

STATEMENT OF CONSULTATION



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Consultation Period(s)	When did it take place?
Early Engagement Stage (Regulation 18)	
Core Strategy Review Consultation	11 May 2009 - 22 June 2009
Issues & Options Consultation	19 January 2012 – 1 March 2012
Preferred Strategy Consultation	2 October 2012 – 3 December 2012
Site Allocations Consultation	3 June 2013 – 1 July 2013
Publication Stage (Regulation 19)	
Submission Consultation	1 September 2014 – 13 October 2014

- 1.7. This document looks at all of the consultation periods and shows how the Plan has evolved throughout its formation and been influenced by the responses received through public engagement and consultation.
- 1.8. It should be noted that this report sets out those representations made to Crawley Borough Council during formal consultation periods held under Regulation 18 and 19

2. Early Consultation Stage (Regulation 18)

- 2.1. The first stage in the council's adopted SCI is called "INVOLVE". This is considered to be a vital stage to ensure that stakeholders are central when developing the key themes and general direction of the P

How did we conduct the consultation?

2.8. The council published Topic Papers on each of the key issues to be covered in the Core Strategy Review. These were circulated to consultees via email and post. The Topic Papers covered the following:

Objectives & Visions;
Climate Change and
Sustainability;
Design and Heritage;
Air, Noise and Flooding;
Housing;
Employment;
Town Centre Growth and Retail;

Transport;
Gatwick;
Countryside;
Open Space, Recreation,
Leisure and Greenways;
Community Facilities, Services

Main Issues	How this was taken into account?
The preservation of open space within the town appeared to be a key priority for local people.	As a result of this suitable designations for the preservation of open spaces were investigated. Policies relating to Structural Landscaping and Local Green Space among others such as Green Infrastructure have been developed to ensure open spaces retain their importance in relation to the character of the town. A detailed study was also undertaken at a later stage to ensure any open space allocated for development was surplus to requirement or could be clearly justified when balancing demands for land use.
The need to be in conformity with the regional plan was made clear.	With the revocation of the SEP this is no longer required. However, the Duty to Cooperate ensures that the Plan has been developed within the borough's wider, strategic and cross-boundary context.
Due to the economic climate, the need to ensure viability is central to all policies was highlighted.	Policies were prepared in a positive way with viability issues always in mind. The submission Local Plan has been viability tested prior to publication.

- 2.12. It was initially intended that these views would contribute to the formulation of the council's Core Strategy Review Preferred Strategy, which was planned to be published for consultation in late February 2010.
- 2.13. For a number of reasons, the Core Strategy Review Preferred Strategy was delayed. This was partly due to continued uncertainty around the North East Sector and the land requirements of Gatwick Airport. The change of central government in May 2010 brought further uncertainties as reforms to the planning system were anticipated.
- 2.14. As a result of the change in central government and the changes they introduced the Core Strategy Review evolved into work on the new Local Plan. However, the comments received at this stage continued to be relevant and fed into the Local Plan Preferred Strategy alongside those made at the next stage of early engagement consultation.

Issues & Options Consultation

- 2.15. As a result of the change of government in 2010, a number of changes to the planning system occurred. The main changes were:
 - The **Localism Act 2011** made a series of provisions regarding town and country planning. Most importantly it placed the emphasis upon the local communities to guide planning policy and introduced the Duty to Cooperate committing the council to constructive and effective joint working with other authorities and bodies on strategic issues crossing administrative boundaries. As a result of this Act, Crawley Borough Council updated its Statement of Community Involvement in December 2011;
 - The **National Planning Policy Framework (NPPF)** was introduced in March 2012. This replaced most National Planning Policy and the Local Development Framework system. The NPPF highlighted the importance of local communities in the planning system and instigated a new Local Plan based system.
- 2.16. To reflect these changes, and the time passed since the 2009 Core Strategy Review consultation, a further six week consultation period was held from 19 January 2012 until 1

March 2012 on the Issues & Options for the new Local Plan (then titled Crawley2029).

- 2.17. A report on this consultation was prepared and published after this consultation. This document is titled Issues & Options Consultation Report and can be found within the submission library (Local Plan examination document reference: LP027). It is accompanied by a document containing the appendices.

What were the consultation's aims?

- 2.18. The aims of the consultation were:
- To conduct the consultation in line with the Statement of Community Involvement;
 - To get an early indication of issues of importance to those living and working in Crawley, in terms of Crawley's future development up to 2029;
 - To afford those living and working in the borough the opportunity to get involved early in the forward planning process;
 - To try to take a more innovative approach to strategic thinking which would highlight perceptions and aspirations, to make for a more meaningful outcome with which people could identify;
 - To share with stakeholders and residents some of the dilemmas facing the council at the current time and into the future;
 - x For the council to understand the priorities of those living and working in Crawley;
 - For the council to effectively use this qualitative information when planning Crawley's future up to 2029.

