



Aerial view of Crawley/Gatwick

Gatwick Area Sub-region

I The Gatwick Area

- 1.1** The Gatwick Area sub-region is centred on Crawley and Gatwick Airport, extending north to Horley and the edge of Redhill, east to East Grinstead, south to Burgess Hill and Haywards Heath, and west to Horsham (see map E9).
- 1.2** The sub-region's environment and character are amongst its main economic assets, including the High Weald Area of Outstanding Natural Beauty (AONB) to the south and east of Crawley. The lowland countryside, towns and villages provide a high quality environment in the sub-region.
- 1.3** The sub-region benefits from a dynamic and generally prosperous economy. The presence of Gatwick Airport helps to underpin the economic health of the area and is one of the main generators of economic growth, along with financial

services, pharmaceutical and advanced manufacturing companies.

2 Spatial Options and Levels of Development

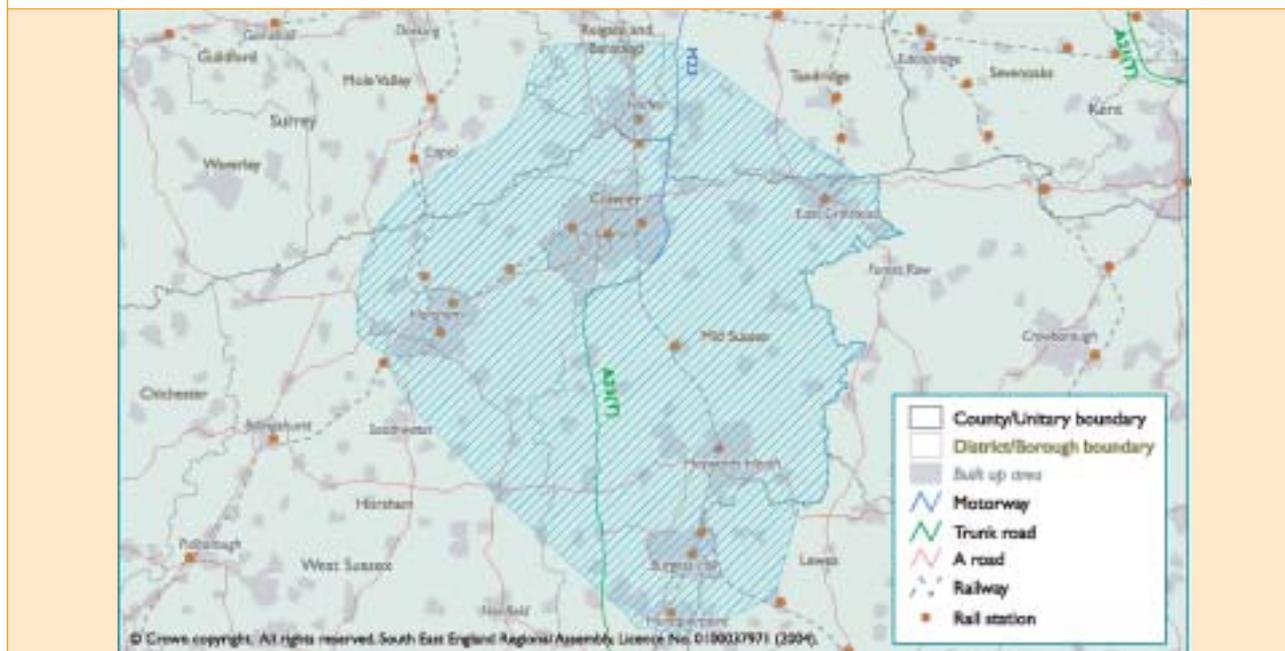
- 2.1** The sub-regional strategy steering group, whose advice was provided to the Regional Assembly in October 2004, has tested two levels of growth and two distribution scenarios.

Option I – RPG9 Growth (Steering Group Scenarios X and Y)

- 2.2** The first option for growth tested by the steering group maintains existing development levels for the sub-region at the levels set out by present RPG9, which

MAP E9

Gatwick Area Sub-region



equates to approximately 1,500 dwellings per annum. This would require around 30,000 further dwellings to be built across the sub-region in the 20-year period from 2006 to 2026.

- 2.3** The steering group considered two spatial distributions for this level of growth. The first (scenario X) had as its focus a concentration of development on the core of the sub-regional area in and around Crawley. The second (scenario Y) has as its focus the distribution of development to the urban settlements located within the main transport corridors.

