incorporated where appropriate in order to respond to the context and help ensure that the development is not uniform and has the flexibility to deliver varied rood heights and appearance.

Although not fixed as part of this Parameter Plan and further outlined in the Site Wide Design Code, the 10-14m limit is broadly equivalent to two storeys or three storeys, the 14-17m limit to three to four storeys, and 18-20m to four or five storeys.

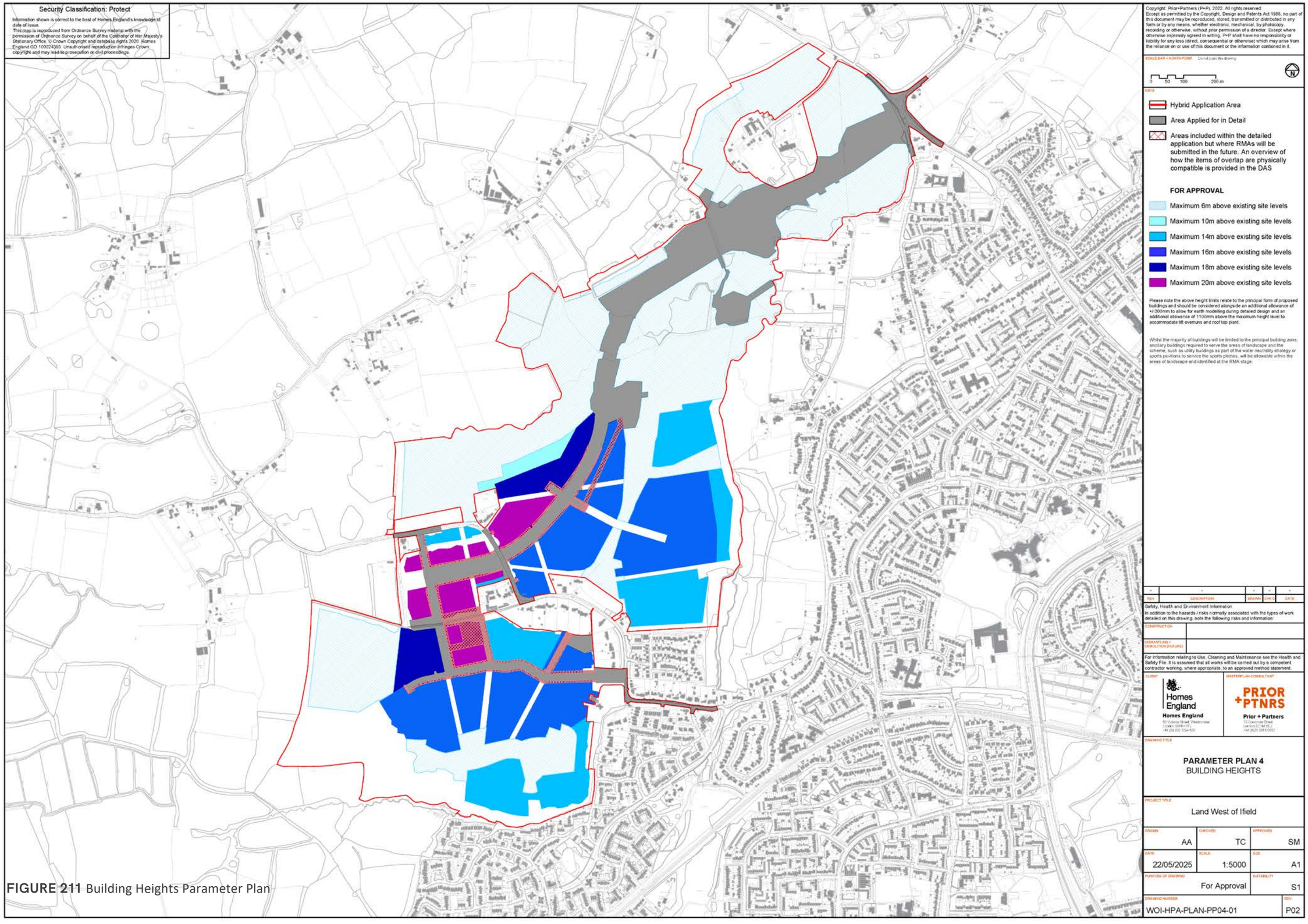


FIGURE 211 Building Heights Parameter Plan

6.6.1 Built Form - Heights

In general, the proposed development consists of buildings ranging from one to six storeys in height.