Who we consulted?

- 2.19. Those registered on Crawley Borough Council's Local Plan consultee database were consulted via post and email

- 2.23. The topic themes were:
- | | |
|--------------|---------------------|
| Your Vision; | Green Spaces; |
| Economy; | Your Neighbourhood; |
| Housing; | Growth. |
- 2.24. In addition, the 2009 technical topic papers were updated and re-issued highlighting the current position covering the same issues as had been considered previously for the borough to be addressed by the Local Plan. Additional evidence base documents were published alongside the consultation to provide further information for comments to be based upon: including the Strategic Housing Market Assessment (2009), Locally Generated Housing Needs (2011) and Employment Land Review (2009/10).
- 2.25. A number of events were held. These comprised:
- Debate at the 'State of the Borough' event on 24 January 2012;
 - A community workshop was held on 26 January 2012 for invited, targeted groups;
 - A travelling drop-in session and exhibition at every neighbourhood parade, Tesco, County Mall shopping centre, & K2 leisure centre;
 - Other exhibitions were held at times which coincided with other events/activities.
- 2.26. Over the course of the consultation:
- A total of 2,500 flyers were distributed;
 - Approx 350 paper questionnaires were distributed.

What were we told, and how did we address what we were told?

- 2.27. In total 538 completed questionnaires were returned across the six themes (Vision, Housing, Green Space, Neighbourhoods, Growth, Economy). This represents at least 129 individuals,

Main Issues	How this was taken into account?
Retain neighbourhood principle and parades and encourage more diversity of retail outlets – limit takeaways and betting shops.	<p>The neighbourhood principle and parades remain central to the Local Plan.</p> <p>The council took the comments received and updated the Retail Capacity Study in 2013, from this effective NPPF-compliant policies have been put in place. Whilst the council recognised the overwhelming opinion on the matter of takeaways and betting shops this is not a strategic issue and would be dealt with on a case-by-case basis.</p>
Improve the “image” of Crawley.	<p>The Plan progressed from this consultation to establish a solid vision for Crawley that seeks to ensure Crawley will become a “premier” town.</p>
More interesting architecture – heritage and design to be a priority.	<p>Crawley, being predominantly built at the same time, has a particular vernacular. The Plan seeks to preserve its heritage whilst ensuring future developments are of high quality design and are in keeping with the surrounding area. Policy CH3 seeks to achieve this by setting design considerations for all new development.</p>
Mixed views on % of social housing – no clear preferences.	<p>Further work was undertaken to establish the correct mix of housing; including the SHMA update and viability study.</p>
Mixed messages on second runway Gatwick Airport.	<p>This matter is being considered at the national level and the Local Plan is not in a position to make the decision regarding the potential future expansion of the airport. The decision will be made by the government, following its consideration of the Airports Commission final report. The council is currently required to safeguard an area of land to the south of the airport. The Local Plan, therefore, has been prepared in the context of a single runway, two-terminal airport with growth capacity up to 45million passengers per annum by 2030, and a continuation of land safeguarded for a potential second wide-spaced runway. The Local Plan does, however, set out the anticipated scenarios with regards to the future decisions for the airport and the implications these have for the Plan and need for possible review.</p>
Need to encourage greater diversity of industry – less restrictions on use of Manor Royal.	<p>Following on from these comments an evidence base was created that identifies demand for a range of employment generating uses in Crawley, placing a particular focus on the significant need for business floorspace. As there is limited available land to accommodate this demand, the Local Plan seeks to promote Manor Royal as the premier destination for business development, whilst encouraging flexibility for a wider range of employment uses at other Main Employment Areas. The Local Plan does, however, provide flexibility at Manor Royal for non-business uses that would complement the overall business function at Manor Royal.</p>

- 2.30. All of the key messages outlined above, alongside the responses from the Core Strategy Review, shaped the Preferred Strategy Local Plan.
- 2.31. Critically, the Crawley 2029 Vision was directly prepared utilising the feedback from the consultation questionnaires. This Vision was agreed as a corporate vision for the town, including non-land use aspirations, at the Cabinet/Corporate Management Team meeting held on 29 May 2012. This provided a clear steer from which to build the detailed proposed objectives, proposals and policies for the preferred strategy.