Option 2 – Higher Levels of Growth (Steering Group Scenario Z)

- 2.4** The steering group also considered a level of growth approximately 30% higher than the current level set out by RPG9, which equates to approximately 1,935 dwellings per annum. This would require around 38,700 further dwellings to be built across the sub-region in the 20 year period from 2006 to 2026.

- 2.5** The steering group considered only one spatial distribution for this level of growth (scenario Z). This distribution was identical to scenario Y, in that the focus of the distribution of development was the urban settlements located within the main transport corridors.

- 2.6** Having considered the three scenarios the steering group concluded that, in their view, there is no case, in terms of deliverability, for an increase in housing provision above that associated with current levels set by RPG9 in the period to 2016. Furthermore they concluded that the identified environmental, economic and social needs for the period beyond 2016 do not justify an increase in provision above current RPG9 level.

- 2.7** The steering group considered that further development would be required to meet housing needs and to enable the economy to grow and adapt, but that it was not possible to precisely quantify the amount of development needed. They have

suggested that a range of development of up to a continuation of RPG9 levels in the period beyond 2016 could be considered. In testing possible strategies for accommodating growth post 2016 the steering group emphasised the need to focus initially on brownfield sites, however this will not be sufficient to accommodate all future development and that consequently there would be a need to encroach into areas currently subject to national designations (Green Belt and/or Areas of Outstanding National Beauty).

- 2.8** The steering group accepted that it would be neither practicable nor desirable to concentrate development at one location. The capacity of the urban areas within the main transport corridors in the sub-region to accommodate further development as urban extensions will need to be assessed in due course.

3 Sub-regional Policies

- 3.1** Although the Gatwick Area sub-region benefits from a dynamic economy, good road and rail communications and a high quality environment, the area also exhibits issues that need to be addressed at the sub-regional level. These key issues are:
- i** how the housing potential of the sub-region may be realised and focused within both the existing urban areas and through identification of locations where urban extensions or new settlements may be deliverable
 - ii** diversification of the sub-regional economy to reduce reliance on Gatwick Airport as the dominant economic factor
 - iii** the labour supply and demand relationships in the sub-region and the enhancement of levels and quality of labour supply through a raising in aspirations and consequent upskilling of the local workforce



- iv improved strategic transport links within the sub-region to support social inclusion, accessibility to employment and services and economic growth
- v the provision and delivery of strategic infrastructure and services to address existing deficiencies and to support development, particularly that related to transport, health and other community infrastructure
- vi key linkages with adjoining sub-regions and with London.

3.2 The core strategy for the sub-region therefore needs to provide an excellent quality of life for its communities through:

- i providing adequate new housing and other development, including affordable housing, designed and built to a high standard, in a way that enhances access to services and facilities
- ii maximising the value added by the sub-region's economy
- iii providing a high quality transportation system that meets the demands placed upon it.

3.3 The core strategy and supporting policies support the development of mixed and balanced communities, to cater for the needs for homes and jobs, as well as for other facilities and services such as shops, health, education, leisure and community uses. This strategy must, in its implementation, reconcile the competing demands for the limited space available.

POLICY GAT I: SCALE, DISTRIBUTION AND TYPE OF HOUSING

The final version of the strategy for the Gatwick sub-region will include a policy (or policies) setting out the overall level of housing provision, the distribution at district level, phasing and the type of housing (including affordable housing that will be provided).

In the meantime, the steering group's preferred overall level of housing provision is 30,000 dwellings between 2006 and 2026 (Option I) which represents provision in existing Plans to 2016 and continuation of up to the RPG9 rate of development after 2016.

The Regional Assembly is also seeking views on higher levels of housing provision up to 34,500 dwellings from 2006 and 2026.

Social and Economic Progress

3.4 Economic growth in the sub-region should bring benefits for all in the immediate area and contribute to the economic strength of the wider South East region. Sub-regional policies need to support this by promoting future economic health and prosperity in the sub-region that places less reliance on Gatwick Airport as the key economic driver in the future.

3.5 Sub-regional policies need to support the continued operation and function of Gatwick Airport as an international business airport and transport interchange, subject to continued environmental safeguards and measures

to continue to increase the proportion of public transport use to the Airport.

