

STATEMENT OF CONSULTATION

APPENDIX 2

Early Engagement - Issues & Options Consultation

PART 1

Who was invited to make Representations

PART 2

Representations received & Officer Responses



PART 1

Who was invited to make Representations

The following were invited to make representations:

The Environment Agency	Bellway Estates	COPE
English Heritage	Black History Foundation	County Mall
Reigate and Banstead District Council	BME Ladies Health and Social Wellbeing Association	Crawley and Gatwick Chamber of Commerce
Natural England	BNP Paribas Real Estate	Crawley Bangladeshi Welfare Association
Network Rail Infrastructure Limited	Bodhisattva Buddhist Centre	Crawley Baptist Church
The Coal Authority	Bovis Homes Ltd	Crawley Campaign Against Racism
Homes and Communities Agency	Bowyer Planning Ltd	Crawley Community Relations Forum
Highways Agency	British Humanist Society	Crawley Community Transport
Southern Water	Broadfield Christian Fellowship	Crawley Community Voluntary Service
Horsham District Council	Broadfield Youth and Community Centre	Crawley Educational Institute
Mid Sussex District Council	CAA (Civil Aviation Authority)	Crawley Ethnic Minority Partnership
Tandridge District Council	Cameo Club	Crawley Festival Committee
Thames Water	Campaign for Real Ale	Crawley Homelessness Forum
NHS Sussex	CBRichard Ellis	Crawley Homes in Partnership (CHiP)
Addaction	Celtic & Irish Cultural Society	Crawley Interfaith Network
Adur Council	Central Crawley Conservation Area Advisory Committee	Crawley International Mela Association (CIMA)
Afro Caribbean Association (ACA)	Central Sussex College	Crawley Kashmiri Women's Welfare Association
Age Concern West Sussex	Chagos Island Community Association (CICA)	Crawley Mosque (Sunni Muslim)
Ahmadiyya Muslim Association UK (Crawley Branch)	Chagos Islands Refugees group	Crawley Museum Society
Albany Homes Limited	Chagossian Elderly West Sussex Group	Crawley Older Person's Forum
Alliance Planning	Charles Chuch South East Ltd	Crawley Older Person's Forum
Alternative Learning Community	Chichester District Council	Crawley Portuguese Association
Bewbush	Churches Together in West Crawley	Crawley Shop Mobility
AMEC Environment & Infrastructure	Cliveden Properties	Crawley Town Access Group
Arlington Development Services	Colgate Parish Council	Crawley Wellbeing Team
Arun Council	Community Development Organisation-Sussex (CDO-Sussex) formerly Sussex African Communities Project (SACP)	Crawley Young Persons Council
BAPS Swaminarayan Santha		Cycling Touring Club
Barratt Southern Counties		
Barton Willmore Partnership		
Bell Cornwell Partnership		

Deloitte & Touche LLP
Deloitte LLP
Development Land and Planning
Consultants
DevPlan
Diego Garcian Society
Divas Dance Club
DMH Stallard
DPDS Consulting Group
Drivas Jonas Deloitte
DTZ
East Sussex County Council
Elim Church Crawley
Epson & Ewell Borough Council
Equality and Human Rights Commission
Fairview Homes
Forestfield & Shrublands Cons. Area Adv
Ctte
FPD Savills
Freedom Leisure
Friends of Broadfield Park
Friends, Families and Travellers
Frogmore Property Company Limited
Fusion Experience
Gambian Society
GIP
GL Hearn Ltd
Guinness Trust Housing Association
Gulzar -E-Habib
Gurjar Hindu Union (GHU)
GVA
Harveys
Health Through Sport Action

Heathrow Airport Holdings Limited
Henry Adams
Hillread Homes (Sussex) Ltd
Hillreed Developments Limited
Home Builders Federation
Home Plans
Homes and Communities Agency
Housing & Planning Directorate
Housing 21
Hyde Housing Association
Iceni
Ifield Village Conservation Area Advisory
Committee
Ikra Women & Children Learning Centre
Inspire Broadfield (youth group)
Ismaili Council
Iyad Daoud
J. P. Whelan Homes Limited
Kashmiri Educational and Welfare Trust
Keniston Housing Association
Kenneth Boyle Associates
King Sturge LLP
Land Securities PLC
Lichfield Planning
Maidenbower Baptist Church
Maidenbower Community Group
Malaika Sussex Multicultural Women's
Group
Mid Sussex District Council
Shia Muslim Mosque
Miller Homes
Moat Housing
Mole Valley District Council

Mono Consultants Limited
Montagu Evans
Moroccan Community Association
Muslim Women's Forum
Nathanial Lichfield & Partners
National Car Parks
National Federation of Gypsy Liaison
Groups
National Housing Federation
New Hope Church
Northgate Matters
Outreach 3 Way
Palace Street Investments
Parish of Worth, Pound Hill and
Maidenbower
Parker Dann Limited
Paul Brookes Architects
Peacock & Smith
Pegasus Planning Group
Pembroke Residents Association
Persimmon Homes
PH2 Planning Limited
Planning Perspectives LLP
Portchester Planning Consultancy
Pound Hill Residents Association
Premier Planning Plc
Rapleys LLP
RDjW Architects
RenewableUK
RISE
Roman Catholic Churches in Crawley
Royal Mail Properties
RPS Group

RPS Planning Transport and Environment Ltd
Rusper Parish Council
Rydon Homes Ltd
Savills
Scottish Widows Investment Partnership
SEBA South East Bangladeshi Association
SEGRO
Seva Trust
Shared Intelligence
Shelter Housing Aid Centre
Shire Consulting
Sikh Community Centre Crawley & CPT
SIVA
Soka Gakkai International – UK
Southern Counties
Southern Housing Group
Sport England
Spurgeons
Sri Guru Singh Sabha
Sri Lanka Think Tank UK
Sri Lankan Muslim Welfare Association
St Paul's Methodist Church
Standerd Life Investments
Stanhope PLC
Stevensdrake
Stiles Harold Williams
Strutt & Parker
Surrey County Council
Sussex Police
Sussex Wildlife Trust
Sustrans

Swadhyay Community Project (SCP)
Talk Bewbush
Talk Broadfield
Tandridge District Council
Taylor Wimpey
Tetlow King
The Fairway Club (older people)
The McLaren Clark Group
The Miller Group
The Palace Street Group
The SIVA Trust
The Theatres Trust
The Vine Christian Fellowship
Three Bridges Forum
Three Bridges Free Church
Tinsley Lane Residents Association
TRY & Black History Foundation
Turley Associates
Turners Hill Parish Council
United Reformed Church
Vision in Youth Collective
West and Partners
West Sussex Access Forum
West Sussex Children and Family Centres
West Sussex County Council
West Sussex County Council
West Sussex Crossroads
West Sussex Drug and Alcohol Action Team
West Sussex Youth Support and Development Service
White and Sons

Woodland Trust
Woolf Bond Planning
Worth Conservation Area Group
Worth Parish Council
Worthing Borough Council
WRVS
WYG Group
Y Bosseva
Mrs WJ Paton
Tricia Butcher
Tony Fullwood
Priscilla Lambert
Ms Lambert
Sue Carraher
Sunita Singal
Sandra Foxtan
Sharon Vygus
Sam Bateman
Pamela Ruel
Rosemarie Jerome
Rosemary Benwell
Richard Thorburn
Richard Symonds
Rebecca Holt
Peter Brooks
Peter Smith
Paul Harrison
Nadine Terry
Julie Roberts
Mrs Sue Bristow
Shani Wheatley
Morag Warrack
Matt Leese

Stuart Mason
Louise Weekes
Lorraine Pateman
Lillian Kirby
Kim Elliott
Kaye Handman
Karen Hackwell
Janet Gilroy
John Cooban
Mrs JG Withall
Mrs J Sully
Janet Boniface
Jacquie Ballard
J Baker
John Baker
I Debruin
Graham Berry
Charlotte Hassan
Greig van Outen
Nicola Faulkner
Gareth Gates
Ms Frost

Jennifer Frost
Faye Bargery
Fatima Moseley
Dr Richard Phillips
David L Andreson
Derel Meakings
David Newcombe
David Covill
Chris Morris
Chris Bower
Charis Edwards
Paul Capper
Dr Bill Temple-Pediani
Brian Eastman
Brenda Burgess
Suzanne
Jean Austin
Armin Hartinger
Annette Gidman
Andrew Summers
Andrea Roberts
Mr D Hewerdine

Mrs S. Chick
Owner/Occupier
Mike Reed
Sarah Smith
Miss V Kirby
Owner/Occupier
Owner/Occupier
Claire Rigiore
Mr D Phillips
Brian McLaren
J Hopcroft
Mrs J Gould
Bill Scatterly
Ruth Ganz
Owner/Occupier
Mr DR Withall
Mr MJ Steward
Colin Maughan
Susan Bradford-Smart
Tony Fullwood

PART 2

Representations received & Officer Responses

The Council can only consider comments by respondents who provide their names and contact addresses. In line with the Council's Public Sector Equality Duty, the Council will not accept representations, objections or comments that are deemed to be inappropriate, offence or racist. In general terms, a racist representation is one which includes words, phrases or comments which are likely:

- to be offensive to a particular racial or ethnic group;
- to be racially abusive, insulting or threatening;
- to apply pressure to discriminate on racial grounds;
- to stir up racial hatred or contempt.

Any objections and comments that have been deemed to be inappropriate, offensive or racist have been removed.

GENERAL FEEDBACK

General Feedback					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Owen	Chris	West Sussex County Council		2009 comments are now out of date. In house teams will not be able to provide an update.	Noted
Williams	James	Horsham District Council		[Horsham] recognises the importance of working closely with neighbouring authorities and the benefits of jointly understanding key issues that can affect planning for the future. Horsham welcomes the opportunity to comment and will continue to actively engage in the planning process and support joint working where appropriate.	Noted. CBC is committed to joint working within its neighbours.
Darby	Colin	St Modwen		Request that we should be included in your consultation database.	Noted. Carried out.
Harrison	Kath	Surrey County Council		It is reassuring that previous comments will be taken into consideration.	Noted. The Core Strategy Review has evolved into the new Local Plan.
Bradley	David	Barton Willmore		Crest Lane LLP want to work positively with Crawley Borough Council in the proceeding stages of the core Strategy review to ensure that a 'sound' and deliverable Core Strategy review is adopted.	Noted
Adams	John	Drivers Jonas Deloitte		Request that the Fund continues to be updated on the programme for the various Local Development Documents	Noted. The Local Development Scheme has recently been adopted by CBC and published on the council's website.
Maughan	Colin	Resident		Whether Crawley planning officers are comparing notes with colleagues in the other seven new towns, and for instance in Rotterdam in Holland. ... It is always essential to know what good (and less good) practice is in whatever you are doing. As a designer, I know the	Comments noted. CBC officers consider best practice planning where relevant to Crawley. The Local Plan for Crawley is

General Feedback					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				importance of a) always having a <u>concept</u> in mind, and b) when developing an existing “product” the danger of making it a worse design by fiddling about with everything. It is always much more difficult to make successful alterations to something existing than to start again from scratch. This is a similar problem to the one of restoring antiques, vintage cars, ancient buildings and gardens. I gather that in spite of Grimshaw Architects going very well over the budget (x2) in the restoration of the tea clipper, the Cutty Sark, at Greenwich, they have replaced the decking, one of its finest features, with plywood. Much as I like plywood, this is quite mad decision, like using posidrive screws on antique furniture and guns. This also happens when things fall into the wrong hands. In fact it happened to a valuable 19 th century double barrellled rifle today.	not, however, starting from a blank page and must be an appropriate strategy for the existing built and natural environment; and the existing and future residents, employers, employees and visitors.
Maughan	Colin	Resident		One of the pleasures of this new pattern of public consultation has been the valuable, well informed contribution fellow consultees have made. If Crawley Council listens carefully to what they are saying its reputation will be enhanced and local people should identify more closely with their town as the people who lived here before the New Town was built did with the Old Town and Three Bridges. On the other hand there seems to me to be a danger that their views and experience will have little or no influence if your colleagues continue to filter out comments which interfere with the bureaucratic box ticking process.	Noted and the value of consultation is agreed. Consultation continues to form a fundamental element to the Local Plan process, along with national legislation, guidance and the local technical evidence base.
Maughan	Colin	Resident		Unless house prices, and house and shop rents can be reduced or at least frozen – shop rents are still going up in spite of the recession – everyone subject to them is going to be living on the edge in Crawley. As you know people who come into the town to work tend to earn more than the people who live here – a similar situation to	Noted. Whilst, house prices and rents are outside the remit of the Local Plan, the council is aware that there is a wage gap where people who come to work in the town earn more

General Feedback					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				workers living in the country who cannot afford to live there due to incomers paying high house prices and rents.	than the people who live here. The need to help ensure that the right education opportunities and jobs are available for people living in and around Crawley will be a key consideration in bringing forward the local plan vision. The extent to which the Local Plan can play its part in closing skills gaps is being explored through economic growth assessment.
Maughan	Colin	Resident		In general, to the short-sighted employer it seems cheaper to employ too few workers and overwork them and/or work in a muddle. This isn't working as a) overworked people are less productive than well treated employees, b) the result of overworking too few employees is that young people have to be paid not to work, and c) the cost to the nation of absenteeism due to poor health, unhappiness at work, and the resulting family breakdowns is costing the nation a vast amount and threatening its future.	Noted. The issues raised are outside of the scope of the Local Plan.
Maughan	Colin	Resident		I wonder whether Crawley could do more through its town twinning links to compare notes with other professionals in the other countries.	CBC considers best practice examples relevant to planning in Crawley.
Maughan	Colin	Resident		Could the council, I wonder, improve our morale by introducing more competitions and awards? We could seek out well-managed companies, best kept gardens and the best window displays for instance.	Noted. This is considered to be raising suggestions which are of corporate interest, outside of the Local Plan. The comments have been shared with the Town Centre Manager, Corporate Policy Unit and

General Feedback					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					Community Development team.
Maughan	Colin	Resident		If youth unemployment is going to be a long-term trend, I wonder whether more martial art events, especially boxing, could be held in Crawley. The discipline engendered by sports gives people a moral framework, a self respect from bodily fitness and good health which might compensate for the lack of direction that results from being jobless. As I was, young people still seem to be educated for a future in universities and well paid careers in spite of the fact the in the real world for many young people, this is not going to happen. Is there another way of educating the young people?	Noted. This is considered to be raising suggestions which are of corporate interest, outside of the Local Plan. The comments have been shared with the Town Centre Manager, Corporate Policy Unit and Community Development team.
Maughan	Colin	Resident		As far as improving people's view of their town and getting better feedback when the council needs it, it would be more interesting and democratic if large notices were put up on all building and shop fitting sites explaining the essentials. In France and Germany such signs explain what the work in progress will achieve, who the client and firms executing the work are, how much the project is costing, who is paying for it, and when it will be completed. In other words could the people who run the town be more pro-active and talk to people on the street, leaving their warm offices and computers more often? Also inviting more people in to the Town Hall and the Civic/Assemble Hall to show us what <u>you</u> are all doing.	Comment noted. This is considered to be raising suggestions which are of corporate interest, outside of the Local Plan. The comments have been shared with the Corporate Policy Unit

VISION & OBJECTIVES

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	The Vision should include a commitment to grow Gatwick Airport within the existing boundary with one runway and two terminals	Noted. The Local Plan is committed to support Gatwick Airport's growth within its current configuration, provided the environmental and infrastructure requirements can be satisfied.
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	The Vision should include a commitment to remove the existing boundary safeguarding land for a second runway	Disagree. It is outside the remit of the vision and the Local Plan to determine the future Gatwick Airport. The current Aviation Policy Framework (2013) continues to require Local Authorities to safeguard land that may be required for a airport development in the future from incompatible development.
Fullwood	Tony	Tony Fullwood Associates	5 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	The vision should make it clear that the housing, business, and other development needs of Crawley will be delivered by 2029, together with the wider opportunities for growth to serve the sub region.	Noted. It is important for Crawley to meet the sustainable development needs to deliver the growth it is capable of accommodating whilst protecting and enhancing the quality of the environment.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	Crawley should continue to set policies which reflect its status and reach beyond the Borough boundary. Crawley should aspire to be a focus for investment within the South East. SPG considers that the Borough should seek to build on its current status with policies	Noted. It is recognised that Crawley is a key economic driver in the sub-region, and the local plan policy approach will seek to build on this.

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				aimed at broadening and diversifying its employment base and attracting further inward investment. Failure to do so could render it unviable to deliver new jobs to the Borough's residents and leave it vulnerable to greater competition for its skills base from other centres in the sub-region.	Emerging evidence base work will play a key role in guiding the local plan approach to ensure that Crawley continues to develop its economy in a sustainable way over the plan period to 2029.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG supports the approach [of Option 1 of the ELR part 1]: [that sufficient land should be "allocated and policies outlined to maintain Crawley's sub regional economic position, and support the town's existing main employment provision to cement Crawley's economic strength in the sub region and increase competition with other regions in the South East"]. but would encourage the Council to adopt a more flexible approach to the use and allocation of its existing employment land, as advocated by the draft National Planning Policy Framework	The emerging local plan policy approach will have regard to the NPPF and emerging evidence base work to identify the most sustainable economic way forward for Crawley, having regard to its key role in the wider economic sub-region.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG believes that in exceptional cases, particularly where it would result in clear benefits to the wider economy and employment base, development of vacant employment land should be permitted for sustainable employment generating uses outside of the traditional B1, B2 and B8 classification. In particular, retail uses often have a higher employment density than many B2/B8 operations. Where there is an oversupply of employment land, or limited prospects of accommodating a B Use Class, policy recognition should be given to the amount of new jobs that can be created by alternative uses such as retail.	The evidence base of the Employment Land Review has identified that Crawley should seek to retain its B Class land in order to help meet its economic potential. The council will be updating its employment evidence base through the local plan process, and any work will need to have regard to the NPPF. The current DTZ retail evidence base has however made clear that further retail development out-of-town could jeopardise the deliverability of town centre

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					north, and this will form a key consideration in the emerging local plan policy approach.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG wholeheartedly supports the Council's aspiration to deliver a high quality retail development to Town Centre North that would raise the profile of Crawley as a retail destination in the Plan period and to enhance its status as a regional retail destination. However, progress on the development has stalled to date, and, as such, SPG believes that the Council should maintain a flexible approach to the provision of retail in the interim where there is a clear market demand.	The DTZ Retail Capacity and Impact Study has made clear that future out-of-centre comparison retail could jeopardise the future delivery of town centre north. Whilst it is appreciated that there may be sites capable of accommodating out-of-centre development, the council's priority in any planning decisions will be to protect the vitality and viability of the town centre, and to fully support the delivery of town centre north.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG would encourage the Council to take a positive view to the provision of interim retail development elsewhere [than town centre north] in the Borough in the short to medium term should the proposals prove beneficial for Crawley's economic position. The Council must avoid adopting a narrow policy approach that deters retail investment in Crawley on the basis of a single aspiration, particularly where that could lead to Crawley losing out to other Centres, which in turn would undermine viability of Town Centre North.	The DTZ Retail Capacity and Impact Study has made clear that future out-of-centre comparison retail could jeopardise the future delivery of town centre north. Whilst it is appreciated that there may be sites capable of accommodating out-of-centre development, the council's priority in any planning decisions will be to protect the vitality and viability of the town centre, and to fully support the delivery of town centre north.
Maidment	Chris	Crawley		It is important to adopt a positive approach that is bold	Noted and agreed.