Local Centre

The neighbourhood centre is the focal point for taller building proposals, where residential apartments will be situated above mixed-use ground floor activities. These areas will experience high levels of activity and use, contributing to a vibrant environment.

Crawley Western Multi-Modal Corridor

The Crawley Western Link will be defined by taller buildings, ensuring a strong visual presence and promoting sustainable travel options to reduce need for the private car.

Gateways and Marker Buildings

Other opportunities for taller buildings will be identified at the entry points of the development site and at key view termination points. These locations will provide the proposed development with a unique identity and establish prominent landmarks that can assist legibility.

Ridgeway Park, Meadows Park & Woodland Edge

Ridgeway Park and Meadows Park will be characterised by buildings with a maximum height of four storeys, feathering into the landscape. Lower buildings (maximum three storeys) are proposed toward the edges of the development, creating a harmonious relationship with the surrounding natural landscape and woodland areas.

Employment Area

To complement the natural setting, the height of employment buildings near River Valley Park will be limited to 1-2 storeys.

FIGURE 212 Taller building within the local centre

FIGURE 213 Marker building at the gateway

FIGURE 214 Marker building for terminating view

KEY

Hybrid Planning Area

1 to 2 storeys (Maximum 10m above existing site levels)

2 to 3 storeys (Maximum 14m above existing site levels)

2 to 4 storeys (Maximum 16m above existing site levels)

3 to 5 storeys (Maximum 18m above existing site levels)

3 to 6 storeys (Maximum 20m above existing site levels)

Rusper Road

Green Infrastructure

Area Managed for Nature Conservation Purpose

Water Course

Area Applied in Detail

Areas included within the detailed application but where RMAS will be submitted in the future.

Phase 1 Infrastructure (Detailed Proposal)

Landscape delivered under the detailed element (Detailed Proposal)