Preferred Strategy Consultation

- 2.32. The Preferred Strategy Local Plan (Local Plan document library reference: LP028) was prepared taking into account the most up-to-date evidence base at that time and feedback gained from the Core Strategy Review (2009) and the Issues and Options (2012) consultations.
- 2.33. A six-week consultation period ran from 22 October 2012 till 3 December 2012 on the Preferred Strategy Local Plan document and its supporting evidence base documents.
- 2.34. A report on this consultation was prepared and published after this consultation period. This document is titled Preferred Strategy Consultation Report and can be found within the examination library (Local Plan document library reference: LP026). It is accompanied by three appendices: Appendix 1 - Communications & Advertising Materials; Appendix 2 - Verbatim Questionnaire Responses; and Appendix 3 - Verbatim Representations.

What were the consultation's aims?

- 2.35. The consultation's aims were:
- To conduct the consultation in line with the Statement of Community Involvement;
 - To verify that the strategy outlined in the Preferred Strategy Local Plan had support, and provide people the opportunity to raise queries and objections;
 - To afford those living and working in the borough the opportunity to be involved in the forward planning process;
 - To share with stakeholders and residents some of the dilemmas facing the council at the current time and into the future;
 - To gather qualitative responses to the Preferred Strategy Local Plan that could help inform amendments to establish the submission Local Plan.

Who we consulted?

- 2.36. Those registered on Crawley Borough Council's Local Plan consultee database were consulted via post and email. These included a number of statutory consultees, developers, stakeholders, interest groups, and residents. Those registered on the council's alert system were also notified. This totalled 527 contacts. The wider public were also encouraged to respond to the consultation in a variety of ways, see paragraph 2.41.
- 2.37. A full list of those consulted directly can be found in Appendix 3 of this statement.
- 2.38. A Statement of Representation Procedure and Notification of Public Consultation was placed in the Crawley Observer on 31 October 2012.

How did we conduct t i

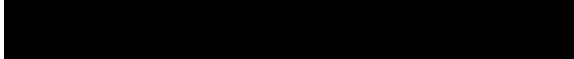
2.52. A letter was also sent directly to properties adjacent to the proposed allocations to notify them of the start of the consultation.

2.53.

the proposed de-designation of Ifield Park as a Historic Park and Garden (102 signatures): the details of the statement made are set out in Appendix 4: Early Engagement – Additional Sites Consultation, pages 584 - 586;

In addition, a substantial number (606) of individually signed, identically completed questionnaires were submitted in relation to **the proposed reserve Gypsy and Traveller site at Broadfield Kennels** providing a collective view: one statement – this is set out in Appendix 4: Early Engagement – Additional Sites Consultation, pages 152 - 156.

- 2.60. Full representations and officer responses can be found in Appendix 4. The key messages are below:



Main Issues Raised**How this was taken into account?**

The loss of Historic Park and Garden designation was perceived to be aimed to encourage development in those locations

This was not the case: the evidence base had indicated that some areas no longer warranted the designation from a technical perspective, rather than the site was considered suitable for development.

As no new or overrr Tjt.

3. Publication Stage (Regulation 19)

- 3.1. The second stage of the council's adopted SCI is called "CONSULT" and closely corresponds to the expectations required by Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. An extract from the adopted SCI is below:



Submission Consultation

- 3.2. The submission Local Plan was prepared taking into account the evidence base and feedback gained from the previous consultations made under Regulation 18 and Stage 1 of the SCI.
- 3.3. A six-week statutory consultation period was undertaken from 1 September 2014 until 13 October 2014 in accordance with Regulation 19 and inviting representations to be made relating to the Local Plan in accordance with Regulation 20.
- 3.4. All advertising and communication materials used during this stage of consultation are set out in Appendix 5 of this Statement of Consultation.
- 3.5. Copies of all representations received during this stage of consultation are included within Appendix 6 of this Statement of Consultation.

What were the consultation's aims?

- 3.6. The consultation aims were:
- To conduct the consultation in line with the Statement of Community Involvement;
 - To inform people that the draft submission Local Plan and all of its supporting documents and evidence base have been published and made publically available;
 - To provide people with a final opportunity to make formal comments on the Local Plan to be considered by the Planning Inspector.

Who we consulted?

- 3.7. All those registered on Crawley Borough Council's Local Plan consultee database were consulted via post and email. These included a number of statutory consultees, developers, stakeholders, interest groups, local businesses and residents. In total approximately 1595 people were directly consulted.

- 3.8. A full list of those consulted can be found in Appendix 6 of this report.
- 3.9. A further 502 Contacts subscribed to

Housing Provision;
Key Housing Sites;
Gypsy, Traveller and Travelling Showpeople Sites;
Local Green Space;
Development and Noise

Notable representations were also received on the affordable housing policy, development standards, district energy networks, infrastructure provision, and Gatwick Airport.

- 3.28. The main issues from the representations submitted are summarised by Policy below and full representations can be found in Appendix 6 of this document.