- 3.6** Issues that need to be taken into consideration as part of the strategy include the need to:
- i provide employment floorspace in association with the housing development identified in policy GAT I
 - ii provide high quality sites for start-up and micro-businesses, as well as through growth of existing local businesses and the attraction of higher value-added inward investment
 - iii retain existing businesses
 - iv protect existing employment sites from other development where they are important in delivering the aims of the sub-regional strategy
 - v providing for a university and other improvements to tertiary education.

POLICY GAT2: ECONOMIC DEVELOPMENT

Higher value-added economic growth and development which maximises the value added by the sub-region's economy will be encouraged where it can be accommodated without creating excessive pressure for housing or labour, as will development that contributes to the improvement in the skills and flexibility of the local workforce.

Infrastructure and Services

- 3.7** A common complaint about new development is that it has taken place despite deficiencies in infrastructure or in advance of the provision of new infrastructure required to serve the additional needs it will generate. All development should maintain or, if possible, enhance the quality of life and address social inclusion, following the principles of sustainable development. This will necessitate the phased and co-ordinated provision of good community, economic, environmental and social infrastructure.

- 3.8** Active pre-planning is necessary to achieve capacity increases in strategic infrastructure, particularly in respect of water supply, wastewater treatment, health and education facilities, and providing a wider choice in transport.

- 3.9** Additional education, health and community facilities will be required on a phased basis to ensure that sufficient social infrastructure is available. In particular, there is a need for major new health facilities where they will be readily accessible to the wider area. Proposals have come forward for a potential new campus for the University of Sussex within the sub-region. This proposal would have major economic and social benefits. The local authorities and other partners would welcome such a proposal.

POLICY GAT3: INFRASTRUCTURE

The planning authorities will ensure that the infrastructure needed to support development in the sub-region is identified during the refinement of the strategy for the sub-region. As part of this work the issues of phasing of development in relationship to the provision of infrastructure will be addressed. Detailed proposals for the timely implementation of the infrastructure required to support further growth will be developed during the refinement of the strategy for the sub-region.

Environment and Character

- 3.10** This sub-region is typified by a pattern of mainly closely-spaced villages interspersed with medium-sized and larger towns set in pleasant countryside, some of which is recognised as being of national importance through AONB designation. The high quality environment requires protection in its own right, but is also amongst the sub-region's main economic assets. In order to maintain the overall character of the sub-region, the strategy should seek



to maintain the separate identity and character of all settlements and prevent them from coalescing. It should also seek to protect the wide range of habitats, species and geology of the sub-region and to optimise opportunities to enhance nature conservation, particularly where development can contribute to this.

3.11 The environment and character of settlements within the sub-region will continue to evolve as they grow and adapt to social and economic needs. It is necessary to achieve a balance between growth and protection and enhancement of valued features and assets, so that they continue to play a part in promoting economic prosperity by ensuring that the sub-region offers attractive living and working conditions. A large portion of the sub-region falls within the High Weald AONB and the strategy should seek to avoid development that will threaten the AONB.

3.12 Development should be of a high quality and reflect the character of the sub-region. All new development should be well thought out, planned and laid out so that it integrates with existing communities, respects the local character and the character of the sub-region as a whole.

POLICY GAT4: ENVIRONMENT AND CHARACTER

Development will not be permitted unless it maintains and, where possible, enhances the character, distinctiveness, sense of place and important features of the sub-region, including the:

- Existing settlement pattern of mainly closed-spaced villages and medium-sized towns and larger towns set in pleasant countryside
- High Weald Area of Outstanding Natural Beauty
- Attractive Low Weald countryside
- Existing towns and villages and other settlements, preventing coalescence.

4 Implementation and Delivery

4.1 The local authorities in partnership with independent, voluntary, economic, environmental and social organisations with an interest in the area, will need to develop complementary strategies to assist in meeting the demand for labour in the area. These should be integrated and cover topics including skills and training, measures to encourage participation in the labour market, encouraging the provision of social and key worker housing, supporting appropriate economic development and securing transport improvements, particularly linking areas where there is an underused labour resource.