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Local Economy Action Group		in policy and vision that is orientated towards economic growth	
Maidment	Chris	Crawley Local Economy Action Group		A clear over-arching, inspiring vision that articulates the kind of place Crawley aspires to be is important. New ideas do not always emerge from appraisal of historical evidence.	Noted and agreed.
Owen	Chris	West Sussex County Council		The more local approach to Ecology is preferred over the South East forum	Noted
Owen	Chris	West Sussex County Council		Continued conservation and enhancement of the town's social, natural, environmental and built quality and character in the context of increased sub-regional growth and development pressure' is supported	Noted
Jones	Alyson	Barton Willmore	Segro	The approach CBC takes to town planning decisions and the strategy for spatial development across the administrative area should be cognisant of this economically difficult context	Noted.
Jones	Alyson	Barton Willmore	Segro	Guidance in the NPPF needs to be reflected in the CBC. [sic]	Noted.
Jones	Alyson	Barton Willmore	Segro	The Local should be focused on a strategy to help deliver jobs and investment, as well as appropriate levels of housing and other uses, that the market signals is viable. [sic]	Noted and agreed.
Jones	Alyson	Barton Willmore	Segro	Where the implications of approving development are acceptable then investment should not be thwarted because it may not achieve the aspirations held at the top of the market in 2007/08 or in the hope that a 'better' development might be achieved in the future.	Noted. The Local Plan is a 15 year Plan, and can include planning for aspirations beyond the Plan period. The current economic cycle is relevant for delivery in the short term but should not be at the expense of delivery of medium or longer term aims

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					and objectives where these continue to be considered viable in realistic improved economic circumstances.
Jones	Alyson	Barton Willmore	Segro	Urges CBC to be realistic in its expectations of development and what development can achieve and afford.	The Local Plan should be a Plan for growth in line with the NPPF.
Jones	Alyson	Barton Willmore	Segro	CBC should be looking to see how it can best harness the interest that is shown for investment in its Borough whilst still seeking to set a strategic vision for the development over the plan period.	Noted and agreed that the vision should take a positive approach to encouraging investment in the town.
Jones	Alyson	Barton Willmore	Segro	CBC should not seek to protect employment land where there is no demand.	Noted. This is discussed in further detail under the economy comments.
Jones	Alyson	Barton Willmore	Segro	CBC should reconsider its approach to the release of employment sites for other land uses where these can generate jobs and investment, or where it can meet some other need.	Noted. This is discussed in further detail under the economy comments.
Jones	Alyson	Barton Willmore	Segro	SEGRO does not support the approach of 'supporting the town's main employment provision' if by 'support' CBC means stop investment in other forms of development and land uses for previously designated employment (B1, B2, B8) sites where the site is vacant and no demand exists. by allowing other forms of employment generating and supporting uses on such sites, specifically those in Manor Royal, not only will this harness the benefits of commercial interest that might be shown in Crawley but may also help to strengthen those sites where demand does exist for retention in B1, B2 and B8 uses.	Noted. This is discussed in further detail under the economy comments.
		Reigate and Banstead Borough		Broadly in support of the vision set out for retail growth but has reservations about how impact of this growth on the neighbouring authorities has been taken on	Noted. This is discussed in further detail under the economy comments.

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Council		board as well as the role for Redhill/Reigate within the vision for the Region and the Gatwick Diamond area.	
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Issue not raised, that Crawley is seen to be a rather uninspiring place in terms of its architecture.	Noted. We will look to address this within policy as it is drafted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		To accommodate all the necessary housing imaginative use of higher density apartments or town houses especially in the redevelopment of the town centre will be necessary.	Preference for high density and town centre redevelopment noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Support the choice of a combination of scenarios 2 and 3, although in scenario 2 we hope that development will not go beyond the current borough boundary.	Noted
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We see the development of the town centre into a more vibrant place, with a mix of residential and shops etc. as an essential part of the successful growth of the town.	Comment noted
Hoskinson	Tim	Savills	Gatwick Green Consortium	In order to achieve the objectives [of Crawley's future], in particular those relating to employment and the economy, there should be a strategic employment allocation identified through the new local plan.	Noted. This is discussed in further detail under the economy comments.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The evidence base [submitted by Gatwick Green consortium] remains good and we wish to have it fully taken into account.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Responses need to be considered jointly with our response to 'Shaping the future of Crawley'.	Noted.
Hoskinson	Tim	Savills	Gatwick Green	Crawley plans an important role as a strategic economic hub. Without a clear strategy Crawley's	Noted. The economic vision for Crawley will continue to

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
			Consortium	value will diminish.	evolve as the local plan and associated evidence base work develops.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The Vision can seek to make Crawley a place people aspire to and wish to stay by setting a clear ambition to drive forward transformation change in the sub-regional economy by creating a world-class business location for knowledge, innovation and enterprise.	Noted and agreed. Ensuring that Crawley is a place where people aspire to be is a key focus of the vision, and it is agreed that a focus on maintaining and enhancing the borough's economy should represent a key aspect of the emerging vision.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The vision should promote Crawley as a strategic location for economic growth, linked with higher and further education, embodying smart growth principles and balanced with housing growth. Incorporated into the vision should be the aspiration set out in the Gatwick Diamond Futures Plan that '... the Gatwick Diamond will be a world class, international business location achieving sustainable prosperity.	Noted and agreed. The vision will draw upon the strong economic role of Crawley, particularly within the context of the Gatwick Diamond.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The Vision should highlight the importance of the Crawley-Gatwick area as a focus for economic growth.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The Vision should identify that a new strategic employment site is needed in order to realise the potential of the Gatwick Diamond area to deliver a business location and opportunity of international standing that would attract major inward investment and meet the wider objectives of up-skilling the workforce and re-positioning the sub-regional economy.	Noted. The scope for a new strategic business location will require further exploration through the local plan and emerging base.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The priorities for Crawley's the long term vision should respond to the framework provided by the Gatwick Diamond Futures Plan and the Regional Economic	Noted.

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				Strategy.	
Hoskinson	Tim	Savills	Gatwick Green Consortium	A strategic employment site at Gatwick Green is proposed.	Noted. This site is subject to safeguarding and has not received support from Gatwick Airport confirming it can be accommodated without compromising the potential for the growth of Gatwick Airport with a second runway, in the event this is a preferred option by the Airports Commission.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Gatwick Green evidence base documents which have been submitted to the Council ... provide a compelling argument for the allocation of a strategically located site adjoining Gatwick Airport for use as a dynamic employment and community-use campus.	Noted. The scope for a new strategic business location will require further exploration through the local plan and emerging base.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The local plan should also take full account of the sub regional strategy for the Crawley-Gatwick area promoted in the Gatwick Diamond Futures Plan.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Agree and support issue: Ensuring the sustainable development of the town and responding to the threat of climate change, encouraging low carbon development, overseeing the most appropriate sustainable design and construction is employed and development is located in sustainable locations.	Support noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Agree and support issue: Ensuring development is supported by the appropriate provisions of services, facilities, utilities, community infrastructure, sustainable transport infrastructure, and its delivery programme and funding is included in the Local Plan Implementation Plan.	Support noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Agree and support issue: Accommodating sufficient housing to meet the needs of the town. The challenge	Support noted.

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				will be how to ensure a continued and strong supply of appropriate housing (market and affordable), and will include the identification of sites for new housing developments.	
Hoskinson	Tim	Savills	Gatwick Green Consortium	There is a clear need for a strategic employment allocation in recognition of Crawley-Gatwick's strategic economic hub role.	Noted. The scope for a new strategic business location will require further exploration through the local plan and emerging base.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Agree and support issue: Securing the growth, vitality and viability of the Town Centre to meet the needs of the sub region and managing the potential longer term delivery of Town Centre North.	Noted and agreed. Delivery of town centre north is a key objective for the council over the plan period, and this will be reflected in the Vision.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Agree and support issue: Continued conservation and enhancement of the town's social, natural, environmental and built quality and character in the context of increased sub regional growth and development pressure.	Support noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Whilst there may be uncertainty about the possibility of a second runway, the proposals for Gatwick Green are compatible with either a single or a two runway situation. Gatwick Green is not dependent on, nor does it prejudice, either option.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The imperative to take advantage of the opportunity delivered at Gatwick Green should not be delayed – it has become even more important in response to the current economic position.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Scenario 1 would reflect the former South East Plan focus on Crawley-Gatwick as one of the 9 sub regions in the South East Plan (Policy SP1).	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	As currently worded, this scenario [1] does not fully reflect the need for a strategic employment site to be	Noted. The scope for a new strategic business location will

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				designated at or as close as possible to the Gatwick rail station and transport interchange, capable of delivering an international business hub of the highest quality and with the best possible sustainability credentials, facilitating innovation, technology, links between business and higher / further education, and a multiversity campus environment, with a range of appropriate supporting facilities (see Evidence Base).	require further exploration through the local plan and emerging base.
Hoskinson	Tim	Savills	Gatwick Green Consortium	We support [scenario 2] in part, with the caveat that it omits the regional significance afforded to the Gatwick-Crawley sub region in the South East Plan.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	For the local plan to aim solely to meet the needs of the town would not recognise the regional significance of Crawley Gatwick, nor its strategic importance as the focus of the sub region. [Scenario 3] is therefore inappropriate.	Noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	The council should adopt either Scenario 1 or scenario 2.	Preference is noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Working with neighbouring authorities to allocate sufficient land to accommodate housing need for the sub-region and Crawley and beyond the borough boundary is crucial in maintaining the strength of the Gatwick sub-region and will enable Crawley to meet and perform a wider sub-regional function.	Noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd	Agree with maintaining the neighbourhood principle of Crawley.	Support noted.

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
			consortium		
Adams	John	Drivers Jonas Deloitte	Universities Superannuation Scheme Ltd.	Supportive of a combination of Scenario 1 and Scenario 2. This approach recognises Crawley as a regional hub.	Preference is noted.
Maughan	Colin	Resident		V1. Yes, I think people value Crawley as a place, but some prefer to go to Horley and Horsham because there are more specialist, small shops. As Crawley has a comparatively young population these neighbouring towns may also provide shops with good more to the taste of older people.	Noted. It is recognised that other centres may provide a different offer, and a key objective of the Crawley vision will be to draw upon the towns strengths to plan positively for the future.
Maughan	Colin	Resident		V2. How to make Crawley a place people wish to come to and remain in? Check my answer to V1: cherish the Old and New Town Heritage and ensure that it is not underused as at present; go ahead with the more central museum; keep some life in the town centre after closing time, including the threatened night life; make car parking more friendly and convenient; encourage more participation in the running of the town; welcome more events in the centre such as fair grounds, French markets, rock groups and so on regardless of shopkeepers protests. In Spain and Canada you are responsible for keeping pavements and the road outside your house clean and tidy and free of snow and ice. So you have responsibilities for the care of your community. In some areas of Crawley (usually narrow verge like) areas of greenspace are uncared for and equally many trees are having their lives shortened by ivy. This may be good for bugs but it looks as though we cannot afford or do not care to keep the town in good order.	Noted.
Maughan	Colin	Resident		Make the identity of the neighbourhoods stronger by using a better standard of street signs (simpler, stouter construction and better typography). Bear in mind that	Noted

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				Cambridge City Council commissioned David Kindersley to design an alphabet for street signs that could be easily read by drivers when seen at an angle to the road they were driving on. All roads were signed on both sides as well as both ends. <u>All</u> houses and shops should be numbered with Council specified numerals. The neighbourhoods would have large signs like the ones put up by the residents of Worth on the more important roads on the neighbourhood boundaries. If there is no[un?] official no man's land they would presumably relate to the direction of travel of motorists and always appear on nearside verges.	
Maughan	Colin	Resident		V3. The Vision for Crawley question is too general and the question mark over Britain's future so large that I cannot see the future with much certainty.	Noted
Maughan	Colin	Resident		V4. "What should it include?" is a little easier to answer. It should if possible consider everything including education, policing and the integration of ethnic minorities. Hopefully this latter will be as successful as the Notting Hill Carnival, and work much better than it does in the USA. Canada and Germany. Crawley seems to be a fairly friendly town (unlike Guilford), and as pointed out, there is an absence of intimidating bars and shutters (and graffiti) in Crawley compared with many towns once the shops have closed at 5:30. The large number of overweight, unemployed young people who presumably do not take enough exercise or eat and drink thoughtfully, rather shames Crawley, the nation and the USA, whose lifestyle promotes lifestyle.	Noted.
Maughan	Colin	Resident		V5. Crawley's long-term vision? The fact that people from many other nations including Poles and Asians do not find the tinned paradise of Sainsbury's to their taste and open shops with higher standards of	Noted

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				fresh food is a considerable plus from their coming here.	
Maughan	Colin	Resident		V6. What is Crawley's position in the sub-region? Provided that it does not rely on Gatwick Airport and doesn't unthinkingly amalgamate with Horsham and Horley by building a linear town it should be the dominant, possibly self-contained town, or one of them, on a par with the County town of Chichester. Perhaps it will never have the grandeur of a cathedral city but it could aim to have the sense of urban industry on the street that I find on my visits to Steyning or Lewes. These things are difficult to measure.	Noted
Maughan	Colin	Resident		V7. I am not entirely convinced that "development" meaning "expansion" is inevitable for any town's or village's survival, but at the Government misguidedly decided that the South East should become even more over-populated like Japan, instead of making better use of the Midlands and the North, Crawley seems to have no choice. If, as with London, we felt that if we want to buy something in particular or get something fixed or find a service there is bound to be an answer within our town, we should be even happier with our hometown. The internet makes this more difficult for our shopkeepers though.	Noted
Maughan	Colin	Resident		V8. As with large trees, towns and cities tend to decay from the centre, so a pro-active approach to enlarging the town centre to match up with the enlarged population as in the Town Centre North Plan should be welcomed if more county malls and supermarkets are avoided or put on hold.	Noted
Maughan	Colin	Resident		As far as Gatwick's expansion is concerned, from a humanitarian point of view it is already an urban nightmare in spite of its original architect's efforts to make it an attractive, humane environment. So unless	Noted

Vision & Objectives					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				someone can persuade me by pointing to good examples of large airports (possibly Berlin), I cannot favour its expansion.	
Maughan	Colin	Resident		I welcome the Council's 15 year plan and provided that a sound master plan is devised, and that within reason it is developed and kept to, but at a slower rate than originally planned, its sounds very positive. There was a danger with the earlier big-hit plan of the developers being the chief beneficiary (as with the plan to redevelop the Sussex House site). Slower development will probably be less disruptive of our day-to-day life and business in the town centre and more capable of fine-tuning – not watering down I hope. The dense housing development on the site of the swimming pool, leisure centre and running track in Haslett Avenue, may prove to be a mixed blessing as a) the move out of town must have increased road traffic and a successful exhibition and Fair site has been lost in the town centre, and b) too high a concentration of the same kind of housing on one small site might have a Glasgow Gorbals (Marks I and II) effect as a result of environmental problems and resulting degradation. The large site could have allowed mixed development as at Roehampton in London or on a smaller scale as in my housing association here in Shrublands and Forestfield. Architecturally these flats work well, especially when seen from the car in Hawth Avenue and Haslett Avenue, but there are too many flats, too close together, as in Russell Way some years ago, where the flats are depressingly fortress-like.	Comment noted
Maughan	Colin	Resident		These three options are not too easy to follow, but I favour scenario 1, if in addition the neighbourhood and master planning principles listed in scenario 3 were incorporated as mentioned in "Crawley 2029 Vision".	Noted

CLIMATE CHANGE & SUSTAINABILITY

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	A Borough wide policy [relating to climate change and sustainability] would help to address the issues relating to climate change and would be more effective individual targets [sic]	Noted. The council will consider the relative merits of borough-wide and area/development specific policies relating to climate change and sustainability when drafting the Local Plan.
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	It is important that the [climate change and sustainability] policy is not so prescriptive as to make a development unviable.	Noted. The council recognises the need to ensure that the policies of the Local Plan do not render development unviable. Further work on evidence to test the impact of climate change and sustainability policy proposals on development viability will be undertaken to inform the Preferred Option Local Plan
Fullwood	Tony	Tony Fullwood Associates	1 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	Development should maximise opportunities for sustainable development, design, and construction, and strive for low carbon energy efficiency.	Noted. These points comply with the aspirations of the Council as set out in the Corporate Climate Change Strategy. Planning policy options relating to these points will be considered as part of the preparation of the Local Plan
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	Whilst SPG broadly supports the Council's commitment to setting local targets in terms of climate change and sustainability, SPG is concerned that the indicative policy makes reference to 'all development' meeting CO2 emission targets, which is not always appropriate.	Noted. The council will consider the relative merits of borough-wide and area/development specific policies relating to climate

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				SPG encourages the Council to assess every application on its own merits in a case by case basis, as opposed to simply requiring all forms of development to meet carbon neutrality targets.	change and sustainability when drafting the Local Plan. CBC is investigating the potential for a 'carbon fund' type model to ensure developments incorporate appropriate and cost effective measures to meet any targets
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG also recommend that appropriate caveats are inserted into the policies so that development can be exempt or subject to less rigours of policy, where it can be demonstrated to be sustainable.	Noted. The council will consider the relative merits of borough-wide and area/development specific policies relating to climate change and sustainability when drafting the Local Plan. CBC is investigating the potential for a 'carbon fund' type model to ensure developments incorporate appropriate and cost effective measures to meet any targets
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG notes that sustainability targets must be met within the development boundary and not off-site. SPG suggests this approach is reviewed, as it is not always viable, and may prejudice otherwise sustainable forms of development coming forward in the Borough.	CBC is investigating the potential for a 'carbon fund' type model to ensure developments incorporate appropriate and cost effective measures to meet any targets. CBC is aware of the potential for off-site measures that could be delivered through 'Allowable solutions' or other funding measures. CBC continues to work with neighbouring authorities, developers and the industry to investigate