Key Diagram

Crest Strategic Projects – Savills;
Wilky Group – Savills;
T&L – Rapleys

A total of three representations were made to the Key Diagram with comments from landowners and the development industry all suggesting modifications.

Crest Strategic Projects proposed amendments to outline 'potential areas of search' for urban extensions outside Crawley to include Land West of Kilnwood Vale.

Rapleys, on behalf of T&L LLP, raised objections to the designation of the site as a main employment area with no recognition of its committed retail consent and suggested changes should be made to the Key Diagram.

The Wilky Group promoting land at Gatwick Green recommended that the Key Diagram should include a strategic employment site East of Gatwick Airport.

Crawley 2030: A Vision

Crest Strategic Projects – Savills;
Highways Agency;
Sussex Police

A total of three representations were made to the Crawley 2030 Vision with comments from technical stakeholders and the development industry.

The **Highways Agency** gave broad support for the vision, particularly the point which states "growth will be sustainable and supported by an Infrastructure Plan that complements development....A strong road network will be complemented by a good public transport system, giving people choice about how they travel". **Sussex Police** also supported the Vision with reference to the point about reducing crime and improving community safety.

Crest Strategic Projects, promoting Land East of Billingshurst and Land West of Kilnwood Vale, suggested that the vision required a new paragraph to promote joint working with neighbouring authorities to allow for sustainable urban extensions to Crawley.

Chapter 2: Crawley 2030

Spatial Context

Reigate and Banstead BC;	Network Rail;
Mr Peter Jordan;	IVA/IVCAAC;
Crest Strategic Projects – Savills;	Mr Colin Maughan;
Environment Agency;	Mr Graham Berry;
Highways Agency;	Mr Nicholas Price;
Gatwick Airport;	Bupa;
West Sussex CC;	Mr Arshad Khan

A total of fourteen representations were made to the Spatial Context with a mixture of comments received from local residents, technical stakeholders, neighbouring authorities and the development industry. However, many of the comments received to the Spatial Context were general comments on the Local Plan as a whole.

Technical stakeholders including the **Environment Agency** and **Network Rail** were supportive of the aims and principles set out in Local Plan. However, **IVA/IVCAAC**, as well as local resident **Mr Peter Jordan** felt that the vision was unattainable as the Plan does not address the issue of a possible second runway at Gatwick Airport.

The **Highways Agency** noted that the Spatial Context made reference to Crawley having excellent transport links including the M23 and M25, but concern was raised as this part of the strategic road network is under stress and congested at certain junctions.

Chapter 3: Sustainable Development

Policy SD1 – Presumption in Favour of Sustainable Development

Highways Agency;
Gatwick Airport

A total of two representations were made to Policy SD1 with comments from technical stakeholders.

Gatwick Airport welcomed the positive theme of the Policy and similarly the **Highways Agency** provided broad support with some amendments suggested to Objective 2.

Chapter 4: Character

General design principles attracted substantial interest, with support from **IVA/IVCAAC** for all Policies, notably CH6, CH8, CH9, CH11, CH12, CH13, CH14, CH15 and CH16. However, concern was raised by the development industry over national space standards, and representations were also received about the countryside to the north of the town and the implications of a second runway at Gatwick Airport.

Policy CH1 – Neighbourhood Principle

Mrs Jennifer Grace Withall

One representation was made to Policy CH1, with comments from a local resident on the need for homes in Tilgate with ground floor access for the elderly.

Policy CH2 – Principles of Good Urban Design

Aberdeen Investments – Savills;
Gatwick Airport;
Mr Peter Jordan

A total of three representations were made to Policy CH2.

Gatwick Airport welcomed this Policy, particularly parts (f) and (g) as it considered the Policy to promote sustainable development through the adoption of best planning practice. **Aberdeen Investments** raised concerns over the flexibility of the Policy and **Mr Peter Jordan** felt that the Plan

Policy CH5 – Standards for All New Dwellings (including conversions)

Aberdeen Investments – Savills;
Jennifer Grace Withall;
Persimmon Homes Thames Valley & Taylor Wimpey Ltd – Pegasus Group

A total of three representations were made to Policy CH5 with the development industry questioning the soundness of the Policy.

Aberdeen Investments as well as **Pegasus Planning** on behalf of **Persimmon Homes Thames Valley & Taylor Wimpey LTD** raised the issue of the emerging national space standards and viability concerns. The robustness of the council's viability study ('Crawley Borough Council Community Infrastructure Levy and Affordable Housing Viability Assessment' Nationwide CIL Services, 2013) was raised, particularly in relation to the 'whole Plan' viability and whether the implications of the standards required by the Policies had been adequately reflected in the cost assumptions.