IMPLEMENTATION AND DELIVERY

Policy	Delivery Mechanisms	Lead Roles	Support Roles
GAT1 – Scale, Distribution and Type of Housing	Local Development Documents Regional and local housing strategies Planning decisions	Borough and district Councils	County Councils Regional Housing Board Infrastructure providers
GAT2 – Economic Development	Development of strategy Local Development Documents	Local authorities	Regional Assembly SEEDA Economic partners Education authorities Central Government
GAT3 – Infrastructure	Phasing of provision with new development Local Development Documents Local Transport Plans Planning decisions Developer contributions and sectoral funding mechanisms	Local authorities Infrastructure providers Private sector developers	Central Government Regional Assembly SEEDA Local Strategic Partnerships
GAT4 – Environment and Character	Green Belt AONB Local Development Documents	English Nature Local authorities	Central Government Regional Assembly

4.2 Encouragement will need to be given to the use of joint, multi-agency plans and frameworks to focus and expedite implementation, of appropriate infrastructure supporting developments. See chart above.

5 Monitoring

5.1 It will be important to monitor the implementation of the strategy and an annual monitoring report will be produced by the county authorities in the sub-region to highlight the key actions being taken to deliver the strategy and whether specific policies need to be reviewed.

6 Commentary

Growth Options

6.1 The sub-regional economy requires diversification from Gatwick Airport as the key economic driver, in order to maximise the value added by the sub-region's

economy. To support future economic diversification and to build on the potential related to the growth of the Airport, views are sought not only on the continuation of RPG9 levels of development but also on higher growth levels of up to the RPG9 +15%, this would provide a range of levels of growth which reflect the regional spatial options in section C.

6.2 In view of the decision to consult on a regional level of housing growth below the current planned rate in RPG9 taken by the Regional Assembly after the completion of the draft sub-regional strategies, the sub-regional strategy steering group may wish to test and seek views on a rate of housing development in the sub-region below RPG9.

Spatial Distribution

6.3 Further studies are required as a priority to enable the spatial distribution to 2016 to be developed, and to quantify overall development levels for the post-2016 period in time to inform the draft Plan to be submitted to the Secretary of State.

The Isle of Wight Special Policy Area

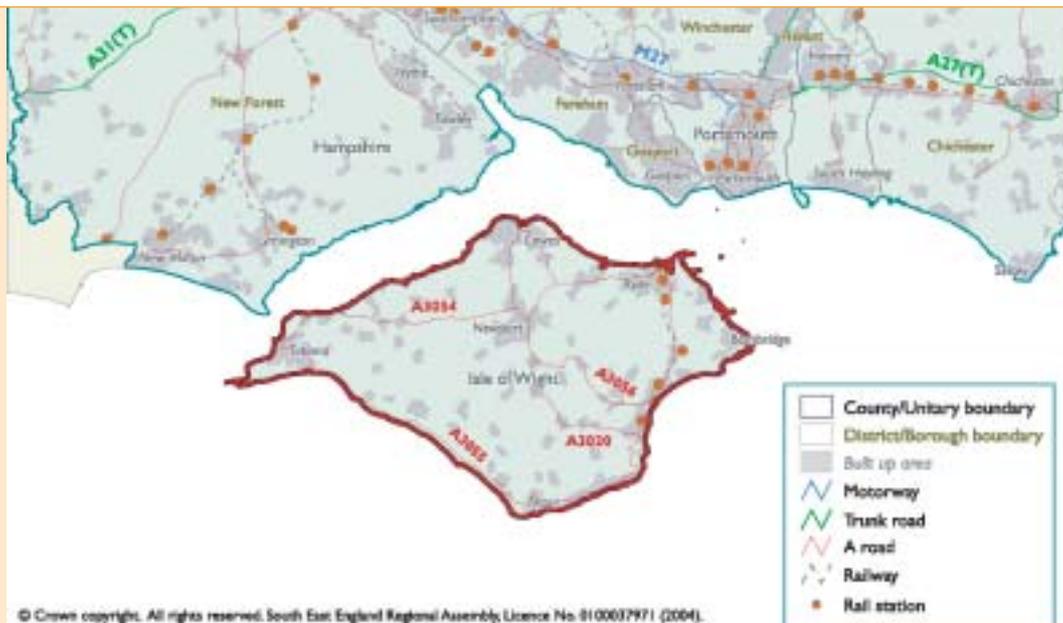
I The Isle of Wight

- I.1** The Isle of Wight has unique characteristics and faces specific economic and social issues.
- I.2** The environment of the island is an important element in its economy and acts as a major asset and selling point. A substantial area of the island is designated as Area of Outstanding Natural Beauty, while much of its coastline is designated Heritage Coast. Areas of land and stretches of coastline are also designated for their international and national importance for wildlife. These designations act as necessary constraints to detrimental development. The capacity of these environmental assets to accommodate additional pressures will be a key influence on future development on the island.