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					appropriate policy solutions
Owen	Chris	West Sussex County Council		On-site or off-site provision of ecology: the availability of a range of options is recommended but the ability to undertake on-site provision is essential.	CBC is aware of the potential for off-site measures that could be delivered through 'Allowable solutions' or other funding measures. CBC continues to work with neighbouring authorities, developers and the industry to investigate appropriate policy solutions
Owen	Chris	West Sussex County Council		There is specific ecological objection to the preferred option.	It is not clear from the representation what this is referring to, as the Preferred Option Local Plan is not in being at the time of writing
Wilson	Jennifer	Environment Agency		How does the council propose to meet the recommendations from the Water Cycle Study report?	The WCS report is part of the evidence base and will be considered during the formation of policies for the draft Local Plan. The Report makes policy recommendations which will be taken into account during the preparation of the draft Local Plan. CBC is continuing to work with infrastructure providers, the EA and other stakeholders to agree appropriate development proposals that take infrastructure constraints and policy recommendations into account
Wilson	Jennifer	Environment Agency		It is essential that water efficiency measures are applied to new domestic and commercial buildings in	Noted. The Local Plan will reflect water consumption

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				order to mitigate and provide adaptation to climate change: 'Require all new homes to be designed to achieve a minimum water efficiency of 105 litres per person per day (equivalent to Code for Sustainable Homes Levels 3/4) in advance of mandatory requirements. Would expect to see similar text surrounding commercial buildings for water efficiency measures.	requirements in legislation, and require CfSH, BREEAM or equivalent water efficiency measures as required by law. It is anticipated that Code levels 3/4 will be mandatory before the adoption of the Local Plan in 2014.
Wilson	Jennifer	Environment Agency		There needs to be reference to any further development needing to be planned carefully so that it does not result in further pressure on the water environment compromising Water Framework Directive objectives.	Noted. This will be included in the policy consideration for the Local Plan. CBC will continue to work with the EA and stakeholders to ensure the Local Plan does not compromise our ability to meet the Water Framework Directive
Wilson	Jennifer	Environment Agency		Would want housing provision to consider decentralised energy and a means to decarbonise housing, including considering use of S106, CIL and allowable solutions.	CBC is investigating decentralised energy projects and other measures to ensure developments incorporate appropriate and cost effective de-carbonisation measures to meet any targets. Local Plan policies will reflect the status of these projects. CBC is aware of the potential for off-site measures that could be delivered through 'Allowable solutions' or other funding measures. CBC continues to work with neighbouring authorities, developers and the industry to investigate appropriate policy solutions.

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Wilson	Jennifer	Environment Agency		There is reference to 'effective management of water resources' under Objective 2. We would recommend that this be translated into your policies	Noted. Management of water resources will be considered during the formation of policies for the Local Plan
Wilson	Jennifer	Environment Agency		In line with PPS23 a desk study and preliminary risk assessment should be produced prior to any Brownfield site obtaining planning permission.	the Local Plan will reflect the requirements of current national planning policy, and any technical or other guidance retained after the adoption of the National Planning Policy Framework. CBC will continue to work with the EA to agree appropriate Development Management approaches to development consents
Wilson	Jennifer	Environment Agency		The Environment Agency will object to development on Brownfield land where the principles of PPS23 are not being applied at the planning application stage.	Noted. CBC will continue to work with the EA to agree appropriate Development Management approaches to development consents
Wilson	Jennifer	Environment Agency		The risks to the environment should be fully assessed during and site investigations.	Noted. This is current practice at CBC and will remain so.
Jones	Alyson	Barton Willmore	Segro	Support the Council's view that a major issue is to be clear about is what standards are required, what thresholds they apply to and why. It is not clear if targets area mandatory level or levels that should be sought but if they cannot be reached then this would not render a planning application unacceptable. CBC will need to be clear on the terminology and what it means.	Noted. CBC will consult on, and include a glossary in the Local Plan to ensure clarity
Jones	Alyson	Barton Willmore	Segro	SEGRO considers that [the level mandatory requirements will be set at] should only reflect that required by national planning policy and Building	Noted.

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				Regulations.	
Jones	Alyson	Barton Willmore	Segro	It is not the place of the planning system to seek to impose more stringent requirements where other national legislations already covers it, and that LPAs should not seek to go beyond what is nationally required.	CBC has stretching targets for decarbonisation set out in the Corporate Climate Change Strategy 2008. The council recognises the need to ensure that the policies of the Local Plan do not render development unviable. Further work on evidence to test the impact of climate change and sustainability policy proposals on development viability will be undertaken to inform the Preferred Option Local Plan
Jones	Alyson	Barton Willmore	Segro	SEGRO strongly disagrees with the 'indication of potential direction' given in the Topic Paper which says that CBC intends to set local targets higher than national policy	Noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We regard it as morally and socially important to reach the target you have set (carbon neutral by 2050).	Noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We are please to see that CBC wishes to 'raise the bar above national requirements'.	CBC has stretching targets for decarbonisation set out in the Corporate Climate Change Strategy 2008. The council recognises the need to ensure that the policies of the Local Plan do not render development unviable. Further work on evidence to test the impact of climate change and

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					sustainability policy proposals on development viability will be undertaken to inform the Preferred Option Local Plan
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Would favour persuading people to use less energy and fewer resources over trying to keep the economy alive through persuading people they should consume more.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The local plan should avoid setting detailed targets or time periods: these could quickly become out of date.	CBC has stretching targets for decarbonisation set out in the Corporate Climate Change Strategy 2008. The Local Plan will reflect requirements in legislation. Further work on evidence to test the impact of climate change and sustainability policy proposals on development viability will be undertaken to inform the Preferred Option Local Plan
Hoskinson	Tim	Savills	Gatwick Green Consortium	The local plan should express the local planning authority's commitment to supporting the delivery of development that complies with carbon reduction, renewable energy, sustainable construction and biodiversity targets, and identifies future areas of planning concern, such as design guidance, than should be covered by future supplementary planning documents.	Noted. The relative content of the Local Plan and any Supplementary Planning Documents will be determined during the preparation of the Local Plan
Hoskinson	Tim	Savills	Gatwick Green Consortium	It is essential that the local plan retains a balanced view of what sustainable development entails – including economic development and social progress.	The Sustainability Appraisal considers economic, social and environmental impacts of policy proposals, and will be the means by which the Local Plan

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					will ensure all these aspects are considered, and where appropriate negative impacts are mitigated
Hoskinson	Tim	Savills	Gatwick Green Consortium	It will be important to ensure that design guidance embraces new methods and new technologies.	CBC will consider appropriate policies respecting technologies and methodologies for climate change mitigation and sustainability. Whilst it is important to embrace new or emerging techniques where appropriate, it is important that policies do not restrict the range of measures or development viability
Hoskinson	Tim	Savills	Gatwick Green Consortium	It would be helpful if the Borough Council specified in general terms a list of the sustainable construction methods, renewable energy technologies and waste and water management methods it regarded as most appropriate for deployment in the borough, and thereafter produced SPD that positively facilitated their effective integration into new and existing development.	Noted. The relative content of the Local Plan and any Supplementary Planning Documents will be determined during the preparation of the Local Plan
Harrison	Kath	Surrey County Council		Positive reference to sustainable construction are welcomed.	Noted.
Harrison	Kath	Surrey County Council		It would be considered more appropriate to include a more balanced emphasis of sustainable construction incorporating references to minimising waste in construction in addition to the existing focus on low carbon energy efficiency. This approach would be consistent with the objectives of the site Waste Management Plan Regulations 2008; and PPS10; and	Noted. CBC will adhere to the requirements of national planning policy and guidance and ensure the Local Plan is consistent with these, including those relating to waste management and sustainable

Climate Change & Sustainability					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				would help to improve the sustainable management of construction, demolition, and excavation waste and minimise the need to dispose of this material in landfills in the locality and surrounding areas.	construction. CBC will work with the County Council to ensure that the policies in the Local Plan reflect Waste Plan policies.

DESIGN & HERITAGE

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We have a duty to keep heritage as a priority.	Agreed. Policy to be drafted to reflect this.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Physical features that make a positive contribution include: <ul style="list-style-type: none"> • well designed buildings in appropriate settings • variety of buildings/features that reflect the different periods of development of the town • the neighbourhood principle with main roads between neighbourhoods • trees within the town • excellent parks which should be maintained • green corridors and streams • access to high quality facilities particularly leisure and education 	Agreed. The development of the town and the variety of styles to be considered in the locally distinctive policies and any technical documents or supporting information.
Frost	Jenny	Ifield Village Conservation		Areas with environments that do not work well should be changed where funds allow.	Potential Improvement projects to be identified and where

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Area Advisory Committee			possible funding options identified
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		It seems sensible to use Building for Life assessments.	Noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Ifield Village Conservation Area should be enlarged to include part of Ifield Green and Langley Lane. Submission is with A Masson in Forward Planning.	Work ongoing to consider and consult on the enlargement of the exiting Conservation Area. To be dovetailed with preferred strategy stage.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		CBC should be considering all of the Ifield Brook Meadows for inclusion in the conservation area.	This is likely to be considered with regard to the Landscape Character Assessment and Local Green Space but consultation with residents at PS stage will consider specific boundaries.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Would Ifield Mill and the mill pond be included in the conservation area?	This is not considered at this time but further consultation is to be undertaken at PS stage
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		It would be detrimental to the area if the value of the four larger houses on the west side of Rusper Road were not recognised.	This comment is noted but initial studies by consultants recommend the removal of the houses from the ASEQ. Consultation at PS stage to consider this further
Frost	Jenny	Ifield Village		The Arts and Crafts buildings extend along Rusper Road	This comment is noted but

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Conservation Area Advisory Committee		into the Horsham section of the road. There is value historically in not separating them.	initial studies by consultants recommend the removal of the houses from the ASEQ. Consultation at PS stage to consider this further
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		<p>Would like to protect features/characteristics of the local areas:</p> <ul style="list-style-type: none"> • Ifield • footpath walk through farmland between the Plough and Ifield and the Plough at Rusper • the ambience of a village within a rural setting • rural road entry to the area coming in from Ifield Avenue along Ifield Green (road). the Hedgerow contributes to this country entry • nationally or locally listed buildings • historical features apart from the buildings • a village green for everyone's use • a traditional laid hedge around the village green • a range of habitats for flora and fauna • meadows with SNCI status • Ifield Brook • Rectory lane with minimal lighting, a grass verge and no pavement • access to working farmland to the west. Could provide a good educational resource. 	Noted. The current work on heritage assets and local designations will consider stronger protection of all heritage assets through design, heritage and vistas policies. The designation of the area as a Conservation Area recognises the value and contribution of features such as the buildings, village green, hedgerows etc to the historic area, and this is reflected in the adopted Conservation Area Statement (sept 1999). It is also the Councils intention to update this statement.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Can we erect a notice to the effect that the curved terrace of new town houses along Ifield Drive from Rudgwick Road to near Parham Road was given an architectural award	This is not an issue that the Local Plan would deal with.

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Why the two different styles of original new town houses in Ifield?	The specific difference to which you refer appears to relate to how access to the back garden from the front of the dwelling. Shipley Road has a shared alley whereas in Ifield Drive the accesses are individual and closed by doors rather than gates. There are many other differences that could be down to different architects or that Ifield Drive is a more prominent location.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		What features can be improved: <ul style="list-style-type: none"> the 'anti-traveller' posts at all entrances to Ifield Village Green. Paint them black or remove them 	Noted. This is not a Local Plan issues but will be considered as part of developing a management plan for the Conservation Area. However there is a very limited Borough wide budget and therefore improvements will have to be prioritised.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		<ul style="list-style-type: none"> renovation of grass verges along rectory lane spoilt by careless car parking 	Noted. This is not a Local Plan issues but will be considered as part of developing a management plan for the Conservation Area. However there is a very limited Borough wide budget and therefore improvements will have to be prioritised.
Frost	Jenny	Ifield Village Conservation		<ul style="list-style-type: none"> More dog bins/reduce the dog pooh 	Noted. This is not a Local Plan issues but will be considered

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Area Advisory Committee			as part of developing a management plan for the Conservation Area. However there is a very limited Borough wide budget and therefore improvements will have to be prioritised.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		<ul style="list-style-type: none"> HCA putting up land ownership notices when they took over from English Partnerships 	Noted. The landowner is within their rights to erect signage on their land.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		<ul style="list-style-type: none"> developing bridleways within the area and beyond 	Noted. Opportunities to improve linkages between bridleways within Crawley will be explored through the green infrastructure plan.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Heritage is an important consideration and one of the many factors that need to be taken into account in delivering sustainable development	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Historic buildings and their settings should be protected. Conservation areas should be the subject of special control. These factors should influence decisions on the selection of major new development areas.	Policies to ensure Conservation Areas and other locally distinct areas are protected.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Areas which do not work as effectively as they might should be considered for improvement.	Noted. Management Plans to be developed for all Conservation Areas.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The design of new housing schemes could be improved through 'Building for Life' design quality assessments, and the same applies to commercial buildings.	Agreed. The majority of the Building for Life checklist could be applied to other types of development and not just to housing.

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Fullwood	Tony	Tony Fullwood Associates	9 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	Development should be well screened from public viewpoints and should respect the character of historic buildings within the wider landscape and the Conservation Area in particular.	Agreed. Policies to be strengthened to consider important vistas, and the wider landscape
Fullwood	Tony	Tony Fullwood Associates	11 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	Conservation Area enhancements should be achieved through new development.	To be considered on a case by case basis
Fullwood	Tony	Tony Fullwood Associates	2 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	In the context of increased development to meet local needs and sub regional growth, the town's character and heritage will need to respond and adapt sensitively to create opportunities, rather than act as an overriding and insurmountable constraint to new development.	Noted.
Maughan	Colin	Resident		Perhaps the most positive contributions I can make to the discussion are a) to plead for much higher standards of design in Crawley, and b) to seek an end to the war between town and country here. The result of the latter has been a loss to the country but also to the town due to mediocre growth on the perimeter and decay at the	Noted. The plan will include policies requiring high quality design.

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				centre resulting from poor planning decisions and urban design. If the battle between town and country continues I shall back the latter a) because country people are still better informed in terms of life skills than town and suburban people, and b) they have been more successful in keeping the largely man-made rural landscape in good order, along with the rural built environment.	
Maughan	Colin	Resident		Admittedly townspeople are still drifting into the country and to an extent compensating for the drift away, but by buy property in the heart of the countryside and in the villages they are a) making it difficult for the lower paid farm and forestry workers to find affordable homes to buy or rent, and b) annoying the real country people by throwing heavy weight about as soon as they arrive. For instance they complain about the mud and cow and sheep dung near their newly purchased homes, and tractors slowing them down when they are rushing off to catch their commuter trains.	Noted
Maughan	Colin	Resident		Viewed from the fields, the trains or from the air most towns and villages in this country, where there has been much twentieth-century development, look a mess. This largely due to building on the cheap, and the use of building materials which are no longer related to locally sourced and manufactured traditions, mass production, especially, where cement and PCV product are concerned does not often do us any favours visually.	Noted
Maughan	Colin	Resident		Also, in spite of their being perhaps 50,000 architects in this country most buildings are now "designed" by hacks with little or no design training or skills. Only the profit motive drives developers, estate agents and building societies, and as a result buildings are as expensive as possible to buy and the least badly designed and constructed that these parties can get away with and get	Noted

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				past the planners.	
Maughan	Colin	Resident		... in John Prescott's days as a minister in the last Government there was no point in anyone wasting time and money by objecting to proposed new developments because his department always rejected all objections.	Noted
Maughan	Colin	Resident		... the parochial attitudes that seem to prevail in some or most Northern cities (like Manchester and Newcastle) in spite of the potential for people having a better quality of life in these areas where there is less pressure from dense populations as we have here.	Noted
Maughan	Colin	Resident		One very serious example of this uncaring approach is the use of Purcell Miller Tritton LLP's heritage impact statement on the former Embassy cinema in which they agree to the proposal to demolish it as although it was designed by the eminent cinema architect Robert Cromie "It is not one of his most spectacular designs". The proposal is to replace the cinema, now a successful branch of Bar Med with two food takeaways or cafes not apparently designed by any architects, and eliminating the third of the town centre's three night clubs. There were at least 100 cinemas in Sussex at the height of this major twentieth century art form (film), and the Embassy, built in 1938, was one of the last. It was uncompromisingly art deco and a simple, bold architectural statement. I would say, undoubtedly one of the most handsome cinemas in Sussex and the only example of a modern building of note in Crawley. As with other numerous losses of the town's heritage it will be mourned as soon as it has been demolished and become another carpark.	The loss of the building has been considered as part of the planning application and has been through thorough assessment by officers and councillors. The cinema building has had many detrimental alterations.
Maughan	Colin	Resident		"Good design" and "high quality" mentioned in Evidence Base – National. Both very good aims, especially from a sustainability point of view as long as the urban fabric is	Noted

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				well maintained, and “high quality” does not mean “ostentatious” as in the Fastway bus stops and the crude and wasteful seating and black painted steel screens erected in the Old High Street. Who in Crawley Borough Council has the skills and knowledge needed to source and specify high quality and good design? If Marshall’s products are used as in the past both of these merits will be difficult to find. Very often high quality and good design can only be found in products made in Germany, Switzerland, and Holland. This sometimes brings criticism of not supporting British industry. When I was working in the design field I often got over this problem by designing components and having them made here. This in fact worked well, and they were often cheap to make once in production, but much more work for me.	
Maughan	Colin	Resident		1. In my lifetime Parker Morris <u>minimum</u> space standards were agreed but not always achieved, especially in private sector housing.	Noted
Maughan	Colin	Resident		2. In this country mortgages on housing, and house rents are so unduly high that the standard of housing provision is often too low. The high specification are too low, especially in terms of durability, appearance, space provision, and especially insulation. Standard such as these are often much higher in Europe, partly because climatic conditions are usually more severe and property prices are designed to support to buyer and the community rather than line the pockets of financiers.	Noted
Maughan	Colin	Resident		3. Local authority housing was not always very attractive in appearance, but often constructed to higher standards than housing companies like Barratts, especially LCC and GLC who were world famous for their work in this sphere.	Noted
Maughan	Colin	Resident		4. I should like to examine Crawley Borough Council’s	Please refer to Council SPG