Mrs Jennifer Grace Withall highlighted that there is an increase in the number of elderly people looking for homes with ground floor access and that stair lifts and lifts should be considered in new dwellings.

Policy CH6 – Tree Planting and Replacement Standards

northwards from Tilgate Park into the countryside of Mole Valley and important landmarks. However, **Network Rail** requested that these be less of a consideration where railway infrastructure development is required within the view.

Policy CH9 – Development Outside the Built-Up Area

The Ifield Society;
Lynton Developments Ltd – Ancer Spa;

Chapter 5: Economic Growth

Policy EC1 received the most representations in this chapter, with comments from landowners, business groups, neighbouring authorities and local residents. Policy EC4 received a number of notable representations with four groups sharing the same view on the Crawley Goods yard at Tinsley Lane.

Policy EC1 – Sustainable Economic Growth

Reigate and Banstead BC;	Mayfield Market Towns – Tetlow King;
Aberdeen Investments – Savills;	Highways Agency;
Mole Valley DC;	HCA – Savills;
Lynton Developments Ltd – Ancer Spa;	Horsham DC;
Windsor Developments – JMT Planning;	Mr Derek Meakings;
Manor Royal BID Company;	Network Rail;
Crest Strategic Projects – Savills;	Mr John Byng;
Crawley's Local Economy Action Group;	Costco;
Wilky Group – Savills;	Gatwick Airport

A total of eighteen representations were made to Policy EC1 with comments from neighbouring authorities, landowners, local residents, business groups and technical stakeholders.

Those in support of the policy included neighbouring authorities, key businesses and key business representation groups such as Manor **Royal BID Company** (MRBC) and **Crawley's Local Economy Action Group** (LEAG). Representations in support of the Policy appreciated the problems faced by CBC over the uncertainty of the future of Gatwick Airport and the need to safeguard land. Many highlighted the importance of protecting employment land within the main employment areas at Manor Royal and South and East of the Airport for uses which support and enhance the key functions of the area. This was considered particularly relevant when considering the implications on the Manor Royal Business District in light of the national permitted development changes.

In contrast to this, representations objecting to the Policy came from landowners within the safeguarded area including the **Wilky Group** with many expressing concern over the outcome of a second runway at Gatwick Airport and the need for further options and strategic employment sites to be identified.

Reigate and Banstead Borough Council highlighted the employment sites identified by their adopted Core Strategy will only meet the needs arising within their borough and will, therefore, not be available to address any unmet needs arising from within Crawley.

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Those objecting including the **Universities Superannuation Scheme** asked for greater flexibility in the Policy for employment land for wider economic-generating uses, from the retail and business industry advocating particular companies and sites within areas not identified in Policy EC2. **Gatwick Airport** also recommended some changes and requested the Policy acknowledged the potential employment role of sites within the airport boundary.

Policy EC3 – Manor Royal

Mr Laurence Skinner;
Manor Royal BID Company;
Travis Perkins;
Mineral Products Association;

Crawley's Local Economy Action Group;
Canadian Portland Estates and Jeff Thomas;
T&L – Rapleys;
HCA – Savills

A total of eight representations were made to Policy EC3, with comments from many raising similar issues to those highlighted in Policy EC2.

Those in support of the Policy emphasised the need to protect and enhance Manor Royal as a distinctive business location and a main employment area, primarily for B class uses. **Manor Royal BID Company** supported this and proposed that the council should consider the use of an Article 4 to protect Manor Royal from permitted development rights.

Objectors to EC2 supported the policy objective in principle. However those questioning the soundness of the policy noted that non B class uses should be acknowledged. **Rapleys** on behalf of **T&L LLP** felt that non B class uses, including retail, would complement and enhance the attractiveness of Manor Royal to support and secure existing and future businesses and workforce.

Policy EC4 – Employment Development and Residential Development

Manor Royal BID Company;
Crawley's Local Economy Action Group;
CEMEX UK Operations Ltd;
Day Group LTD;

Aggregate Industries;
HCA – Savills;
Mineral Products Association

A total of seven representations were received, with five in relation to the Crawley Goods Yard at Tinsley Lane and others from landowners and local business groups. All supported the principle

The majority of representations provided support, including **Crawley's LEAG** and the **HCA** with both recognising Crawley as a key retail destination and a town of sub-regional significance.

Chapter 6: Housing

A substantial number of representations were received on Chapter 6: Housing, with the majority of comments from the development industry and landowners. Main concerns were raised over the objectively assessed housing need figure, the viability of 40% affordable housing, the proposed Gypsy and Traveller site at the Broadfield Kennels site, as well as landowners promoting sites both within and outside the borough.