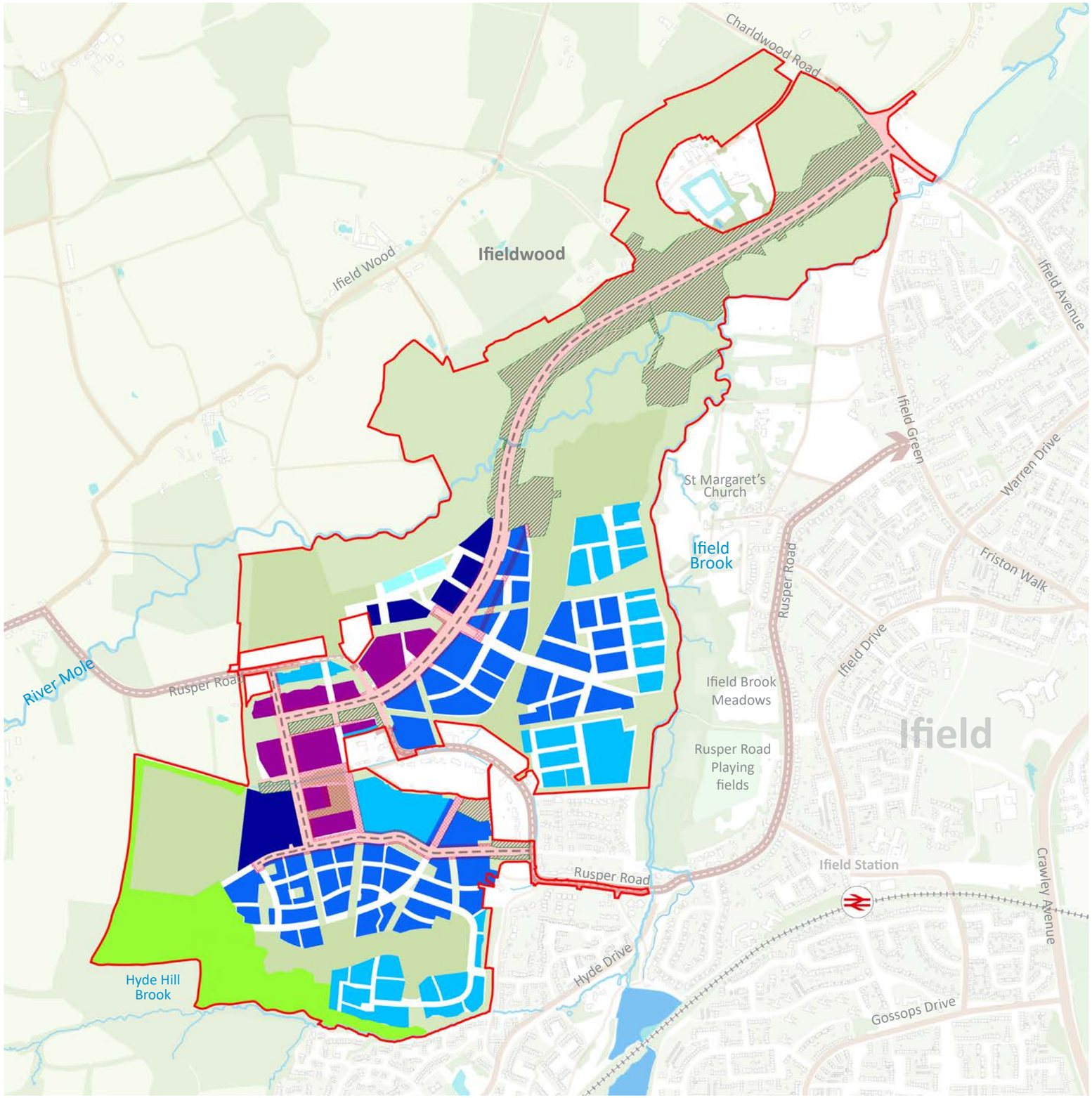


FIGURE 215 Building Heights Illustrative Plan

6.6.2 Built Form - Density

The diagram on the right indicates the density of dwellings per hectare, which is based on the development demonstrated within the Illustrative Masterplan. The aim is to achieve a variety of character by allowing densities to vary.

The Local Centre

The density is highest in the local centre, where there will be concentrated development of up to 6-storey apartment and maisonette buildings.

Crawley Western Multi-Modal Corridor

Crawley Western Multi-Modal Corridor requires strong urban frontages to frame the transport corridor.

Primary Road

Along the primary road, a density of 100-120 dwellings per hectare is proposed to ensure that the transport corridor is well-contained by robust frontages.

Ridgeway Park and Meadows Park

As development transition towards Ridgeway Park and Meadows Park, the density decreases to 70-80 dwellings per hectare. This lower density marks the shift to neighbourhoods less dense with larger garden sizes, particularly in areas with a higher presence of existing trees.

Development Edges

At the development edges, where woodland is present, the urban form becomes more loosely arranged, with a density of approximately 60-70 dwellings per hectare.

FIGURE 216 Higher density

FIGURE 217 Medium density

FIGURE 218 Lower density

KEY

Hybrid Planning Area

Lowest Densities- Up to 50 dph

60-100 dph

Higher density mixed use area

Above 120 dph

Rusper Road

Green Infrastructure

Area Managed for Nature Conservation Purpose

Water Course

Area Applied in Detail

Areas included within the detailed application but where RMAS will be submitted in the future.

Phase 1 Infrastructure (Detailed Proposal)

Landscape delivered under the detailed element (Detailed Proposal)