- I.3** The Isle of Wight is under-performing in economic terms. The economic base of the island has been undergoing change over recent years, resulting in employment decline in agriculture and related industries. Unemployment on the island is higher than the UK and regional averages and is particularly concentrated in young people. There is a heavy reliance on seasonal and part-time work, with a high dependency on tourism. A quarter of the island's residents rely on means-tested benefits. Labour markets are localised with small and medium-sized enterprises forming a large proportion of the businesses operating on the island and there is a deficit between the skills available locally and those needed to meet the requirements of recent growth sectors. At the same time access to housing is a key issue which is exacerbated by a high proportion of second homes.

MAP E10

Isle of Wight Special Policy Area



1.4 The strategy for the Isle of Wight is based on managed economic growth and regeneration to provide for the island's particular characteristics and needs. Future development is expected to create wealth and a sustainable economy, to address skills deficits and housing need, to provide for improved public transport infrastructure and to respect the environment, safeguarding biodiversity and areas of landscape and ecological importance.

2 Spatial Options and Levels of Development

2.1 Four options have been identified by the Isle of Wight Council:

2.2 **Option A** – Rates of housing development would remain at current planned rates (520 homes per annum). Rates of economic development would also continue at current rates. This level of housing development could be accommodated on sites identified through the urban potential study, though densities would need to be higher and more employment sites and car parks would need to be developed for housing. Such a level of growth may not provide for projected household growth and would not erode the existing shortfall in the supply of affordable housing.

2.3 **Option B** – Rates of housing development would increase substantially in order to deal with the existing shortfall in the supply of affordable housing. Rates of economic development would continue at current rates. Housing development at this scale would require higher densities, use of additional previously developed land (including employment sites), additional funding for affordable housing and the release of additional greenfield sites. There would be increased pressure on existing infrastructure. Additional investment in infrastructure would be required.

2.4 **Option C** – Rates of housing development would be linked to economic-led regeneration and would be higher than under Option A but probably lower than Option B. To be sustainable such growth would need to minimise resource demands and environmental impacts and ensure that development is of the right quality and quantity. There would be enhanced prospects for regeneration, more balanced local communities, a more self-contained labour market based on a strengthened local economy and skills enhancement. Additional investment in infrastructure would be required.

2.5 **Option D** – The highest rate of growth would be housing-led. It would require strengthened links with the mainland in the form of enhanced ferry services and reduced journey times. It assumes increased commuting to work on the mainland. This option would result in increased pressure for the release of greenfield land and enhanced infrastructure.

Preferred Option

2.6 The Isle of Wight Council's preferred option is C, with a level of housing development of at least 520 additional homes per annum between 2006 and 2026. Further work is required to test the upper range of housing provision.

3 Policies

Enabling Economic Regeneration

3.1 As an island economy the Isle of Wight has particular characteristics and needs. Tailored solutions will be required to tackle the problems of unemployment and deprivation. In diversifying the rural economy of the island local partners will need to ensure that all sectors of the local community can be involved in the economy and that it is sensitive to the natural resources, landscape and cultural features.



3.2 The tourism product on the island has developed over many years and both the quality and range of the accommodation supply is no longer sustainable if the island is to prosper. The volume of visitors during the peak season causes significant strain on the island's infrastructure and environment, but does not bring sufficient economic return in terms of investment and job opportunities. A significant volume of the assets employed in this sector of the island's economy are at risk and are currently migrating to inappropriate alternative housing uses which existing policies are unable to address.

3.3 The island recognises the need for investment in better quality assets at a volume that the environment and community can accommodate. This will bring opportunities for the redevelopment of previously developed land for appropriate uses as part of a deep-seated exit strategy for redundant assets. This strategy will also seek to secure adequate contributions for investment in tourism-related infrastructure. The development of tailored tourism development strategies will particularly address:

- support for quality hotel development and conference facilities
- support for appropriate tourism-related retail facilities
- support for tourism-related centres of vocational excellence including any associated academic establishment
- exit strategies for redundant tourism accommodation coupled with contributions to improved tourism related infrastructure.