Design & Heritage					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				space standards and will endeavour to do so.	standards
Maughan	Colin	Resident		5. The provision of detached or semi-detached houses with gardens back and front seems extraordinarily wasteful in today's financial climate and when space is short. Housing schemes where the buildings are on the perimeter of the site and the open space is the centre – partly or wholly commercial – have always made far better use of the site in question. There are good examples in this country in country houses and in Cubetts and Nash's work as in Regent's Park. In Seville especially there are examples throughout the city of almost fortress-like housing where the perimeter walls are flush with the pavement in order to maximise the light and space in the centre of the schemes.	Noted
Maughan	Colin	Resident		6. More adventurous design, as in my house, with its clerestory, can make housing much more pleasant to live in if good architects are used.	Noted

AIR QUALITY, NOISE & FLOOD RISK

Air Quality, Noise & Flood Risk					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Morgan	Katherine	Strutt and Parker		A [air quality, noise and flood risk] policy would be more straightforward to draft if the council's position on a second runway at Gatwick Airport was identified. It is suggested that a consensus on a single runway airport at Gatwick would provide clarity in drafting noise and other related policies.	The Council will need to assess the emerging national Aviation Policy due for consultation in the summer in formulating its policies on Gatwick. It is recognised that there are links to noise, air

Air Quality, Noise & Flood Risk					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					quality and flood risk issues but until there is clarity on the runway and safeguarding issues, it would be premature to issue further statements on the airport.
Wilson	Jennifer	Environment Agency		Support the proposal to produce a locally specific policy requiring developers to accord with the findings of the Strategic Flood Risk Assessment.	Noted and support welcomed.
Wilson	Jennifer	Environment Agency		Would expect to see a policy within the Local Plan which will help to deliver sustainable development in flood risk areas by using an appraise, manage and reduce risk approach.	Noted. The council will work closely alongside the Environment Agency to review its Strategic Flood Risk Assessment and ensure that the policy approach taken is effective in managing and reducing flood risk.
Wilson	Jennifer	Environment Agency		We understand that the policy will be locally specific and will draw on evidence set out in the SFRA, which is currently being updated.	Noted. The council will work closely alongside the Environment Agency to review its Strategic Flood Risk Assessment and ensure that the policy approach taken is effective in managing and reducing flood risk.
Wilson	Jennifer	Environment Agency		Would recommend that a specific SuDS policy is incorporated in the Local plan. This should describe not only how SuDS can be used to restrict runoff to the appropriate discharge rate by they should also be used to maintain or improve the quality of the receiving watercourse. In addition they can enhance local biodiversity and public amenity and therefore, potential make n important contribution to Local Authority responsibilities under the Water Framework Directive.	The Local Plan represents an opportunity to factor recommendations set out in the Gatwick Sub-Region Water Cycle Study into policy. The council is committed to working alongside the Environment Agency to ensure the Local Plan approach to

Air Quality, Noise & Flood Risk					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					water management is sound in reflecting EA requirements.
Wilson	Jennifer	Environment Agency		Developers should be encouraged to utilise SuDS which meet the new standards in accordance with the Flood Water Management Act 2010 in order that they can be approved and adopted by the SuDS Approval body.	The Gatwick Sub-Region Water Cycle Study recommends that a SuDS policy should be incorporated into the new local plan. For consistency it is recognised that SuDS implemented through this approach should reflect identified national standards.
Wilson	Jennifer	Environment Agency		Developers should be discouraged from culverting water courses and encouraged to de-culvert where possible.	Noted. This will be investigated further through the Local Plan process.
Wilson	Jennifer	Environment Agency		Watercourses are important linear features of the landscape and should be maintained as continuous corridors to maximise their benefits to society. [The EA are] opposed to the culverting of watercourses, because it involves the destruction of river and bank side habitat and the interruption of a wildlife corridor, acting as barrier to the movement of wildlife including fish.	Noted. This will be investigated further through the Local Plan process.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Support a policy of monitoring the quality of air to take account of the effect of Crawley's pollution.	Noted and support welcomed. This is a statutory duty undertaken by Environmental Health, who will input into discussions to consider the scope for including an air quality policy in the emerging local plan.
Frost	Jenny	Ifield Village Conservation Area Advisory		The town is subject to a persistent drone from the M23 and A23	Noted.

Air Quality, Noise & Flood Risk					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Committee			
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Building of the proposed flood relief scheme could alter the character and landscape of the conservation areas	Noted. Any proposals for a flood relief scheme at Ifield will require planning permission. Impact on the setting of Ifield Village Conservation Area will be a key consideration in determining any application.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Apartments and higher density near the town centre will reduce the footprint of buildings and the run-off per cubic metre of dwelling.	Noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Support the council in the use of national guidelines for air quality and noise.	Support noted and welcomed. It will be necessary for the council to consider in full any air quality and noise implications arising from the recent publication of the National Planning Policy Framework. This will be taken into account in as the Local Plan comes forward.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Designation and protection of 'quiet areas' is welcomed	Noted and support welcomed. This will be investigated further through the Local Plan process.
Frost	Jenny	Ifield Village Conservation Area Advisory		We could not see how you could have a locally specific flood risk policy without referring to the findings of the current Strategic Flood Risk Assessment.	Noted. The council is currently working alongside the Environment Agency to update its Strategic Flood Risk Assessment, and the updated

Air Quality, Noise & Flood Risk					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Committee			document will play a key role in informing the approach of the final plan.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		The Strategic Flood Risk Assessment could possibly be updated every 5 years, or more frequently when there have been changes to water course management in the area.	Noted. The council is yet to determine a review period for reviewing future Strategic Flood Risk Assessment maps, though will work alongside the Environment Agency to bring forward appropriate updates as required.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We think that air quality, noise and flooding would be better addressed separately from the point of view of the techniques to measure them. If a particular piece of land is being considered for use for development or as a reserved space for wildlife the three need to be considered together	Noted and agreed. It is proposed that each topic area will be considered in the local plan by way of a dedicated policy.
Hoskinson	Tim	Savills		It is entirely appropriate for the Council to consider noise and air quality issues	Noted and support welcomed. It will be necessary for the council to consider in full any air quality and noise implications arising from the recent publication of the National Planning Policy Framework. This will be taken into account in as the Local Plan comes forward.
Hoskinson	Tim	Savills		It is entirely appropriate to address [flooding] as part of the development strategy in the local plan. The Strategic Flood Risk Assessment undertaken by Jacobs for the Crawley area is clearly relevant to this approach	Noted. The council is working closely alongside the Environment Agency to review its Strategic Flood Risk Assessment and ensure that the policy approach taken forward is effective in

Air Quality, Noise & Flood Risk					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					managing and reducing flood risk.
Hoskinson	Tim	Savills		The SFRA should be considered an evolving document that can be updated to reflect further evidence and the findings of individual FRAs as and when required.	Noted. The council is working closely alongside the Environment Agency to review its Strategic Flood Risk Assessment and ensure that the policy approach taken is effective in managing and reducing flood risk.
Hoskinson	Tim	Savills		[air quality, noise and flooding] are significant in their own right and whilst they can be collectively included in one policy section, they warrant separate policy attention	Noted and agreed.
Maughan	Colin	Resident		There are so many streams in and around Crawley that there is probably a case of making them more of a feature rather than treating them as a potential threat, an imperfection to be eliminated as in London, apart from the River Thames. Lewisham Borough Council for instance, has recently received European funding to remove culverting from the River Quaggy, a tributary of the Ravensbourne in order to encourage wildlife and improve flood management. Ladywell Park is a feature of this scheme. In the past the streams in Crawley were sufficiently active to feed mill ponds for water powered mills in at least three sites.	There may be opportunities to enhance/open up Crawley's streams for the benefit of wildlife and the character of Crawley. Opportunities will be identified as part of the green infrastructure plan.
Maughan	Colin	Resident		I realise that while we are under thumbs of the sometime malevolent influence of the Health and Safety regime water is probably regarded as potentially dangerous (like roads), we should still perhaps to be encouraged to live richer and sometimes riskier lives, in this case relishing pond, streams and rivers.	Noted. The emerging green infrastructure and biodiversity policies of the local plan will seek to ensure that these habitats can be enjoyed by Crawley residents and visitors to the town over the plan period.

HOUSING

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	The Council's main priority for residential development should be to seek to allocate sites within the administrative boundary to prevent out migration.	The council's priority for residential development will focus on sites within the administrative boundary where capacity can be identified (through forthcoming urban capacity study).
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	It is considered that option 2 is the best option for housing growth as it would provide between 350-450 dwellings per annum ... It would meet a significant level of demographic requirements for housing growth.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. Preferred scenario will be largely informed by forthcoming supply/capacity work.
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	[The] suggest[ion] that [the Council] may have to work in partnership with other Local Planning Authorities to provide sites for housing outside the borough is not ideal as it leads to out migration and an associated increase in commuter traffic.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and supply/capacity evidence.
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	[The] suggest[ion] that with the need for new housing, ... development could be built on existing sport, recreation or open space facilities is considered to be too short-term in scope as people need recreational space and leisure facilities close to their homes to enjoy a healthy lifestyle.	Comments noted. The extent to which existing sport, recreation or open space facilities could be considered for housing development will depend upon the recommended housing figure

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					informed by supply/capacity evidence and the comments received as part of this consultation.
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	It would be more logical to release some of the area of safeguarded land for a second runway at Gatwick Airport to meet the shortfall in housing land supply rather than developing existing recreational sites	Comments noted. The council continues to safeguard the land for a second runway because the 2003 Aviation White Paper which requires the land to be safeguarded, is still considered to provide the basis for safeguarding. The Government is preparing a new national policy on aviation, however, until this is issued, the 2003 White Paper remains a relevant consideration. The requirement to continue to protect land that may be required for airport development in the future from incompatible development has been reiterated in the Aviation Policy Framework (2013). This effectively prevents development (such as housing) which would be incompatible with the expansion of the airport to accommodate an additional runway. The airport operator published a master plan in 2012 which outlined the need to continue to safeguard land for a second runway.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	Land at Poles Lane - Development Site. It is requested that the site at Poles Lane be considered for development.	Comment noted.
Fullwood	Tony	Tony Fullwood Associates	4 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	The town should meet the full requirements for market and affordable housing in the housing market area by 2029.	Noted as an aspirational objective.
Fullwood	Tony	Tony Fullwood Associates	0 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	The needs of the local population and economy must be met and it will be for planning to seek to overcome constraints on greenfield sites currently considered unsuitable.	Comments noted. The Council will actively seek to address constraints preventing the development of greenfield sites where the release of these can be justified.
Fullwood	Tony	Tony Fullwood Associates	1 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	House building can make use of under-used green spaces.	Comments noted.
Fullwood	Tony	Tony Fullwood Associates	2 similar reps on behalf of Mr Richard	The SHLAA methodology requires a reappraisal of sites with constraints should the capacity of those without constraints not be sufficient to meet housing need.	Agree. This work will be necessary to ascertain potential supply from sites currently identified as

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
			Bucknall; Mr Michael Robinson; Mrs J Williams		unsuitable for development providing the constraints to these sites can be overcome and justified.
Fullwood	Tony	Tony Fullwood Associates	3 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	The exercise of reviewing the Built-Up Area Boundary has to be completed as part of the Core Strategy Review and should be undertaken with a view to enabling more housing development.	Comments noted. The Built-Up Area Boundary review will highlight possible areas for consideration for housing development. The appropriateness of these areas for housing development will be considered through the forthcoming urban capacity work.
Fullwood	Tony	Tony Fullwood Associates	4 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	PPS3 (Housing) and the Draft National Planning Policy Framework accept the need for greenfield sites to meet local housing targets. For these reasons it is premature and inappropriate to make statements within the housing options appraisal about the lack of suitable sites within the Borough to accommodate this level of growth and uncertainty about securing agreement for any reliance on growth beyond the Borough boundary.	Comments noted.
Fullwood	Tony	Tony Fullwood Associates	5 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	The Council accept that there is a separate exercise which will need to be undertaken looking at the Category G sites to establish whether any of the existing constraints can be overcome/addressed which would enable them to be developed and reclassified within the SHLAA. There is an urgent need for this exercise to be undertaken in dialogue with landowners.	Agree. This work will be necessary to ascertain potential supply from sites currently identified as unsuitable for development providing the constraints to these sites can be overcome and justified.
Fullwood	Tony	Tony	6 similar	Sites which are available and achievable and located	Agree.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Fullwood Associates	reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams	within the Borough boundary should be prioritised in assessing development potential.	
Phillips	John	Tandridge District Council		[NES] development benefits should be made including improvements to the highway infrastructure within Tandridge District, including mitigation to minimise additional traffic in the District.	The highways impact of the development on the local road network would have been assessed as part of the planning application for the development and is not a matter for the local plan.
Williams	James	Horsham District Council		Statements relating to development 'beyond the borough boundary' are of some concern [to Horsham]. It is essential that if Crawley is considering this approach that Horsham are fully engaged.	Comment noted, Crawley Borough Council will fully engage adjoining local authorities in this process in accordance with the Gatwick Diamond Local Authorities Memorandum of Understanding and legal 'Duty to Cooperate' of the Localism Act 2011.
Williams	James	Horsham District Council		Due to the timetable for preparation of the Horsham District Planning Framework (HDPF) Horsham is unable to make any commitments to specific sites or to any future level of housing within the District at this time.	Noted.
Maidment	Chris	Crawley Local Economy Action Group		Encourage policy makers to recognise and address links that a functioning local economy shares with housing. [including] good labour supply [and] excellent transport links.	Noted. Understanding the relationship between housing and employment is a key requirement of the Local Plan.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Maidment	Chris	Crawley Local Economy Action Group		Housing policy should address immediate and basic housing requirements and the needs of the local economy.	Noted.
Maidment	Chris	Crawley Local Economy Action Group		Crawley must look at how 'aspirational' housing options might be provided.	Comment noted, definition of 'aspirational' housing requires further consideration.
Maidment	Chris	Crawley Local Economy Action Group		Recommend that policy does not solely refer to 'affordable' housing quotas, but also 'aspirational' housing.	Comment noted, definition of 'aspirational' housing requires further consideration.
Lewis	Jamie	Hunter Page	owners of land south of Antlands Lane	The locally derived [housing] projection is welcomed and is considered to be the appropriate evidence base to derive the housing requirement to be planned for over the plan period.	Comment noted.
Lewis	Jamie	Hunter Page	owners of land south of Antlands Lane	Provision below 450 dwellings [per annum] should not form part of the Preferred Option.	Comment noted. Work has not progressed at this stage in terms of a preferred housing scenario. Preferred scenario will be largely informed by forthcoming supply/capacity work.
Lewis	Jamie	Hunter Page	owners of land south of Antlands Lane	The owners of land south of Antlands Lane consider that the appropriate range of dwellings to be provided is between 450 and 550 dwellings per annum.	Comment noted.
Lewis	Jamie	Hunter Page	owners of land south of Antlands Lane	Additional [housing] sites will need to be delivered and the SHLAA should be the first source for that supply.	Agree.
Lewis	Jamie	Hunter Page	owners of land south of	The owners of land south of Antlands Lane consider that further housing and employment can be delivered on	Disagree, the land south of Antlands Lane (North of the

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
			Antlands Lane	their site as a logical expansion of the North East Sector	North East Sector) is not considered a suitable location for either housing or employment. It is located within the area of land safeguarded for a second runway, is subject to unacceptably high levels of aircraft and traffic noise and would have a significant impact on the local road network. Part of the site is also identified as ancient woodland.
Lewis	Jamie	Hunter Page	owners of land south of Antlands Lane	Support over strategy to focus new development within and adjacent to the main urban area of Crawley as this approach is strongly supported by the evidence base which shows this to be the most sustainable approach	Comment noted.
Lewis	Jamie	Hunter Page	owners of land south of Antlands Lane	The identified deficit in housing supply needs to be addressed in line with the strategy of locating development in sustainable locations that are not physically constrained. In seeking to meet this deficit it is clear that land south of Ant land Lane can assist in meeting the shortfall in a sustainable manner, in accordance with the spatial strategy. Therefore it should be allocated for mixed use in the Preferred Option.	Comment noted. Despite constraints on land supply within the administrative borough, it is not considered that the land north of the North East Sector could reasonably contribute towards forthcoming supply due to the nature of constraints affecting this site. It is located within the area of land safeguarded for a second runway, is subject to unacceptably high levels of aircraft and traffic noise and would have a significant impact on the local road network. Part of the site is also identified as ancient woodland.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Burt	Elizabeth	Savills	Crest Strategic Projects	CSP is keen to be involved in the production of the new Local Plan for the Borough.	Comment noted.
Burt	Elizabeth	Savills	Crest Strategic Projects	It is recommended Crawley Borough Council liaises with Horsham District Council on comments [on 'How many houses does Horsham District need?']	Comment noted. Crawley Borough Council is in dialogue with Horsham District Council through the Gatwick Diamond Local Strategic Statement work and has submitted representations to Horsham District Council's recent consultation on Housing Numbers supporting continued dialogue.
Burt	Elizabeth	Savills	Crest Strategic Projects	Confirm land adjacent to the west of Bewbush is available for development and could contribute towards meeting some of Crawley's growth requirements over the plan period.	Comment noted.
Burt	Elizabeth	Savills	Crest Strategic Projects	Crawley Borough Council will need to identify an overall housing target based on robust evidence and specific deliverable sites for the first five years of the plan, plus a further supply for years 6-10 and 11-15 where possible.	Comment noted. The NPPF requires a 5 year supply of deliverable sites to be identified with an additional buffer of 5% to ensure choice and competition. The framework also requires a supply of developable sites or broad locations for years 6-10 and where possible years 11-15.
Burt	Elizabeth	Savills	Crest Strategic Projects	Supports recognition that the total land supply in the SHLAA would not meet housing requirements associated with demographic changes nor affordable housing need.	Comment noted.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Burt	Elizabeth	Savills	Crest Strategic Projects	Supports the Council's Stance that 'the key implication ... is that Crawley will need to bring forward further sites for housing to meet forecast future needs and to meet the Government's stated requirements for plans to include an element of contingency to facilitate choice and flexibility in the market'.	Comment noted.
Burt	Elizabeth	Savills	Crest Strategic Projects	The LGHNA shows ... that future housing growth in Crawley will need to be at least equivalent to current planned levels and potentially greater. The future within the Assessment however do not include any allowances for contingencies which will need to be added in accordance with current Government policy on housing land supply and providing market choice and flexibility	Comment noted. NPPF requires local authorities to maintain a 5 year land supply with an additional buffer of 5% to ensure choice and competition. This requirement is recognised.
Burt	Elizabeth	Savills	Crest Strategic Projects	The Local Plan will need to consider building rates in times of economic recovery as well as the current downturn.	Comment noted.
Burt	Elizabeth	Savills	Crest Strategic Projects	The higher growth options should be adopted by the Council (Options 3 or 4).	Comment noted. Work has not progressed at this stage in terms of a preferred housing scenario. Preferred scenario will be largely informed by forthcoming supply/capacity work.
Burt	Elizabeth	Savills	Crest Strategic Projects	Lower level of housing growth cannot be supported.	Comment noted. Work has not progressed at this stage in terms of a preferred housing scenario. Preferred scenario will be largely informed by forthcoming supply/capacity work.
Burt	Elizabeth	Savills	Crest Strategic Projects	The Borough council should be proposing a higher housing target to meet housing need and demand as far as reasonably possible.	Comment noted. Work has not progressed at this stage in terms of a preferred housing