Policy H1 – Housing Provision

Aberdeen Investments –

Heathy Farm, Forge Wood (allocated in the Local Plan as a broad location)
Tinsley Lane, Three Bridges (allocated in the Local Plan as a Deliverable site)
Kilmead, Northgate (allocated in the Local Plan as a Deliverable Site)

In terms of Infrastructure, **Southern Water** provided detailed information in relation to the infrastructure capacity to meet the allocated housing sites, but raised some concerns regarding the lack of delivery dates. **Thames Water** also provided comments on waste water in relation to sites in Policy H2.

Representations were also made from **Sport England** and **Mr Charles Crane** in relation to development of the playing fields, particularly those at Bewbush.

Four representations from **CEMEX Operations UK Ltd**, **Aggregate Industries**, **Day Group Ltd** and the **Mineral Products Association** objected to the housing site at Tinsley Lane for 138 dwellings. Concerns arose over the proximity of the proposed housing site to the safeguarded minerals site which borders the site. **Tinsley Lane Residents' Association** also objected to this site and felt that the site should stay as a recreational space.

Policy H3 – Future Housing Mix

Aberdeen Investments – Savills;
Persimmon Homes Thames Valley & Taylor Wimpey Ltd – Pegasus Group

A total of two representations were made to Policy H3 with comments from landowners and the development industry.

Aberdeen Investments supported the Policy's reference to delivering an appropriate mix of housing types and sizes. However, they felt that the Policy needed to be more flexible to respond to changes in the market. This was also the view of **Persimmon Homes and Taylor Wimpey**.

Policy H4 – Affordable and Low Cost Housing

Aberdeen Investments – Savills;
Persimmon Homes Thames Valley & Taylor Wimpey Ltd. – Pegasus Group;
Home Builders Federation;
Bupa – Alliance Planning;
HCA – Savills

A total of five representations were made to Policy H4 with comments from developers and those promoting sites.

Strong objections were raised from developers, including the **Home Builders Federation**, **Bupa** and **Persimmon Homes and Taylor Wimpey** over the viability of the rate of 40% affordable housing on all new developments, and the implications of the low cost requirement.

Policy H5 – Gypsy, Traveller and Travelling Showpeople Sites

Natural England;	Miss Sarah Fortnam;
Reigate and Banstead BC;	West Sussex CC – Transport Access;
Mole Valley DC;	High Weald AONB;
Natalie Bingham;	Mr Kevin Berry;
Mr Alan Quirk;	Gatwick Airport;
Mr Richard A Flint;	Horsham DC

A total of eleven representations were received to Policy H5 with a mixture of comments received from local residents, technical stakeholders and neighbouring authorities.

Policy H5 received strong objections from **local residents** over the location of a reserve Gypsy and Traveller site at Broadfield Kennels. Concerns were raised in terms of highways access, nature conservation, the AONB and a perceived covenant on the land. **Gatwick Airport** also raised concerns regarding the noise criteria in the Policy.

Neighbouring authorities including **Reigate and Banstead Borough Council** and **Mole Valley District Council** made reference to the need to continue to work jointly in relation to this matter. **Horsham District Council** also supported the flexible approach taken to meeting the needs of the Gypsy, Traveller and Travelling Showpeople communities within Crawley.

The **High Weald AONB** unit welcome the reference to the AONB Management Plan and suggested that additional work may be needed but they are happy to assist with this.

Chapter 7: Environment

Policy ENV3 – Local Green Space

The Ifield Society;
Mr Peter Jordan;
Jillian Katherine Bell;
Mr Martin Hayward;
Mrs Anne Scutt;

David Christensen;
IVA/IVCAAC;
Mr Brian Eastman;
Mr Peter Temple-Smith;
Mr William Geraint Thomas;

A total of 10 representations were made to Policy ENV3, with comments primarily from local residents or residents groups.

100% support was received in relation to the proposed designation of Ifield Brook Meadows and Rusper Road Playing Fields as a Local Green Space. Comments received highlighted the importance of Local Green Space, the area's suitability for this designation, and the need to preserve and enhance these assets for future generations.

Policy ENV4 – Open Space, Sport and Recreation

Sport England;
Mr Richard Bucknall – Tony Fullwood Associates;
HCA – Savills

A total of three representations were made to Policy ENV4 with comments from landowners and technical stakeholders.

Support for the Policy was received from **Sport England** and the **HCA**, whilst **Tony Fullwood Associates**, on behalf of a landowner, raised concerns over point (d) and suggested that it should be deleted and the natural open space designation should be removed from Land East of Street Hill.

Policy ENV6 – Sustainable Design and Construction

Persimmon Homes Thames Valley & Taylor Wimpey Ltd. – Pegasus Group;
Environment Agency;
Home Builders Federation;
T&L – Rapleys

A total of four representations were made to Policy ENV6, with comments mainly arising from technical stakeholders and the development industry.