POLICY IW1: ENABLING ECONOMIC REGENERATION

To help realise a step change in the Isle of Wight's economic performance and to actively support economic regeneration and renewal, an improved quality tourism product and inward investment, national, regional and other relevant agencies and authorities should give increased priority to investment decisions and other direct support for the island. Key measures should include:

- i** The development of infrastructure and inward investment opportunities in the Medina Valley
- ii** Support for the development of centres of vocational excellence in the sectors of composites, marine and aeronautical skills and construction related industries including any associated academic establishments
- iii** Support for inward investment and development to regenerate key areas identified in Ryde, Sandown Bay, Ventnor and West Wight
- iv** Support for urban renewal and intensification particularly where this can secure contributions for improvements in the public realm
- v** The need to improve the tourism offer to one that focuses on a higher quality, higher value product.

Strategic Transport Links

3.4 The Isle of Wight is reliant upon good links to the mainland and it is therefore important that cross-Solent links are maintained and improved. The Regional Transport Strategy has recognised the

importance of improving the transport infrastructure and identified the development of a new transport interchange at Ryde.

- 3.5** The local authority is looking to maintain and improve communications between the island and the mainland as part of a sustainable transport strategy through the Local Development Framework, Local Transport Plan and partnership working with transport operators. Consideration should be given to the potential to provide a second local transport hub to support regeneration initiatives.

POLICY IW2: STRATEGIC TRANSPORT LINKS

The Isle of Wight is reliant upon efficient and well managed links to the mainland. The strategic Cross Solent links should be maintained and improved to provide a service which fits with this role, and should form part of an integrated transport approach developed at the local level.

POLICY IW3: INFRASTRUCTURE

The planning authorities will ensure that the infrastructure needed to support development in the special policy area is identified during the refinement of the strategy for the special policy area. As part of this work the issues of phasing of development in relationship to the provision of infrastructure will be addressed. Detailed proposals for the timely implementation of the infrastructure required to support further growth will be developed during the refinement of the strategy for the special policy area.

Rural Areas

- 3.6** There are particular issues facing the island's rural areas which are less accessible and, with fewer job

opportunities, suffer from problems of isolation and lower incomes. The policy approach to implement this strategy will be developed at a local level through the LDF, which will require a tailored and integrated approach that focuses on people as well as places, to help maintain and enhance the environment while encouraging the development of diverse and sustainable communities. The local authority will need to work with regional and local partners to develop programmes, which encourage enterprise in the rural economy as well as initiatives to sustain diverse rural communities.

POLICY IW4: RURAL AREAS

The quality and character of the rural environment should be maintained and enhanced, while securing necessary change to meet the economic and social needs of local people and visitors. Special consideration should be given to rural priority areas.

Scale and Type of Housing Development

- 3.7** The range and type of housing required, together with the distribution and means of implementation will be developed through the LDF. The LDF will need to develop policies to monitor and manage the level of housing provision which clearly link with the objectives of achieving economic regeneration and increasing and improving employment opportunities on the Isle of Wight and the provision of affordable housing.
- 3.8** Higher levels of housing provision will only be expected to be provided once the economic drivers are in place and being implemented and are likely to come into play during later stages of the Plan period.

POLICY IW5: SCALE AND TYPE OF HOUSING DEVELOPMENT

The final version of the strategy will include a policy (or policies) setting out the overall level of housing provision, phasing and the type of housing that will be provided.

In the meantime, the preferred overall level of housing provision is at least 10,400 additional homes over the 20 years 2006 to 2026.

4 Implementation and Delivery

IMPLEMENTATION AND DELIVERY

Policy	Delivery Mechanisms	Lead Roles	Support Roles
IW1 – Enabling Economic Regeneration	Selective assistance, funding and investment priority Education and training provision Local Development Document Local Tourism, Economic, Cultural and Regeneration Strategies Planning decisions	Isle of Wight Council SEEDA Government	Economic Partnership Regional Assembly
IW2 – Strategic Transport Links	Local Development Document Local Transport Plan Direct provision	Isle of Wight Council Transport operators	Regional Assembly Central Government
IW4 – Rural Areas	Local Development Document	Isle of Wight Council	SEEDA Local partners
IW5 – Scale and Type of Housing Development	Local Development Document Local Housing Strategy Regional Housing Strategy	Isle of Wight Council	Regional Housing Board Developers

5 Comment

5.1 A framework is yet to be considered for the Isle of Wight.