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					scenario. Preferred scenario will be largely informed by forthcoming supply/capacity work.
Burt	Elizabeth	Savills	Crest Strategic Projects	The council needs to consider factors outside of the Borough such as planned expansion of major employment centres and continued economic growth in the Crawley/Gatwick sub-region.	Comment noted. The Gatwick Diamond Local Strategic Statement recognises the interrelationship of local authorities in the Gatwick Diamond area and impact of major employment development across the Diamond area.
Burt	Elizabeth	Savills	Crest Strategic Projects	CSP strongly recommends [consideration should be given to sites beyond the Borough's boundary to meet some of Crawley's housing needs]	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and supply/capacity evidence.
Burt	Elizabeth	Savills	Crest Strategic Projects	The Council has a duty to explore all sites both within and outside the Borough which are available to accommodate future development.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					supply/capacity evidence.
Burt	Elizabeth	Savills	Crest Strategic Projects	Would be grateful if the council could confirm if any further information regarding the site is required at this stage. Please add CSP to your consultation database and keep us updated of progress.	Comments noted.
Darby	Colin	St Modwen		Urge the Borough to actively consider the potential for bringing forward land outside of the Borough boundaries to meet some of Crawley's future housing needs, in line with Government guidance and the duty to cooperate.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and supply/capacity evidence.
Darby	Colin	St Modwen		Sites such as ours are deliverable and could (and should) contribute towards Crawley's housing needs, and probably would were it not for 'artificial' administrative boundaries!	Site specific comment noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and supply/capacity evidence.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		While we would favour not crowding the town with too much building, we should also not wish to see people homeless or in totally unsuitable accommodation. So while our natural instinct is to support the lower figure for housing, we recognise that higher levels will be needed	Comment noted
Frost	Jenny	Ifield Village Conservation		We are not sure that the idea of everyone finding work in the town is likely or even that it is desirable. 70% of	Comment noted.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Area Advisory Committee		residents working in the town (as at present) seems a high proportion already.	
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Housing should be limited to minimise the impact on Greenfield land and open spaces.	Comment noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		The evidence given indicates the need for: a high proportion of family dwellings (2,3,4 beds); 50% of social housing rather than 40%; the need to abandon the idea of everyone having a garden, providing they have good access to open space within easy walking distance.	Comments noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We are not sure whether building larger houses would bring in different demographic to the town, given how Crawley is perceived by outsiders.	Comment noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		The best sites for housing are brown field sites and conversion of unused office space; unused garage space.	Comment noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Further growth in the North East Sector would help to make it a reasonably sized neighbourhood, although we believe that noise levels from Gatwick will not make it a desirable place to live.	Comment noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		If garage sites are genuinely unused then development on them is reasonable. If they are used then improvement of them should be done.	Comment noted. Garage sites could form a valuable source of additional supply.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Ifield has sustained a lot of new housing in recent years and should not be on the top of the list for further development.	Comment noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		More housing should be directed toward the town centre.	Comment noted
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		It would be to the detriment of the conservation area if land west of Ifield were built on.	Comment noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and supply/capacity evidence. The impact of strategic housing development West of Ifield on Crawley and Ifield in particular, would be carefully considered should it be supported by Horsham District Council as a preferred housing option.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Housing that does not isolate the elderly from the activities of other people would be helpful.	Comment noted.
Frost	Jenny	Ifield Village		Some people will need housing where there is support	Comment noted.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Conservation Area Advisory Committee		on hand all the time; others may only need specially adapted housing.	
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Facilities for travellers need to be near highways. Good sanitary and rubbish collection facilities. Good communication and discussion with nearby existing residents who are frequently suspicion of travellers [sic]	Comment noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	An approach that plans to provide enough housing to meet needs and demand as far as possible, having regard to environmental constraints and the suitability of development sites, would represent the most appropriate response given the recent changes in planning context.	Comment noted
Hoskinson	Tim	Savills	Gatwick Green Consortium	Housing delivery should not hold back strategic employment provision.	Comment noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The identification of a new strategic campus style business park as part of the employment offering for Crawley should be planned for as part of a balanced approach to delivering housing and jobs.	Comment noted. The need for a strategic employment site will be considered on the basis of any evidence. At the stage, there is no quantitative need for strategic employment provision within the sub-region, as identified by the Employment Land Review.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Ensure that housing requirements are met by making efficient and effective use of as much as possible of the NE sector land for housing, maximising opportunities for housing development within the Borough, and building further contingency into the plan through consideration of opportunities for a new neighbourhood beyond the Borough boundary.	Spatial/capacity comments noted.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Hoskinson	Tim	Savills	Gatwick Green Consortium	The Council should seek to meet the full range of housing needs by providing a mix of sites and sizes, types and tenures of housing	Noted as an aspirational objective.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Efficient and effective use should be made of suitable housing sites.	Comment noted
Hoskinson	Tim	Savills	Gatwick Green Consortium	Consideration of mixed-use development including significant housing numbers would be appropriate on sites in the town centre.	Comment noted
Hoskinson	Tim	Savills	Gatwick Green Consortium	The Council should seek to ensure Crawley's housing need are met by maximising opportunities for housing within Crawley Borough and fully exploring opportunities beyond the borough boundary.	Comment noted
Hoskinson	Tim	Savills	Gatwick Green Consortium	The Council should seek to meet the full range of housing needs by providing a mix of sites and sizes, types and tenures of housing.	Noted as an aspirational objective.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Crawley should provide enough housing to meet the needs and demand for development as far as it can be reasonably and sustainably accommodated.	Noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Housing delivery should assist in the economic growth of Crawley though the provision of adequate housing provision to meet existing and future labour demand.	Noted. The Locally Generated Housing Needs Assessment considers the relationship between housing and employment in terms of the quantum of housing required to support economic growth (hybrid and strategic employment allocation).
Yarker	Charlotte	Montague-	Rydon	Demand and need for housing are above what would be	Comment noted.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Evans	Homes, Wates Development Ltd, Welbeck Land Ltd consortium	required to meet the expected demand for labour within the Borough itself. This demand and need should still be met.	
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	It would be contrary to the Government's key planning objective to frustrate delivery of identified need for housing growth by limiting house building to brown field sites without a proper consideration of suitable and sustainable green field sites.	Comment noted. Forthcoming evidence base work will consider all potential forms of land supply including greenfield sites.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Consideration must be given to sites beyond the borough boundary in order to meet a proportion of the identified housing need where this can be demonstrated to be a sustainable option.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and supply/capacity evidence.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	If Crawley does not consider sites adjacent to its boundary to accommodate identified need, and thus a shortfall in provision occurs, greater distances will have to be travelled, particularly for employment opportunities which promotes less sustainable locations for development.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified housing scenario and

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					supply/capacity evidence.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Any 'overspill' development should be as close as possible to the town centre, employment areas and modes of public transport.	Comments noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	To ensure that the demand and need for housing are met, Crawley Council should work jointly with its counterparts at both Horsham and Mid Sussex, Council to agree housing provision targets that are mutually consistent and meet demand across the area as a whole.	Comment noted, Crawley Borough Council will fully engage adjoining local authorities in this process in accordance with the Gatwick Diamond Local Authorities Memorandum of Understanding and legal 'Duty to Cooperate' of the Localism Act 2011
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Crawley should ensure that there is an adequate amount of family housing provided in the borough in the forthcoming plan period. This type of housing mix best delivered on green field sites.	Comment noted
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Crawley should identify suitable sites that accommodate its identified housing need. Land west of Ifield is the best location for accommodating a significant proportion of Crawley's growth.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting housing need will largely depend upon identified

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					housing scenario and supply/capacity evidence.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Identification of more land in the North East Sector is unlikely to significantly speed up the rate of delivery of new homes in and around Crawley. It is more likely to only provide a longer term supply of land. Therefore consideration should be given to additional sites in alternative locations around Crawley in different market areas where new housing is more likely to contribute sooner.	The delivery of housing in the North East Sector is anticipated to commence within the next 5 years. This provides a valuable contribution to housing land supply in the short and medium term. It is acknowledged that alternative housing sites are likely to be required, particularly in the medium to long term in meeting housing needs over the plan period to 2029.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	The potential need to allocate further land in the North East Sector should be viewed against the competing merits of sites adjoining the town, working in cooperation with neighbouring boroughs.	Comments noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	New housing in existing neighbourhoods is unlikely to deliver the amount of housing required by the Crawley housing market. It will be necessary to identify sites, potentially outside of the borough boundaries, to accommodate the level of household growth projected for Crawley.	Comment noted. The capacity of neighbourhoods to accommodate housing development will be assessed as supporting evidence in advance of Preferred Strategy. This exercise will provide broad indication of the overall capacity of the Borough to accommodate housing development and the extent to

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					which the Council will need to find additional sites to meet the housing requirements of the plan period to 2029.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	The town centre is most suitable for any requirement for flatted development and sheltered housing.	Comment noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	The upper option of 550+ dwellings a year should be planned for on the basis of ONES projections.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. Preferred scenario will be informed by forthcoming supply/capacity work.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	High inward migration trends are inevitable and should be planned for accordingly.	Comment noted. It is acknowledged that the level of net in-migration to Crawley has been significant in recent years (particularly in the period 2004-2009). The Locally Generated Housing Needs Assessment (November 2011) modelled three separate migration scenarios (zero net in-migration, long term past migration and short term past migration trends) each having differing implications in terms of labour force, job creation and household and dwelling

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					change, as referred to in Table 3.5 of the Locally Generated Housing Needs Assessment. No decision has been taken on a Preferred Housing Scenario at this stage. This will be informed in part, by the results of the Locally Generated Housing Needs Assessment and forthcoming capacity work.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	The Council should plan for more housing than would be required simply to match employment demand in its own area.	Comment noted. The Locally Generated Housing Needs Assessment models four economic led housing scenarios, each of which produce a lower housing requirement than any of the demographic led scenarios. Unlike many locations in the South East, providing additional housing is not necessarily required to support the local economy given the relatively young structure of the population which means that natural population growth will drive increases in the indigeneous labour force.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	It is acknowledged that evidence based work is required in order to establish how the level of growth identified by all the scenarios presented by the council could be delivered.	Comment noted.

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	The consortium would welcome the opportunity to continue its dialogue with Crawley Borough Council in order to expand further any matters raised in this letter and continue to contribute to the Council's consultation process in reviewing the Core Strategy.	Comment noted.
Bradley	David	Barton Willmore	Crest Lane LLP	Representations follow, and should be read in conjunction with, the comprehensive representations submitted by Crest Lane LLP into the consultation Draft Mid Sussex District Plan.	Comment noted.
Bradley	David	Barton Willmore	Crest Lane LLP	Seek an annual housing requirement in Crawley of a minimum of 512dpa in the period to 2029. there is a strong argument that the Review should be focussed on delivering a housing requirement significantly in excess of this figure.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario/target. Preferred scenario will be informed by forthcoming supply/capacity work.
Bradley	David	Barton Willmore	Crest Lane LLP	It is extremely likely that development will be required outside the administrative boundary of Crawley as part of the solutions for meeting Crawley's housing needs. A new market town in the Sayers Common areas is an option to help meet short, medium and longer term housing needs in the Sub-region.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting wider housing needs will largely depend upon identified housing scenario and supply/capacity evidence.
Bradley	David	Barton Willmore	Crest Lane LLP	A New Market Town should be a central element in discussions between Local Planning Authorities in the Sub-region on appropriate housing requirements and how appropriate housing requirements could be met.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					need to work with adjoining local authorities in meeting wider housing needs will largely depend upon identified housing scenario and supply/capacity evidence.
Bradley	David	Barton Willmore	Crest Lane LLP	The choice of a new settlement in the Sayers Common area should be an option consulted on by Crawley Borough Council as part of the solution to Sub0regional housing requirements.	Comments noted. Work has not progressed at this stage in terms of a preferred housing scenario. The extent to which Crawley Borough Council will need to work with adjoining local authorities in meeting wider housing needs will largely depend upon identified housing scenario and supply/capacity evidence. However, it is unlikely that Crawley Borough would consult on a new settlement in the Sayers Common area as part of their Local Plan consultation process regardless of its role in meeting needs across the wider Housing Market Area.
Bradley	David	Barton Willmore	Crest Lane LLP	It is important that the housing requirements set by the review of the Core Strategy in Crawley are appropriate given the significant needs of the sub-region.	Comment noted.
Bradley	David	Barton Willmore	Crest Lane LLP	The inclusion of the New market town study as part of the evidence base is supported.	Comment noted.
Bradley	David	Barton Willmore	Crest Lane LLP	The implications of the Crawley 2029 vision in terms of housing numbers are not set out. It is considered premature to state a favoured approach at this time	Comment noted. Work has not progressed at this stage in terms of a preferred housing

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				without having the opportunity to analyse the representations received on a range of potential housing requirement options through this initial consultation.	scenario. Preferred scenario will be informed by forthcoming supply/capacity work and analysis of comments received at Issues and Options and Preferred Strategy consultation.
Bradley	David	Barton Willmore	Crest Lane LLP	The vision for Topic paper 1 is written without clear reference to the level of housing growth on which the vision is based.	Comment noted. Work has not progressed at this stage in terms of a preferred housing scenario and is not therefore identified in Topic Paper 1 or 5. Preferred scenario will be informed by forthcoming supply/capacity work and comments received at Issues and Options consultation.
Bradley	David	Barton Willmore	Crest Lane LLP	The New Market Town study should be recognised as an important part of the evidence base for Topic Paper 1 as well as Topic paper 5.	Comment noted.
Bradley	David	Barton Willmore	Crest Lane LLP	It is clear that each option, including the lowest option, cannot realistically be accommodated within the boundary of Crawley over the medium to long term even if an allowance is made for windfalls.	Comment noted. Further urban capacity work is required in advance of Preferred Strategy to identify the broad capacity of the Borough to accommodate housing development over the plan period to 2029. This will provide an indication of the extent to which land within the administrative boundary could contribute towards meeting identified housing needs and the extent to which strategic housing sites across the wider

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					Housing Market Area are necessary in meeting wider housing needs.
Bradley	David	Barton Willmore	Crest Lane LLP	Barton Willmore have used Open House Toolkit to consider appropriate housing requirement for Crawley, and alternative household forecasts that result in a number of alternative housing requirements. The outputs include three housing scenarios which are included within the representation:	Toolkit outputs analysed below.
Bradley	David	Barton Willmore	Crest Lane LLP	824dpa based on factual information on short-term net in migration and considered to be more credible that that scenario in the LGHNA	Analysis forthcoming
Bradley	David	Barton Willmore	Crest Lane LLP	512 dpa meets the baseline target of 5,900 new jobs over the period 2006-2026	Analysis forthcoming
Bradley	David	Barton Willmore	Crest Lane LLP	573dpa meets the revised hybrid scenario as set out in the ELR to provide for growth between 2014-2026	Analysis forthcoming
Bradley	David	Barton Willmore	Crest Lane LLP	Barton Willmore models demonstrate the need for a requirement in excess of 550dpa in Crawley	Response to follow analysis of submitted housing targets
Bradley	David	Barton Willmore	Crest Lane LLP	In order for the core Strategy review to be positively prepared it must seek to meet objectively assessed development requirements. In terms of housing, this requirement needs to be a minimum of 512pda	Response to follow analysis of submitted housing targets
Bradley	David	Barton Willmore	Crest Lane LLP	The justified test requires reasonable alternatives to be tested in order to meet the housing requirement. Whilst it is right to test continued extensions to Crawley both within and outside it's administrative boundary, alternative options also need to be considered.	Comment noted.
Marsh	Gary	Mid Sussex District Council		The options for housing growth presented by Crawley, which include looking towards Mid Sussex to accommodate some of its growth is in direct conflict with the approach taken by Mid Sussex. In particular, the approach of enabling communities in Mid Sussex to prepare neighbourhood plans which will establish levels	Comment noted. The Council recognise the approach being taken by Mid Sussex District Council in using the neighbourhood planning process to establish the level

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				of growth which will support their communities' aspirations. Requiring the Towns and Parishes of Mid Sussex to accommodate growth required by a neighbouring authority would be wholly unacceptable.	of growth which will support the communities' aspirations. The Council does not consider that their overall approach to meeting housing growth based at this stage, on the four options outlined in their Housing Topic Paper, conflicts with that of Mid Sussex District Council. The Topic Paper identifies purely as an option, the implications of providing housing at the two upper scenarios (450+ to 550 and 550+ dpa) and highlights the possibility of having to look beyond the Council's administrative boundary to provide housing at these levels.
Marsh	Gary	Mid Sussex District Council		The Crawley Local Plan should set a housing target that can be accommodated within the boundaries of the Borough and that would support, and be supported by, the anticipated economic growth. It is important that sufficient housing is provided to support economic growth, but at the same time establishing a level of housing growth that would increase levels of unemployment in the town and increase level of out commuting would be an unsustainable development option. Mid Sussex District Council would strongly object to a level of housing growth that Crawley could not sustain economically and which could not be accommodated within the Borough boundaries.	The Local Plan will identify a housing target which is supply-led and can be reasonably accommodated within the administrative boundary without detriment to the character of existing neighbourhoods. However, it is recognised that there are a number of constraints, of particular significance to Crawley, such as airport safeguarding, aircraft noise, tight urban fabric and tight administrative boundary in

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					<p>terms of its relationship with the Built-Up Area Boundary, which significantly constraints the capacity of the borough to accommodate new housing development. The Locally Generated Housing Needs Assessment identifies that the delivery of housing in terms of overall quantum, must be carefully considered in terms of its impact on economic growth and in particular, job availability. It models four economic led housing scenarios, each of which produce a lower housing requirement than any of the demographic led scenarios. Providing significant levels of new housing is not required to support the local economy given that natural population growth will drive increases in the indigenous labour force. The Council is fully aware of the relationship between housing growth and jobs and would not plan for levels of housing growth which could not be supported by the local labour force because this would only lead to significant levels of out commuting. The Council also acknowledge that</p>

Housing					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					it will be unable to meet its demographic need for housing over the plan period to 2029 given the extent to which land supply is constrained and it is likely that a proportion of existing and future residents will have to look outside of the Borough's boundaries in satisfying their housing needs.
Marsh	Gary	Mid Sussex District Council		To conclude, sub-regional planning is out of date and whilst we accept duty to cooperate on cross-boundary issues, Crawley should look to meet its own needs, and Mid Sussex is not willing or able to accommodate any of these due to its environmental and infrastructure constraints.	Comment noted. Crawley Borough Council will attempt to meet its own housing needs where this can be reasonably accommodated within the Built-Up Area Boundary where capacity exists and without detriment to the character and setting of neighbourhoods.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Development west of Ifield based on Crawley's neighbourhood principle will strengthen Crawley's role as a sub-regional centre.	Comment noted.
Yarker	Charlotte	Montague-Evans	Rydon Homes, Wates Development Ltd, Welbeck Land Ltd consortium	Significant residential development on [land west of Ifield] will support Crawley's continued growth as a primary regional residential and retail centre and strategic employment location	Comment noted.