The **Environment Agency** provided support for the Policy and noted that Crawley had increased the standards to excellent under BREEAM and amended the original Policy.

In contrast to this, the **H-Std 1 150.98 227.45 Tn.9787 26.37 643.89 m-526.05 ias 6 (n) 13 (901 516.0 d12.6 417.07**

Policy ENV7 – District Energy Networks

KTI Energy Limited;
Persimmon Homes Thames Valley & Taylor Wimpey Ltd. – Pegasus Group;
Home Builders Federation;
T&L – Rapleys;
Horsham DC

A total of five representations were made to Policy ENV7, with comments from a neighbouring authority, an energy company and the development industry.

Horsham District Council were supportive of this Policy and welcomed the positive approach taken towards tackling climate change. However those from the development industry including the **Home Builders Federation** and **Persimmon Homes & Taylor Wimpey** objected to this Policy as they believed it conflicted with national policy.

Policy ENV8 – Development and Flood Risk

Thames Water – Savills;
Environment Agency;

Policy ENV11 – Development and Noise

West Sussex CC;
CEMEX UK Operations Ltd;
Mr John Byng;

Network Rail

Chapter 9: Gatwick Airport

Policy GAT1 – Development of the Airport with a Single Runway

Mrs Jane Wilson;
Mr Derek Meakings;
Gatwick Airport;
HCA – Savills;

Horsham DC;
Mole Valley DC;
IVA/IVCAAC;
Mr Peter Jordan

A total of eight representations were made to Policy GAT1, with comments from a variety of groups including local residents and groups, technical stakeholders and neighbouring authorities.

Local residents and local resident groups including **Mrs Jane Wilson, Mr Derek Meakings, Mr Peter Jordan** and **IVA/IVCAAC** raised concerns over the development of a second runway at Gatwick Airport.

Whilst **Gatwick Airport** and **Horsham District Council** supported the policy and welcomed the reference to the upcoming Airports Commission consultation and that both Horsham and Crawley's Development Plans may need to be reviewed if Gatwick is the chosen Airport for a second runway.

Policy GAT2 – Safeguarded Land

Mr Heyman – DPDS Consulting;
Gatwick Airport;

HCA – Savills;
Wilky Group – Savills

A total of four representations were made to Policy GAT2, with comments received from a variety of groups including local residents, technical stakeholders and landowners.

Gatwick Airport recommended that Policy GAT2 should be amended to incorporate a specific aerodrome safeguarding policy which they believed to be more appropriate and robust than the text in paragraph 9.20.

Landowners, including the **Wilky Group** promoting the Gatwick Green development, found the Policy to be too rigid and failed to make provision for a strategic employment site within the safeguarded land that is compatible with ancillary and surface transport facilities required to serve a second runway at Gatwick Airport.

Policy GAT3 – Gatwick Airport Related Parking

Highways Agency;
Gatwick Airport

A total of two representations were made to Policy GAT3 with support received from both technical stakeholders.

Policy GAT4 – Employment Uses at Gatwick

Gatwick Airport;
Airport Industrial Property

A total of two representations were made to Policy GAT4. **Gatwick Airport** supported this Policy as it now reflects the position promoted by Gatwick Airport in allowing non-airport related commercial development within the airport boundary. **Airport Industrial Property** also provided support for this Policy.

Noise Annex

Gatwick Airport

One representation was received to the Noise Annex. **Gatwick Airport** raised concerns and suggested that the Noise Annex needed to be reconsidered; specifically the thresholds set within columns 3 and 4 of the last three rows of Table 1 and paragraphs 4.1.7 to 4.1.10.

Background Studies and Evidence Base

Transport Strategy

Highways Agency
West Sussex CC

Two representations were received to the Transport evidence. The **Highways Agency** raised concerns over the transport modelling and suggested that there was incomplete evidence. **WSSC** supported the work commissioned by the council to produce the Crawley Local Plan Transport Strategy.