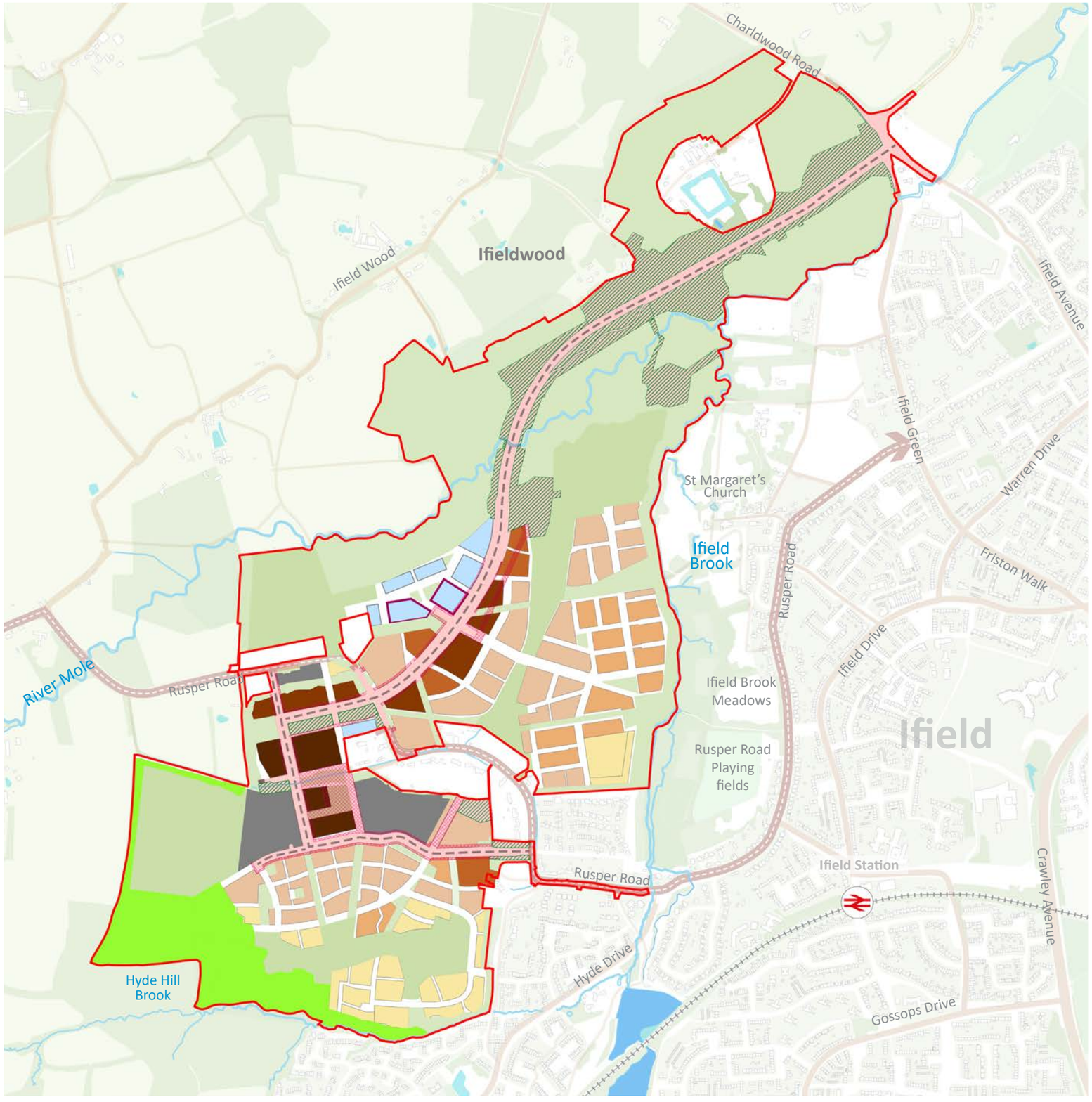


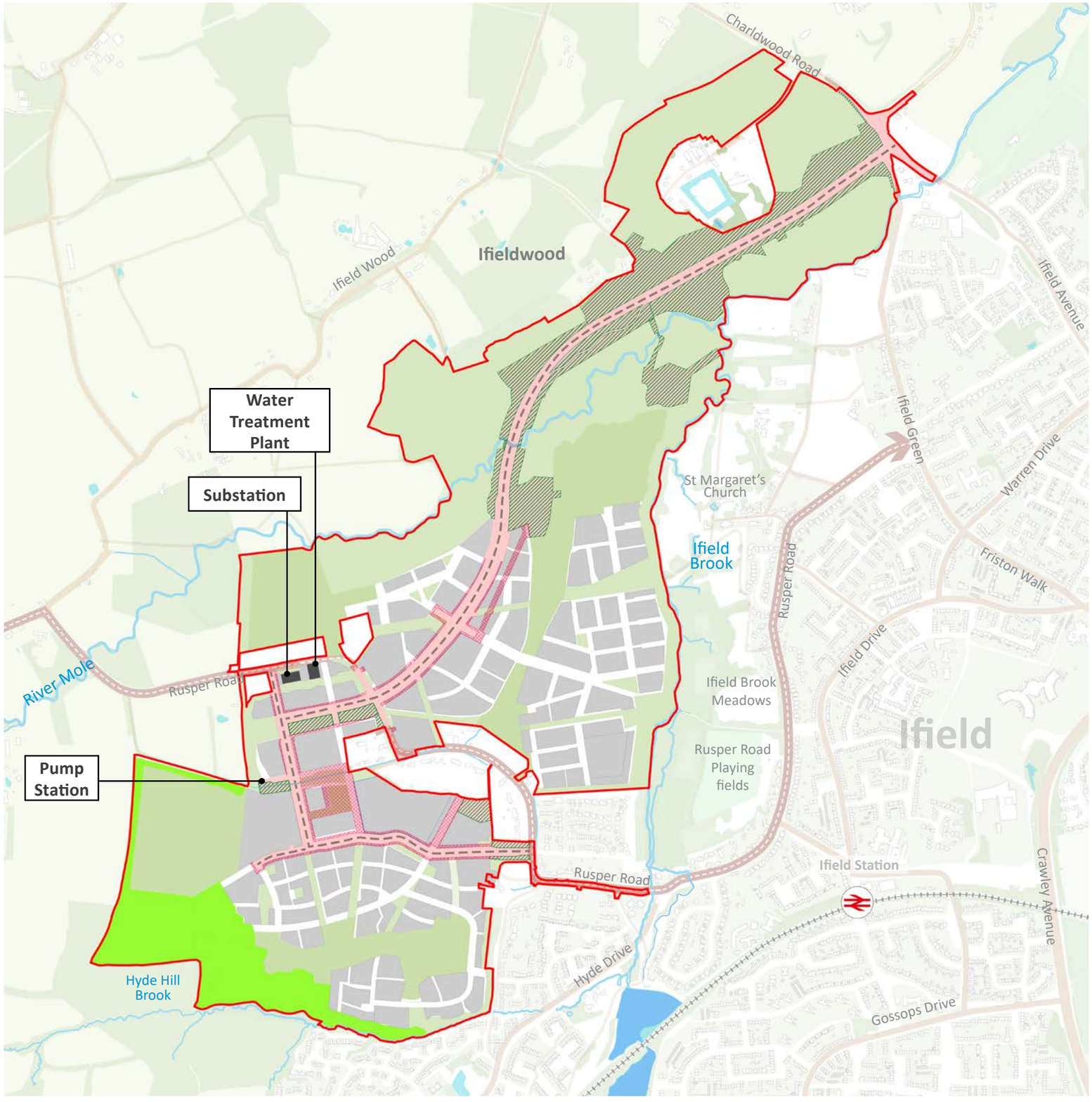
FIGURE 219 Land Use

6.7 Utilities and Associated Infrastructure

It is anticipated that the Proposed Development will require the provision of a new primary substation, a water treatment plant and a pump station, details of which will be set out in subsequent RMAs.

Further details on the proposed utilities are set out in the Utilities Strategy.

In terms of drainage, the Proposed Development aims to provide a conceptual drainage strategy for the developed areas to drain towards the natural watercourses on a like-for-like basis. The proposed drainage has been designed to incorporate SUDS. Further details are set out in the Site Wide Drainage Strategy.



KEY

- **Hybrid Planning Area**
- Utilities
- Proposed Plots
- Rusper Road
- Green Infrastructure
- Area Managed for Nature Conservation Purpose
- Water Course
- **Area Applied in Detail**
- Areas included within the detailed application but where RMAS will be submitted in the future.
- Phase 1 Infrastructure (Detailed Proposal)
- Landscape delivered under the detailed element (Detailed Proposal)

FIGURE 220 Utilises and Infrastructure