EMPLOYMENT

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Maidment	Chris	Crawley Local Economy Action Group		Encourages policy makers to support and protect the town's core strengths: Aviation and transport, storage, distribution and logistics, hospitality and retail, business and professional services, advanced manufacturing and bio-medical and health related activities	Noted. The local plan policy approach will seek to build upon Crawley's strengths to enhance its status as a key business destination.
Maidment	Chris	Crawley Local Economy Action Group		Encourages policy to attract new elements into the economy	Noted.
Maidment	Chris	Crawley Local Economy Action Group		Encourages policy and plan makers to be ambitious for Crawley, to work positively with neighbouring areas but vociferously defend Crawley's interest as the economic hub at the heart of the Gatwick Diamond	Noted.
Moore	Adrian	Gatwick Parking Association		The new Crawley Local Plan should reflect policies that seek to sustain continued growth [of] the Airport and its supporting industries and services ... if the strength of the local economy and its attraction to the business community is to be maintained	Current policy supports growth of the Airport as a single runway two terminal operation. Further consideration of this policy approach will be given through the Local Plan process.
Moore	Adrian	Gatwick Parking Association		The Local Plan should contain policies that understand the crucial role of the Airport to the local and regional economy, to small and large businesses.	Gatwick Airport will have a dedicated local plan chapter covering airport operational issues and the Council's approach to the future development of the airport
Moore	Adrian	Gatwick Parking		The Local Plan should make every effort to support the Airport in its future endeavours.	Noted.

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Association			
Fullwood	Tony	Tony Fullwood Associates		Strategic employment provision should be delivered at Crawley by 2029.	The council will work with its neighbouring authorities to assess the need and appropriateness of any strategic employment in the Gatwick Sub-region as part of the local plan process.
McDade	Caroline	Drivers Jonas Deloitte		SPG encourages the Council to continue to broaden and diversify the economic profile of Crawley in order to reduce reliance on both the airport and manufacturing sectors, and in turn make it less susceptible to economic imbalances.	Agree.
McDade	Caroline	Drivers Jonas Deloitte		If the Council therefore decide to allocate further land within the Local Plan, SPG would encourage the Council to release some existing allocations for alternative forms of employment generating use, particularly where evidence can be provided to highlight that there is no demand, and it's re-use would result in sustainable economic development to the benefit of the local economy	Employment policies are and will be flexible to facilitate economic development, having regard to the most up-to-date evidence base. At present, the Retail Capacity and Impact Study (2010) prepared by DTZ outlines that out-of-town retail proposals will harm the vitality and viability of Crawley town centre and the future development of Town Centre North. For this reason, DTZ outline that retail development outside the town centre should be resisted until such time that sufficient retail expenditure is available to support out-of-town uses, and in any case

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					should be directed to sequentially preferable sites.
McDade	Caroline	Drivers Jonas Deloitte		A further option states that 'Crawley needs to shift the economic footprint 'up the value-added chain' to drive productivity, investment, innovation and enhancement of skills in the labour pool'. SPG supports this option, and would encourage the Borough to place greater emphasis on innovation and educational opportunities to address the skills shortage in the Borough.	Agree. This issue will be further explored through the local plan process, and through supporting evidence base studies.
McDade	Caroline	Drivers Jonas Deloitte		SPG supports the indication of potential direction in the Local Plan. The Council state that in the lead up to the production of the next version of the Local Plan, they will work on ensuring that their policy approach remains 'relevant and flexible' enough to avoid hindering growth opportunities. Based on the current economic climate, SPG believe that this is an appropriate approach which should be fully supported.	Noted.
Hirose	Wakako	Rapleys		The Local Plan should acknowledge that the retail consent CR/2010/0033/FUL for a Class A1 store at the former County Oak Business Centre site is a 'commitment', and allocate the site for retail use	This is considered as part of the Betts Way DPS but will not be an allocated site.
Jones	Alyson	Barton Willmore		A large supply of planning permissions exist that have not been taken up. CBC should not automatically look to preserve existing employment sites or allocations without having thought carefully about the implications of such an approach on the continuance of sites being forced to remain vacant, if only B1, B2 or B8 uses are supported where there may be demand for other land uses for these sites.	Currently, the Employment Land Review (ELR) identifies a deficit in land supply for employment uses up to 2026. Release of employment land to alternative uses therefore needs further consideration and this issue will be considered in combination with an update to the ELR and having regard to the NPPF.

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Jones	Alyson	Barton Willmore		Urge CBC to think more flexibly about development opportunities across Manor Royal and the ability to introduce complementary uses and development which is supported by market demand.	This is being considered through the council's evidence base, including the Manor Royal Masterplan; through pre-application discussions; and by way of the production of DPS's for Key Development Sites within Manor Royal.
Hoskinson	Tim	Savills		The policy led balance of housing and employment delivery will facilitate an increasingly sustainable pattern of more local employment with people having increased opportunities for living locally rather than commuting.	Noted.
Hoskinson	Tim	Savills		The balance of improved higher and further education, housing delivery within the sub-region (including Horsham and Reigate and Banstead Districts) and the Gatwick Diamond's economic focus should combine to generate a wide spectrum of jobs accessible to a well accommodated population served by better health, education and transport facilities.	Noted.
Hoskinson	Tim	Savills		The level of economic growth can keep pace with population growth provided that the appropriate strategy is in place to deliver the right amount of employment land in the right place.	Noted.
Hoskinson	Tim	Savills		The Gatwick Diamond lacks the modern, flagship science or technology parks particularly attractive to national and international investors, and highlights the potential opportunity for a new strategic business location to attract business which cannot reasonably be accommodated within existing business areas. The need for the local authorities within the Gatwick Diamond to work together and to take a flexible and responsive to such opportunities is highlighted.	Noted. The council is committed to continuing to promote Manor Royal as the region's leading business destination. The scope and justification for any new strategic business location will be explored further through the local plan

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					process and evidence base work.
Hoskinson	Tim	Savills		The lack of substantial high quality campus business parks or science parks is a major gap in the commercial property offer for the area, and highlights the opportunity for a new strategic employment location in the Crawley area to help capture investment and drive economic performance.	Noted. As above.
Hoskinson	Tim	Savills		Gatwick Green offers the potential to deliver a new business and innovation campus of the highest quality to complement the existing offer by attracting and retaining leading international companies and delivering the higher value added / higher educational and skills based activities needed to rebalance the economy.	Provision of a strategic employment location at Crawley has been shown to be a policy led decision by the Employment Land Review. However, in the context of safeguarding of land for a potential second runway at Gatwick, deliverability of a strategic employment location at this time remains in doubt. Additionally, consideration of the appropriateness of this location to others in the Gatwick Sub-region is required.
Hoskinson	Tim	Savills		The Gatwick Green Consortium response to the draft Gatwick Master Plan consultation document appended to these responses sets out proposals for a world-class business and innovation campus that accords with local and regional policy objectives. It will bring a global business focus to the Gatwick Diamond Area, adding to, rather than competing with existing commercial space.	Noted.
Hoskinson	Tim	Savills		Analysis demonstrates that the [Gatwick Green]	Noted.

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				development would generate significant positive „workplace-based“ outcomes principally for Crawley and also to the rest of the Gatwick Diamond and the wider South East.	
Hoskinson	Tim	Savills		The sub-region generally, and Crawley Borough Council specifically, does not have a stock of high quality office/commercial type of space that is attractive to Knowledge Economy type of firms – evidence supported by selected interviews	Noted. This issue will be further explored through the local plan process and supporting evidence base work.
Hoskinson	Tim	Savills		The likely scope, in terms of available land supply and floor space, for significant Knowledge Economy appropriate development in Crawley Borough and the immediate Gatwick Diamond areas is limited based on the available evidence. Outside of Gatwick Green there is no reliable evidence of a comparable property offer in terms of scale and focus on the knowledge and innovation economy.	Noted.
Hoskinson	Tim	Savills		Gatwick Green is an opportunity for Crawley and the Gatwick Diamond to become a major economic driver with the potential to become a business location of international standing, attracting major global inward investment, generating additionality to the Crawley / Gatwick economy, encouraging up-skilling of the labour force and helping to re-position the sub-regional economy – all at a time when the South East of England can expect increasing levels of competition from elsewhere in Europe.	Noted.
Hoskinson	Tim	Savills		Crawley and the sub-region needs a sound balance of employment provision, including the protection and updating of its manufacturing, assembly and other facilities for local and sub-regional companies such as those offered very effectively at Manor Royal.	Noted.
Hoskinson	Tim	Savills		the policy led balance of housing and employment	Agree.

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				delivery will facilitate an increasingly sustainable pattern of more local employment with people being able to live locally rather than commuting	
Hoskinson	Tim	Savills		Gatwick Green will not compete with Manor Royal but rather it will deliver opportunities that cannot be satisfactorily provided at Manor Royal, and which if not served by Gatwick Green will be lost to Crawley and the sub-region	See earlier response.
Hoskinson	Tim	Savills		There is a clear case for existing employment sites to be retained to ensure that a wide range of companies are catered for, albeit with improvements and upgrading.	Noted.
McKeogh	Maire	RPS		Costco is a reputable employer and would assist Crawley in achieving their economic objectives. The level of jobs provided by Costco compares favourably in employment density levels to traditional B class use. The company provides local people with a broad range of quality jobs that reflect the unique nature of Costco's operations.	Noted.
McKeogh	Maire	RPS		Support the flexible approach to the growth of the economy in Crawley as set out within Topic Paper 6.	Noted.
McKeogh	Maire	RPS		The adopted employment policies within the Core Strategy (2008) should be carried forward to the Local Plan.	Noted.
McKeogh	Maire	RPS		the employment policies of the adopted Core Strategy do not restrict acceptable employment development to B-Class employment uses and the Local plan should continue to reflect this.	Noted.
McKeogh	Maire	RPS		The Crawley Local Plan DPD should continue to actively promote all employment generating uses.	Noted.
McKeogh	Maire	RPS		A grad definition of uses appropriate on employment land could be included within a glossary, to recognise the widest range of employment generating uses, to	The definition of employment will be clarified at Preferred Strategy. At this stage, the

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				include employment generation Sui Generis uses appropriate for employment land.	Retail Capacity and Impact Study (2010) prepared by DTZ makes clear that out of town centre retail proposals will harm the vitality and viability of Crawley Town Centre and potential redevelopment schemes and should therefore be resisted at this time. Within designated employment areas, retail development will only be encouraged so long as it retains an ancillary and complementary role to the needs of designated employment areas. Further consideration to other non-B Use Classes in designated areas will be given to ensure policy remains flexible over the life of the Plan.
McKeogh	Maire	RPS		Propose an inclusion within the glossary as follows: "Appropriate development on employment and industrial land comprises all business falling within use Classes B1, B2, B8 and closely related uses not falling within a use class, Sui Generis uses, (such as cash and carry businesses and buildings merchants) but which are commonly found in industrial estates".	The definition of employment will be clarified at Preferred Strategy. At this stage, the Retail Capacity and Impact Study (2010) prepared by DTZ makes clear the out of town centre retail proposals will harm the vitality and viability of Crawley Town Centre and potential redevelopment schemes and should therefore be resisted at this time. Within

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					designated employment areas, retail development will only be encouraged so long as it retains an ancillary and complementary role to the needs of designated employment areas. Further consideration to other non-B Use Classes in designated areas will be given to ensure policy remains flexible over the life of the Plan.
McKeogh	Maire	RPS		A strategic campus style business park would be supported at a suitable site within the sub-region, albeit, the existing strategic sites such as Manor Royal should continue to be a priority for employment growth and redevelopment.	Noted.
McKeogh	Maire	RPS		Manor Royal should emerge as a strategic employment site suitable for the widest range of employment uses, to include sui generis employment generating uses.	The growth of the area following the Masterplan considers appropriate non-employment related uses in their role in complimenting the Business District and the needs of those employees that work in the area.
McKeogh	Maire	RPS		There is no policy basis for the suggestion within the GVA Manor Royal Masterplan 2010, that large areas of Manor Royal should be reserved for B1 uses.	The Masterplan builds on the Adopted Core Strategy Policy and the Preferred Strategy stage will consider the definition of employment for the business district beyond B1 uses.
Adams	John	Drivers Jonas Deloitte		Support the principle of developing policies to protect the existing main employment areas in the Borough,	The definition of employment will be clarified at Preferred

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				however, encourages the council to adopt a more flexible approach to the redevelopment of existing employment areas, and consider a range of employment generating uses outside Use Classes B1, B2 and B8.	Strategy. At this stage, the Retail Capacity and Impact Study (2010) prepared by DTZ makes clear the out of town centre retail proposals will harm the vitality and viability of Crawley Town Centre and potential redevelopment schemes and should therefore be resisted at this time. Within designated employment areas, retail development will only be encouraged so long as it retains an ancillary and complementary role to the needs of designated employment areas. Further consideration to other non-B Use Classes in designated areas will be given to ensure policy remains flexible over the life of the Plan.
Adams	John	Drivers Jonas Deloitte		Agree in principle with the existing Core Strategy approach for redevelopment and intensification of existing employment areas.	Noted.
Adams	John	Drivers Jonas Deloitte		[a flexible] approach will provide support in promoting the attractiveness and appeal of Crawley's employment areas, as set out in the Crawley Economic Plan 2011-2016.	Noted.
Adams	John	Drivers Jonas Deloitte		Encourage the council to adopt a flexible approach to employment provision to allow opportunities for job creation.	Noted
Adams	John	Drivers Jonas		support the approach of existing policies TBC1/TBC2	Policies for the Three Bridges

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Deloitte		to support major, high quality, mixed use development, and which to see this policy approach carried through to the emerging Local Plan.	corridor are under review as part of the development of Town Centre and Employment area policies and the approach to this area will be outlined at preferred strategy.
Maidment	Chris	Crawley Local Economy Action Group		Policy should not be overly restrictive but look to protect the Business District's core assets.	Noted.
Maidment	Chris	Crawley Local Economy Action Group		Other uses such as retail should only be encouraged in as much as they are ancillary to and complement Manor Royal's core offer, and should not undermine and compete with other commercial centres like the town centre.	The definition of employment will be clarified at Preferred Strategy. At this stage, the Retail Capacity and Impact Study (2010) prepared by DTZ makes clear the out of town centre retail proposals will harm the vitality and viability of Crawley Town Centre and potential redevelopment schemes and should therefore be resisted at this time. Within designated employment areas, retail development will only be encouraged so long as it retains an ancillary and complementary role to the needs of designated employment areas. Further consideration to other non-B Use Classes in designated areas will be given to ensure policy remains flexible over

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					the life of the plan.
Maidment	Chris	Crawley Local Economy Action Group		As far as possible policy should remain responsive and be 'light touch'.	Agree.
McDade	Caroline	Drivers Jonas Deloitte		SPG encourages the Council to ensure that the future policies of the new Local Plan are aimed at attracting investment into Crawley. In order to achieve that objective the policies must be sufficiently flexible to respond to market conditions and to avoid rendering development proposals unviable due to rigid aspirations.	The definition of employment will be clarified at Preferred Strategy. At this stage, the Retail Capacity and Impact Study (2010) prepared by DTZ makes clear the out of town centre retail proposals will harm the vitality and viability of Crawley Town Centre and potential redevelopment schemes and should therefore be resisted at this time. Within designated employment areas, retail development will only be encouraged so long as it retains an ancillary and complementary role to the needs of designated employment areas. Further consideration to other non-B Use Classes in designated areas will be given to ensure policy remains flexible over the life of the plan.
McDade	Caroline	Drivers Jonas Deloitte		In the current economic climate, the Borough is more vulnerable to economic imbalances, and as a result, SPG believes that future policy should be drafted with built-in flexibility in order to ensure that Crawley can	Noted.

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				capture investment, compete effectively with other parts of the Sussex Sub-Region and cement its position at the top of the regional and sub regional hierarchy of centres.	
Maughan	Colin	Resident		There are at least two problems for any councils here: 1. If young people are able to receive an education and training locally which matches up to the requirements of local employers, is there any way of knowing whether they will seek work locally when their education is completed? 2. How many people who work in Crawley want to work locally. Provided that salaries and wages here are favourable, which I am told they are, and public transport services are efficient, working locally could help reduce local road traffic.	Noted. The issue of local skills and training will be explored further through the local plan and evidence base gathering process.
Maughan	Colin	Resident		When I came to live in Crawley, while working in London, the rule that all house holders here in the New Town must work in the town had only just been relaxed. I chose Crawley because I could walk every day to and from the railway stations, and because the services were frequent, fast and not over crowded. Also the council had encouraged housing associations to build economical, adventurous homes, as where I live now in Shrublands. Although I did think of working locally, as I had done twice before coming to Crawley, the work and the companies here were too parochial, and also it would be difficult to move jobs as a career move because of the small number of firms. When I worked in Oxford there were only two employers to choose from and I already worked for the better one. George Sturt famously wrote about the parochial nature of working or running a firm in his home town of Farnham in Surrey, and I would have found living and working in the same town too claustrophobic. The time and money spent on commuting seemed, on	Noted.