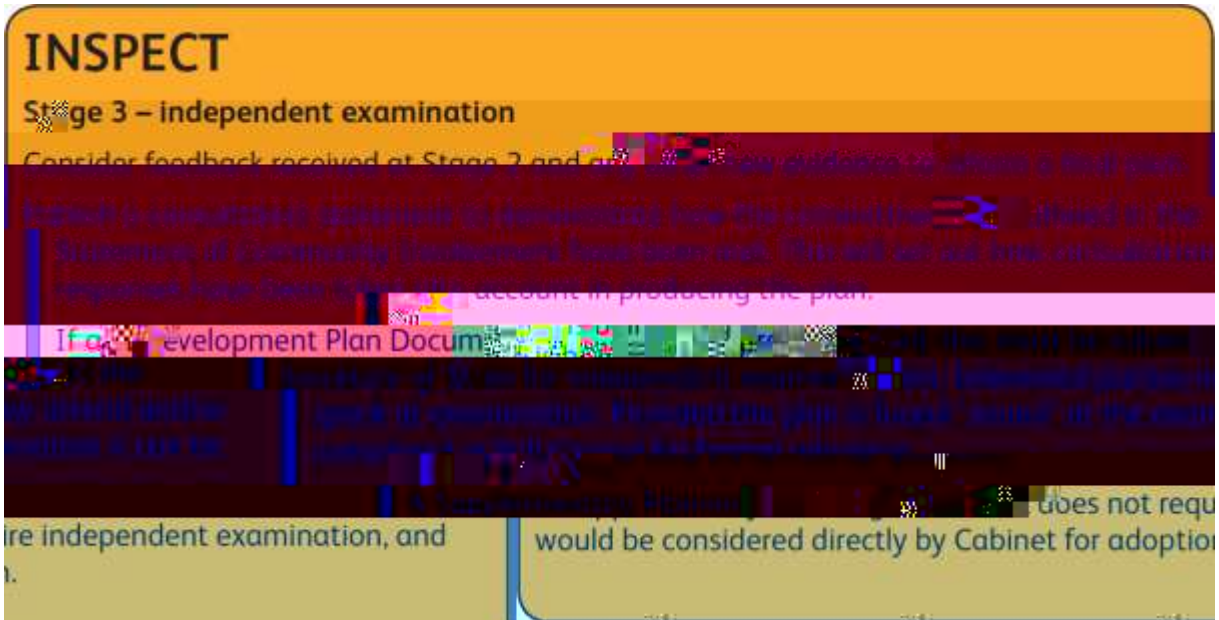
Glossary

The Theatres Trust

One representation was made to the Glossary from the Theatres Trust with the request that the term 'cultural facilities' is included in the description of "Infrastructure" in the glossary (in line with the supporting text to Policy IN1).

4. Examination Stage

- 4.1. In line with the Crawley Borough Council SCI and the Town and Country Planning (Local Planning) (England) Regulations 2012 (Regulation 22), the representations received in relation to the Submission Consultation will be subjected to consideration as part of the independent examination into the Local Plan.



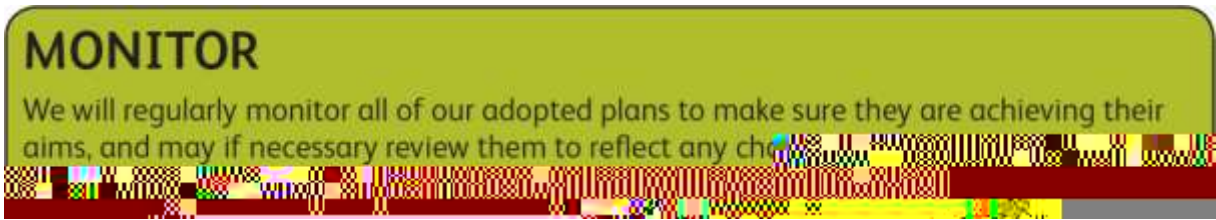
- 4.2. This Statement of Consultation fulfils the requirements of Regulation 22(c) and the SCI.
- 4.3. The council submitted the Local Plan and all representations made during the submission consultation stage to the Secretary of State in November 2014. Mr Martin Pike BA MA MRTPI was appointed to carry out an examination into the soundness of the Local Plan. Examination Hearing Sessions for the Local Plan were held by the appointed Inspector during the period 17 March to 27 March 2015, with an additional session held on 18 May 2015.

5. Modifications Stage

- 5.1 Following receipt of the Inspector's Preliminary Findings (26 May 2015 and 23 June 2015) the council proposed a number of modifications to the Local Plan. A six-week formal public consultation period was held to provide interested parties the opportunity to comment on the council's proposed modifications to the submission Crawley Borough Local Plan (September 2014).
- 5.2 This Modifications Consultation stage ran from 1 July to 5pm 12 August 2015, inviting representations to be made on the pro

6. Monitoring

- 6.1 The final stage in the council's SCI refers to the monitoring stage. This is vital to ensure that the adopted documents achieve their aims.



- 6.2 The Local Plan includes monitoring indicators aimed at ensuring the objectives of the Plan are implemented and ensure the policies remain relevant and effective. This will be published in the form of the Authority's Monitoring Report, at least annually (but not limited to) as the data is available.
- 6.3 The Local Plan includes an expectation for a review to be considered at the point of a government decision on further expansion of UK airport runway capacity.