Employment					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				balance, well worth it.	
Maughan	Colin	Resident		When the New Town was built there were signs at the entrance to the industrial estates listing the companies and services available. This has now been dropped and it is left to industrial companies to add their own rag-bag of sandwich boards, banners and informally run up signs attached to any available fence or wall. This informality lowers the tone of the town, especially as one approaches it, giving the Third World impression that you find on the fringes of French towns. Also, there must be firms hidden away who would benefit from appearing on decently executed signs announcing their presence – the Furnace Parade Glass Works for instance.	Noted. The council is keen to work with local businesses to improve the overall environment at Manor Royal in order to help it maintain its position as the key employment destination in the sub-region. Both the forthcoming Manor Royal SPD and emerging Local Plan policy will have a role to play in achieving this.

TRANSPORT

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
McDade	Caroline	Drivers Jonas Deloitte		Support for the principle that the Local Plan should have a clear transport vision for the Borough.	Comment noted.
McDade	Caroline	Drivers Jonas Deloitte		SPG supports the prospect of the development of a Park and Ride scheme at Manor Royal. County Oak is an out-of-centre retail park adjacent to Manor Royal, and a Park and Ride scheme at the proposed location would improve the accessibility of this location making it more sustainable. It is considered that such a system would also sustain the wider employment area whilst providing a key link to Crawley Town Centre.	Transport modelling work has been commissioned to support the preparation of the Local Plan. This will consider the need for Park and Ride as part of any transport mitigation measures which may be required.
Phillips	John	Tandridge		An extension of Fastway to East Grinstead should be	These areas are beyond the

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		District Council		investigated. Godstone, Bletchingley and Nutfield should be linked into Fastway at Redhill; and Smallfield at Horley.	Borough of Crawley but could link into any extensions of Fastway within the town.
Owen	Chris	West Sussex County Council		Supports the study work the Council is preparing to test development. The County Council will take the findings of these studies into account when Crawley Borough Council consults again on the Preferred Option.	Support of transport modelling work is welcomed.
Owen	Chris	West Sussex County Council		The evidence base refers to documents that have been superseded and it would benefit from a review and update.	Noted. Documents will be updated.
Moore	Howard	Highways Agency		We have particular concerns about the capacity at three of the four motorway junctions that serve the Crawley/Gatwick areas (junctions 9,10 and 11).	Noted. Transport modelling work has been commissioned to support the preparation of the Local Plan and includes an assessment of these junctions.
Moore	Howard	Highways Agency		Supportive of the suggestion that any of the emerging development scenarios should continue to adopt policy approaches that 'sustainable transport, including rail station improvements, and further Fastway development will support the town'.	Comment noted.
Moore	Howard	Highways Agency		Supportive of the suggestion that 'the new town and neighbourhood principle continue to be adopted.	Comment noted.
Moore	Howard	Highways Agency		Welcome the approach to develop a transport model to inform the next iteration of the local plan and look forward to working with your authority on this task.	Support of transport modelling work is welcomed.
Moore	Howard	Highways Agency		Two of the identified growth scenarios focus on Crawley's role at the regional or sub-regional level. The M23 and A23 help support these roles by providing a key transport corridor serving the Borough (and airport). We would suggest that this may become an issue when considering development options (and the location of strategic allocations) as some options could adversely impact on	The transport modelling work will help identify these issues.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				the motorway's ability to fulfil this function.	
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		CBC should avoid expansion on the edge of the built up area relying on using existing residential roads.	Comment noted. Transport modelling work is considering the transport impact of any additional development in the town.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Building relief roads round the town will only encourage more car use.	Comment noted. Transport modelling work is considering the transport impact of any additional development in the town.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Improve the public transport between neighbourhoods as well as to the town centre.	Comment noted. Public transport routes need to operate on a commercial basis. It is difficult to provide services between all the neighbourhoods.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Ensure there are good bus links to facilities such as the Hawth and K2 and to major areas of employment.	Comment noted. Public transport routes need to operate on a commercial basis. A service to the Hawth did operate recently but very few passengers used the service.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Ensure good bus and train links into the town from outside.	This principle is supported.
Frost	Jenny	Ifield Village Conservation Area Advisory		Develop hired cycle scheme as in Paris and London?	Some initial investigation work has been undertaken to see if this is a viable concept for the town.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Committee			
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Park and Ride are not sustainable as they do little to reduce overall car use.	Comment noted. Transport modelling work has been commissioned to support the preparation of the Local Plan. This will consider the need for Park and Ride as part of any transport mitigation measures which may be required
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Is there any thought of using 'shared space' schemes for traffic and pedestrians in parts of the town?	Potential locations in the town centre for shared space are being considered. A similar approach is also being explored by developers in connection with the provision of the neighbourhood centre in the North East Sector.
Hoskinson	Tim	Savills		The vision should relate closely to the practical transport demands of the housing, employment and other developments proposed for Crawley in the period to 2029, rather than being limited to general principles.	Transport modelling work has been commissioned to support the preparation of the Local Plan. This will consider any transport mitigation measures which may be required.
Hoskinson	Tim	Savills		There is significant scope for the upgrading of Gatwick rail station, and further improvements to coach and bus facilities and services.	A programme to upgrade Gatwick Rail Station has already commenced. Improvements to forecourt facilities for coaches is almost complete. GAL are preparing a new surface access strategy to identify further improvements to facilities and services.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Hoskinson	Tim	Savills		Gatwick Green will facilitate additional Fastway bus services and we propose a rapid link initially by bus and subsequently by shuttle between the scheme and the station / airport.	Noted. Other comments respond to the Gatwick Green proposals.
Hoskinson	Tim	Savills		It is also incumbent upon development planning documents to support and promote improvements to Gatwick rail station and coach services.	Improvements to Gatwick Rail station are already underway. The Borough Council will work with GAL who are preparing a new surface access strategy to identify any further improvements to coach facilities and services.
Hoskinson	Tim	Savills		Development documents should encourage transport agencies such as the Highways Agency to comprehensively address motorway congestion, and the rail industry to address rail and station capacity.	The Borough Council works with these agencies on their areas of responsibilities.
Hoskinson	Tim	Savills		Encouraging efficient, environmentally benign, modes of transport is highly important.	Noted.
Hoskinson	Tim	Savills		The provision of park and ride facilities in isolation would be less appropriate than a fully integrated strategy of which park and ride might form a part.	Noted. Other comments respond to the Gatwick Green proposals.
Hoskinson	Tim	Savills		The development should go a significant way to tackling the out-commuting problems identified in the Crawley area, with approximately 11,500 people out-commuting from the area. It is envisaged that a large proportion of this number can be attracted to jobs within the Gatwick Green Development, in the first and subsequent phases.	Noted. Other comments respond to the Gatwick Green proposals.
Hoskinson	Tim	Savills		Although the development will generate a certain proportion of personal vehicle trips, the numbers involved should not pose a significant problem to the local highway network, with the highway improvements proposed as part of the development. These improvements will limit	Noted. Other comments respond to the Gatwick Green proposals.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				pressure put on already congested links such as the M23 spur between junctions 9 and 9A and the B2036 Balcombe Way.	
Hoskinson	Tim	Savills		The presence of the Gatwick railway station and transport interchange means that a higher than normal proportion of trips would utilise public transport options. Rail improvements will be facilitated by the investment from the Gatwick Green development. This is further supported by the existing Fastway bus initiative and by future expansion of the Fastway network.	Noted. Other comments respond to the Gatwick Green proposals.
Hoskinson	Tim	Savills		A comprehensive transport strategy would be developed incorporating enhancements and developments in sustainable transport modes including Rail, Personal Rapid Transit (PRT), Walking, Cycling and Bus in the short, medium and long-term.	Noted. Other comments respond to the Gatwick Green proposals.
Hoskinson	Tim	Savills		Overall the transport analysis demonstrates that the airport's expansion and Gatwick Green can be satisfactorily accommodated through appropriate transport planning as part of national and regional policy, and in accordance with proposals advocated by the Government and regional transport strategy.	Noted. Other comments respond to the Gatwick Green proposals.
Harrison	Kath	Surrey County Council		Support the need for policies that address the potential for [car parking] sites in the countryside and existing employment areas.	Support is noted.
Adams	John	Drivers Jonas Deloitte		Supports the approach to develop a clear transport vision for the borough, that both maintains and seeks to improve access to the main employment areas in Crawley.	Support is noted.
Maughan	Colin	Resident		I see that it is proposed to extend Fastway. This has always seemed to me to be an expensive white elephant as exemplified by its daft, over-elaborate, uncomfortable bus stops. A poor man's tramway. But I gather it is commercially successful in a world where travelling	It is considered that it would be difficult to enforce a lower speed limit without physical measures to reduce the speed of traffic.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				quickly is a somewhat thing of a misguided mantra. In my view it would be better to remove (no doubt at considerable expense) most or all of the traffic calming measures/ and Fastway and introduce, if necessary, a lower speed limit of 20 or 25 mph. This would allow journeys by conventional, cheaper, lighter buses to be comfortable and smooth. It would also assist bus journeys if even more laybys were constructed to keep the roads clear of parked vehicles, especially if no other parking was allowed on bus routes – this is by no means on all of Crawley's roads.	
Maughan	Colin	Resident		Alternatively, it might be possible to allow parking on one side of bus route roads only. This could alternate from side to side of the roads, to avoid vehicles crossing or having lights on at night on the wrong side of the road, but always leaving two lanes clear.	Comment noted.
Maughan	Colin	Resident		1. This is the most difficult paper to comment on and to make a reliable forecast on due to the changing patterns in consumerism and its methods of making of purchases. Many people buy goods for the sake of buying rather than need, so they end up with large volumes of shopping. This pattern is probably becoming more marked as shops aim more at young children and parents buy presents (?) in order to satisfy the resulting demands of their spoiled children/budding consumers. Excess packaging also increases the volume and weight of the goods purchase. The almost universal use of domestic freezers reduces the frequency of people's shopping expeditions, but increases the volume of goods purchased when they do go. This pattern makes it essential to buy from supermarkets and make short shopping trolley/pushchair journeys from shop to car. Not good for the town centre as a cultural centre unless people go round the town first while travelling light, or	Comments about the transport patterns that shopping generates are noted.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				have a generous time allowance in the car-park after parking the car with shopping.	
Maughan	Colin	Resident		I agree about the Council's conclusions about the disadvantages of park and ride schemes (as in Guilford, for instance), and I will include a photocopy of Horsham Council's cardboard clock which allows two hours of free parking. This making parking and shopping a pleasure and gives shoppers time to stop for lunch, as I do, NOT so good for shopping as a day out for the family though, not in 2 hours.	Comments about park and ride are noted.
Maughan	Colin	Resident		2. As I have said elsewhere, I would rather see a lower speed limit in Crawley's shopping streets, and the removal of sleeping policemen and the chicanes. One direction priority signs for wheeled traffic work better, as in the Broadway. The provision of more off road former grass verge parking bays would give better traffic flow in the neighbourhood, residential roads. In some places, the use of grass-guard perforated concrete paving could be considered if wear and tear are not expected to be too severe. This sometimes blends in well with large areas of grass, while also reduces water run-off during heavy rain.	It is considered that it would be difficult to enforce a lower speed limit without physical measures to reduce the speed of traffic.
Maughan	Colin	Resident		Some of measures like these would improve the comfort of bus journeys and save bus suspension, and also reduce the problem of vans and cars being parked at bus stops. Perhaps clearways could be designated to enforce some of these measures.	The Borough Council works with Metrobus and WSCC to address such issues as cars being parked in bus stops.
Maughan	Colin	Resident		Although I gather the Fastway bus service is successful financially it is an odd compromise as a form of transport – a poor man's tram service. I am not entirely convinced that one always has to travel quickly. Good timekeeping and comfort on the buses and at bus stops are more important. Almost all the car parks I use in West Sussex, both at road level and the multi-storey type are	Fastway has been a successful system and has exceeded its targets in terms of passenger numbers.

Transport					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				problematic for drivers, especially as cars are now often longer and wider than they used to be, so that manoeuvring and getting in and out of vehicles are problematic. Parking by the sea in St Leonards-on-Sea is very convenient by contrast and free of charge, so far.	

TOWN CENTRE & RETAIL

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Pugsley	Nigel	BNP Paribas	Royal Mail	Royal Mail is generally supportive in principle of the redevelopment of Town Centre North for a mix of uses	Support noted and welcomed.
Pugsley	Nigel	BNP Paribas	Royal Mail	It is [Royal Mail's] opinion that the Crawley Delivery Office and Crown Post Office site presents a good opportunity for redevelopment in the future.	Noted.
Pugsley	Nigel	BNP Paribas	Royal Mail	Should [the Crawley Delivery Office and Crown Post Office] come forward for redevelopment it is imperative that all of Royal Mail's existing operations including the Crown Post Office and the Delivery Office are reprovided either on site ... or in a suitable alternative location	Noted. It is agreed that the current Post Office counter service provides an important community function, and the Town Centre North Supplementary Planning Document stipulates that this facility should be replaced in the Town Centre in the event that the Post Office site is redeveloped.
Pugsley	Nigel	BNP Paribas	Royal Mail	Request that the Council includes an appropriate policy in the local plan relating to the Town Centre North which includes a requirement for the re-provision/relocation of all Royal Mail's existing operations prior to the [the Crawley Delivery Office and Crown Post Office] site's redevelopment. Furthermore, as a provider of infrastructure, we would promote in such circumstances Royal Mail receiving assistance in their relocation	Agreed that the Local Plan should include a spatial policy relating to Town Centre North, though it is considered that to include this level of detail in the Local Plan policy would be overly onerous. It is however recognised that the Post Office counter service remains an important Town Centre asset, and the Town Centre North Supplementary Planning Document identifies a requirement to replace this service in the Town Centre should the Post Office site be

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					redeveloped.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	An approach whereby 'opportunity sites and other possible retail sites could be left unallocated to come forward on a market-led basis'. is listed as an option, [but] is not indicated as part of the Council's proposed policy direction. This contradicts the draft policy wording in the NPPF.	Noted. This will be explored further through the Preferred Strategy local plan. It is anticipated that the Preferred Strategy local plan will seek to identify a range of town centre and edge-of-centre locations to ensure that development is directed to the most sustainable sites in sequential terms.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG advises that an element of flexibility must be built into retail policy to respond to market conditions and retailer requirements	The Council is exploring the scope for greater retail policy flexibility in the town centre through the Local Plan process and in consultation with the Town Centre Steering Group.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG encourages the Council to balance the focus of directing retail policy to support the Town Centre, alongside responding to the market requirements of major new entrants to Crawley. Where a retailer is keen to support/locate within the Town Centre in the long term, the Council should take a positive view to the provision of retail development elsewhere in the Borough until such time as floorspace is available within Town Centre North, particularly if the proposals would prove beneficial to Crawley's wider economic position.	The National Planning Policy Framework is clear in stating that proposals for main town centre use are required to be situated in town centre or edge of centre locations, with out-of-centre sites only to be considered if no other sites are available. Although individual applications will be considered on their own merits, full regard must be afforded to the sequential approach and impact test of the NPPF. The overarching

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					town centre first policy direction of the NPPF, and the Council's own retail evidence base, will continue to represent material considerations in this regard.
McDade	Caroline	Drivers Jonas Deloitte	Shearer Property Group	SPG has concerns that the phased approach advocated in the SPD for the Town Centre North scheme will not actually provide a comprehensive scheme which can deliver the step change the Council and the occupiers are seeking. SPG encourages the Council to plan for the interim period up to 2020, and take a positive view towards accommodating new major destination retailers on alternative sites within the Borough in order to capture this key investment.	The DTZ Town Centre North Viability and Deliverability Study is clear in stating that in the current financial climate Town Centre North cannot be delivered on the comprehensive basis envisaged in the adopted Core Strategy. The independent advice of DTZ is clear in stating that a phased approach represents a realistic and viable strategy for delivery, and this approach is reflected in the updated Town Centre North SPD. The Council's retail evidence base is clear in stating that delivery of Town Centre North is reliant on available retail expenditure capacity being directed to the Town Centre, rather than out-of-centre locations. Therefore, whilst the Council will consider applications for non-central retail on individual merits, application of the town centre first approach will continue to

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					represent a material consideration.
Phillips	John	Tandridge District Council		The enhancement of the town centre's role as a major public transport interchange serving the Gatwick sub-region and improving the quality of existing facilities would be supported.	Support noted and welcomed.
Fearn	Michael	Shire consulting	Barclays Bank PLC	The topic paper does not consider flexibility in respect of financial service retailers such as the Bank. This is a serious issue and should be rectified.	Noted. The Council is considering options to enable greater policy flexibility to promote a range of appropriate town centre uses to promote the vitality and viability of the town centre.
Fearn	Michael	Shire consulting	Barclays Bank PLC	Does the option to 'apply a more flexible approach to allow for a greater variety of non-retail uses' mean non-shop uses?	Yes. The Council is considering options to enable greater policy flexibility to promote a range of appropriate town centre uses to promote the vitality and viability of the town centre.
Fearn	Michael	Shire consulting	Barclays Bank PLC	No justification is given for the statement that 'the development management policy approach for the majority of the Town Centre's main shopping area should remain unchanged'; and no support in the evidence base	Noted. It is considered that the retail policy approach identified in the Town Centre Wide SPD remains in broad conformity with the objectives of the NPPF. However, there may be scope to encourage greater flexibility for a range of uses to promote the vitality and viability of the town centre, and this will be further explored through the Local Plan process.

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Fearn	Michael	Shire consulting	Barclays Bank PLC	The Council provides no evidence for retaining restrictive approach to uses other than A1, and doing so is neither justified nor consistent with National Policy ... [it] fails to reflect the need for private sector investment. The focus should be on the quality of the occupier, not on maintaining an arbitrary level of a particular use class. Uses that fall within Part A of the Use Classes Order are appropriate in town centres as they are 'shopping area uses' and are acceptable without any need for restriction or qualification. This is particularly the case for the financial services sector.	The retail policy approach of the Town Centre Wide SPD provides flexibility for a range of town centre uses. In seeking to provide a predominant retail focus with flexibility for other uses in the core frontage area, whilst allowing greater flexibility in other frontage areas, this is considered to reflect the board objectives, and glossary definitions identified in the NPPF. However, an appropriate level of policy flexibility will be determined through the local plan process. Further, it is accepted that the current three-tiered frontage system will need to be updated to ensure greater conformity with the NPPF, and this will be progressed through the emerging Local Plan.
Fearn	Michael	Shire consulting	Barclays Bank PLC	The Council need to review out of date policy relating to shopping frontages, particularly as it is in conflict with Government policy	Noted. It is considered that the current approach broadly reflects NPPF objectives to promote competitive town centres that provide customer choice and a broad retail offer. However, the council will be reviewing the retail policy approach through the Local Plan to ensure appropriate

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
					flexibility, and full conformity with Government policy.
Fearn	Michael	Shire consulting	Barclays Bank PLC	The council should recognise the positive impact that financial service retailers such as the Bank have upon vitality and viability.	Noted.
Fearn	Michael	Shire consulting	Barclays Bank PLC	It is essential that DPD polices should facilitate the positive approach [to planning for town centres] required by PPS4	Agreed. The town centre first approach of PPS4 is retained and arguably amplified in the NPPF. Reflecting this approach in policy will be fundamental to the future vitality and viability of Crawley town centre.
Fearn	Michael	Shire consulting	Barclays Bank PLC	It is important that planning policy recognises the benefit of bank uses in fostering footfall and pedestrian activity and that it should not resist much-needed investment by financial service retailers.	Agreed. It is recognised that a strong retail offer complemented by an appropriate range of main town centre uses represents a sound approach to promoting a vital and viable town centre.
Fearn	Michael	Shire consulting	Barclays Bank PLC	The Council's objectives will require major commitment and substantial investment by the private sector. Restrictive policies will actively work against the achievement of those objectives.	Noted. Scope for additional policy flexibility will be explored through the Local Plan process.
Maidment	Chris	Crawley Local Economy Action Group		Any realistic prospect of major town centre redevelopment should be pursued.	Noted and support welcomed.
Maidment	Chris	Crawley Local Economy Action Group		Town centre development should be flexible in approach to allow a broader mix of activities that can support retail and accommodate new development in tandem, so that Crawley can differentiate itself from otherwise similar town centre offers.	Noted. The Council is considering scope for additional policy flexibility, and this will be explored through the Local Plan process.

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
Maidment	Chris	Crawley Local Economy Action Group		The LEAG support a 'town centre first' policy position.	Noted and support welcomed.
Jones	Alyson	Barton Willmore	Segro	Supportive of CBCs aspirations to deliver and improved town centre destination.	Noted and support welcomed.
Jones	Alyson	Barton Willmore	Segro	To preclude retail or leisure developments from anywhere other than the town centre would be a mistake.	The National Planning Policy Framework is clear in stating that proposals for main town centre use are required to be situated in town centre or edge of centre locations, with out-of-centre sites only to be considered if no other sites are available. Although individual applications will be considered on their own merits, full regard must be afforded to the sequential approach and impact test of the NPPF. The overarching town centre first policy direction of the NPPF, and the Council's own retail evidence base, will continue to represent material considerations in this regard.
Jones	Alyson	Barton Willmore	Segro	Where proposals for other parts [sic] of the borough are brought forward by the development industry, the approach of CBC, and other statutory consultees, should be supportive until it becomes clear that a proposal would not be acceptable because of consequential impacts that are deemed unacceptable.	Noted. As above.
Jones	Alyson	Barton	Segro	Manor Royal has several sites [that] if carefully	Employment policies are

Town Centre & Retail					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Willmore		managed could be achieved in a way that supported rather than competed with the town centre.	intended to be flexible to facilitate economic development. However, the Retail Capacity and Impact Study (2010) prepared by DTZ outlines that out-of-town retail proposals will harm the vitality and viability of Crawley town centre and the future development of Town Centre North. For this reason, DTZ outline that retail development outside the town centre should be resisted until such time that sufficient retail expenditure is available to support out-of-town uses, and in any case should be directed to sequentially preferable sites.
		Reigate and Banstead Borough Council		Wish to carry comments on the Crawley Town Centre North SPD forward to this consultation as they remain valid.	Noted.
		Reigate and Banstead Borough Council		Is it the Council's intention to carry forward [50,000sqm] identified floorspace into the next plan period?	Yes. The DTZ Retail Capacity and Impact Study identifies capacity for approximately 50,000 sqm and retail-led step-change development at TCN remains a viable and deliverable regeneration objective for the town centre.
		Reigate and Banstead		Request that the impact on the deliverability of R&BBC's Core Strategy and Redhill Town Centre Area	Noted. Town Centre North is an established allocation

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Borough Council		Action Plan with proposals contained therein be considered as these have been made public since the study was completed.	identified within the adopted Core Strategy, and its development continues to be supported by the updated DTZ evidence work. This work identifies that no significant adverse impacts on the vitality and viability of Redhill Town Centres are expected. Although it is appreciated that RBBC may have concerns regarding the potential impact of TCN on proposals that have been subsequently identified, it is felt that CBC has fully considered issues of impact through its own evidence base.
		Reigate and Banstead Borough Council		The findings of Crawley Borough Council's 2010 Capacity and Impact study (paragraph 5.12) indicates that Redhill and Horsham would <u>suffer the greatest impact of about 6.1% of their comparison goods sale</u> . R&BBC considers this significant especially in context of the role Redhill/Reigate is meant to be achieving and its current situation as a vulnerable centre. The Town Centre North SPD states that the proposal of approximately 50,000sqm could be achieved without having significant adverse impact on neighbouring town centres (section 1, paras 2.2.& 2.9.). This is broadly reiterated in the 2029 Local Plan topic paper 7 (Town Centre Growth and Retail). R&BBC therefore find the statements made in the topic paper and SPD contradictory to the up to date evidence base (Crawley Borough Council's 2010 Capacity and Impact study).	Disagree. Although the DTZ Retail Capacity and Impact Study establishes that Redhill and Horsham would likely feel the greatest impact of development at Town Centre North, it forecasts that by 2021 both towns should be able to increase their comparison goods sales by 47% and 46% respectively above their estimated sales in 2010. The study considers this sufficient to support some new town centre retail development (paragraph 5.12) and does not therefore expect

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					any significant adverse impact on the vitality and viability of either centre. Following a meeting at officer level between CBC and R&BBC it is understood that Redhill is not pursuing 'step-change' in the short-medium term, and then only on the basis that other more central sites are developed first. On this basis it is suggested that sufficient capacity exists to deliver town centre improvements at both Crawley and Redhill.
		Reigate and Banstead Borough Council		In considering the impact on neighbouring centres, the impact study appears not to factor in the respective roles of centres, i.e. the role of Redhill/Reigate in relation to Crawley is absent in this section but appears briefly toward the end of the report.	Noted. The Gatwick Diamond Local Strategic Statement recognises that whilst growth at Crawley through Town Centre North remains the preferred approach, this should not prevent other town centres from playing an effective role for their local communities. Paragraph 5.14 of the DTZ study outlines that the delivery of TCN would be unlikely to result in significant retail impacts on other town centre, which are forecast to be trading at a level substantially above 2010 levels. Redhill in particular is identified as having potential capacity for a 46% increase in

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
					comparison goods sales at 2021 (from 2010 levels) which would support further town centre development.
		Reigate and Banstead Borough Council		The impact on neighbouring centres appears to be underestimated in topic paper 7, given the findings of Crawley BC's 2010 Capacity and Impact study (Page 2, Key Issues, Town Centre North, second bullet point).	Noted. The DTZ study has found that TCN is unlikely to impact significantly on neighbouring centres in the sub-region. It is however accepted that this point does not come through in the Retail Topic Paper, and will be reflected in the Preferred Strategy.
		Reigate and Banstead Borough Council		Topic paper 7 points out the role for Crawley in the region, i.e. <i>a competitive regional centre</i> (page 1, summary of current context, second para) and is consistent with the Gatwick Diamond Local Strategic Statement. However, Crawley's 2029 Local Plan Issues & Options Topic paper 7 remains silent on the other main focus (Redhill), which needs to be taken into account.	Noted. The role of Redhill, as recognised in the Gatwick Diamond Local Strategic Statement, will be taken account of in the Preferred Strategy.
		Reigate and Banstead Borough Council		The role set out for Crawley in the Gatwick Diamond Local Strategic Statement is recognised and consistent with the Crawley 2029 Local Plan Issues & Options topic paper 7. However, paragraph 5.4 of the Gatwick Diamond Local Strategic Statement is quite specific about the role Redhill plays in support of Crawley and that the scale of growth in Crawley should not prevent other town centres from playing an effective role for their local communities.	Noted. The role of Redhill, as recognised in the Gatwick Diamond Local Strategic Statement, will be taken account of in the Preferred Strategy.
		Reigate and Banstead Borough		The Town Centre North, Viability and Delivery study prepared for Crawley makes an assumption that no other centres would be aspiring to make a similar retail	The DTZ retail study is clear in establishing that step-change development at Town

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Council		<p>development led step change, which would cancel out that envisaged for Crawley. Being a strategic centre of significance and having a vision for becoming a competitive retail destination requires Redhill to make a step change and be able to grow. We do not consider the step change sought in Redhill to be 'similar' to that being promoted for Crawley. Furthermore, we do not consider that it will be of a scale to 'cancel out' that planned for Crawley and seek assurances that the 'step change' sought for Crawley will not prevent that envisaged for Redhill. This should be made clear in Crawley BC's 2029 Local Plan and evidence base and taken on board in the development of the Council's strategy for growth.</p>	<p>Centre North can come forward in a manner that enables other regional centres to grow. Having met with R&BBC at officer level, it is understood that the Redhill Area Action Plan is pursuing an approach of constant market share growth, which will be revisited towards the end of the plan-period through the possible development of the Brighton Road site (subject to all identified town centre sites having been developed). Although CBC would request greater certainty as to the level of development that may come forward at Brighton Road, it is broadly considered that the approaches of CBC and R&BBC are consistent. The would enable a step-change development to be delivered at Town Centre North, whilst leaving sufficient capacity for further comparison retail development at Redhill on a constant market growth basis.</p>
		Reigate and Banstead Borough Council		<p>The Council do, however, wish to pursue a constant market share, which would not impact on neighbouring areas. The Council welcome Crawley Borough Council to have sight of this to inform the development of their strategies.</p>	<p>Noted. As above.</p>

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Reigate and Banstead Borough Council		R&BBC support the growth of Crawley but seek to achieve an understanding with Crawley Borough Council that allows Redhill to grow and support Crawley as envisaged in the Gatwick Diamond Local Strategic Statement.	Noted. As above.
		Reigate and Banstead Borough Council		It would also be quite important for R&BBC to understand what is most critical for Crawley to deliver to achieve its aspirations in the short, medium and long term and the associated floorspace requirements to enable us to consider how development may be sequenced to our mutual benefit. This can be sequenced in a way that would allow for Redhill to continue growing as required.	Agreed. CBC recognise the importance of continued working alongside R&BBC as part of the Gatwick Diamond to deliver identified retail growth. A co-ordinated approach reflecting the Duty to Cooperate will be vital to achieving the objectives of both authorities.
		Reigate and Banstead Borough Council		R&BBC would therefore welcome further discussions with Crawley Borough Council so that a co-ordinated approach can be taken where Crawley and Redhill can both grow in respect of their individual roles.	Agreed. CBC recognise the importance of continued working alongside R&BBC as part of the Gatwick Diamond to deliver identified retail growth. A co-ordinated approach reflecting the Duty to Cooperate will be vital to achieving the objectives of both authorities.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Consideration of mixed-use development including significant housing numbers would be appropriate.	Noted. It is recognised that the Town Centre represents a significant opportunity to deliver housing as part of a sustainable mixed-use development, either through later phases of TCN, as part of identified Opportunity Areas, or in other appropriate

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					locations.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Consideration of opportunities for mixed-use development including significant housing numbers would be consistent with the approach to housing set out in our response to Topic Paper 5.	Noted. As above.
Hoskinson	Tim	Savills	Gatwick Green Consortium	A mix of uses, including retail, residential and night time economy are appropriate in order to secure a vibrant future for the town centre.	Noted. As above.
Adams	John	Drivers Jonas Deloitte	Universities Superannuation Scheme Ltd.	support the delivery of the town Centre North scheme as set out in the indication of potential direction of Topic Paper 7.	Noted and support welcomed.
Adams	John	Drivers Jonas Deloitte	Universities Superannuation Scheme Ltd.	Encourage the council to adopt a flexible approach to retail policy and consider other edge of centre/out of town locations to be brought forward for alternative employment generating opportunities such as retail.	The National Planning Policy Framework is clear in stating that proposals for main town centre use are required to be situated in town centre or edge of centre locations, with out-of-centre sites only to be considered if no other sites are available. Although individual applications will be considered on their own merits, full regard must be afforded to the sequential approach and impact test of the NPPF. The overarching town centre first policy direction of the NPPF, and the Council's own retail evidence base, will continue to represent material considerations in this regard.
Adams	John	Drivers Jonas	Universities Superannuation	sites should be judged based on their ability to demonstrate an identified need for their catchment,	Agreed. This position reflects the town-centre first objectives

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		Deloitte	Scheme Ltd.	that there are no sequentially preferable sites and show that redevelopment will not cause adverse impact on the existing Crawley centre.	of the National Planning Policy Framework.
Adams	John	Drivers Jonas Deloitte	Universities Superannuation Scheme Ltd.	Urge the Council to adopt a similar policy approach for Denvale Trade park as applies to Opportunity area 6.9 Telford Place south and land adjacent to Belmont House in the Town Centre Wide SPG 2009.	Disagree. While it is considered that Telford Place represents an edge-of-centre development opportunity, Denvale Trade Park performs a specific out-of-centre retail function in accommodating bulky goods. There is concern that a relaxation of the current approach could impact upon the vitality and viability of the town centre. Applications will however be considered on their individual merits.
Adams	John	Drivers Jonas Deloitte	Universities Superannuation Scheme Ltd.	Urge the council to consider the individual merits of proposals which are able to justify the potential for additional investment and job creation by adopting a more flexible approach to edge of centre/out of town locations.	As per the guidance of the National Planning Policy Framework, proposals for main town centre uses which are not situated in an existing centre or in accordance with an up-to-date development plan will be considered against the sequential and impact tests of the NPPF.
Maughan	Colin	Resident		The BQ shopping area and the multiplex cinema complex in London Road, Northgate are too detached from the central shopping area to be very well used, even though they are probably well provided with parking space (BQ is very poorly served for pedestrian access on its site by the way). And neither do they really serve a very good neighbourhood shopping	National planning policy sets out clear guidelines to assist councils in identifying town centre boundaries. The London Road Retail Park currently sits outside the town centre boundary and is

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				function due to the limited range of shops they contain. Perhaps they are supposed to provide almost out of town shopping due to good road access. The range of shops could perhaps be expanded, and the “spaces” between them and the central shopping area filled with retail outlets rather than office complexes.	considered an out-of-centre location. In this regard, the council is required to direct the development of town centre uses to the town centre, an approach which is seen as vital to the delivery of Town Centre North. On this basis it is not considered that further out of centre retail development in this location would be appropriate.
Maughan	Colin	Resident		As I have said elsewhere high rates and rents in Crawley make it nearly impossible for small and small specialist shops to survive.	Noted. The majority of retail units in the town centre are under private ownership, and the council is unable to influence rental rates.
Maughan	Colin	Resident		There possibly isn't much a single borough council can do on its own, to prevent supermarkets driving out almost all other retail businesses, especially when there are already too many supermarkets for the town centre's good, but I should like this problem given much more consideration.	The National Planning Policy Framework and the council's own evidence base are clear in stating that proposals for main town centre use are required to be situated in town centre or edge of centre locations, with out-of-centre sites only to be considered if no other sites are available. Any out of centre retail proposals will need to demonstrate that the sequential and impact tests of the NPPF have been satisfied.
Maughan	Colin	Resident		Elsewhere, I have mentioned markets, possibly not outdoor stalls as well as indoor ones, but I am told	Noted.

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				councils do not like them because they do not generate sufficient income. Sometimes shopkeepers do not like them as market traders are supposedly in competition with them, but as they bring more shoppers into town and increase the pace of street life there must be a balance to be struck once research has been done to assess the pros and cons.	
Maughan	Colin	Resident		Due to the high rates and rents mentioned in 2 above some high street businesses have moved to Crawley industrial estates. Although access is not as convenient when doing the daily, weekly or monthly routine shopping, parking facilities are better. I should like to know whether Crawley Council welcomes this alternative provision of the more specialist aspect of shopping to these sites on the town's perimeter.	In determining applications proposing retail uses in non-central locations, the council will have full regard to the sequential and impact assessments of the National Planning Policy Framework, along with its own local policies and evidence base. The presumption will be to promote the town centre first approach, as required by national planning policy.
Maughan	Colin	Resident		Although I have mentioned it elsewhere, I remain concerned that Crawley has recently lost two nightclubs adjacent to Crawley railway station, and seems to be shortly losing a third one when its listed Embassy cinema is demolished to make way for two more cafes or takeaways that we do not need.	Noted.
Maughan	Colin	Resident		The standard of clothing and footwear on offer in Crawley at present is wide cost-wise if mainly aimed at the (large) youth market, and the standard of window display quite good, so I wonder whether this dying art (window dressing) could be given a boost by introducing an annual competition for the best dressed windows. One of my reasons for not liking supermarkets, apart from the obvious ones, and they	Noted

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				make no effort to contribute to the shopping street scene. Their only motive is to make money out of their victim customers and councils.	
Maughan	Colin	Resident		In your question R5. you asked about the mix of uses in the neighbourhoods. The fact that there are factories, garages and workshop behind the shops in Furnace Parade is excellent and is in a very long townscape tradition. As people seldom make use of garages, especially when built in rows these buildings could be replaced with more useful buildings like workshops.	Noted and support welcomed.

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
Phillips	John	Tandridge District Council		the Borough Council should positively indicate its explicit support for [the redevelopment of Gatwick Station].	Noted. The improvements to Gatwick Rail Station are already underway.
Phillips	John	Tandridge District Council		If Gatwick is to expand to 45mppa robust environmental safeguards will be needed.	Agree. The preparation of a new S106 agreement would provide the opportunities to address the environmental safeguards of an increase to 45 mppa. It is currently estimated that Gatwick will reach 40 mppa in 2020.
Phillips	John	Tandridge District Council		[Tandridge] is opposed, in principle, to a second runway at Gatwick Airport and considers that no action is required to deal with the possibility of a second	The position of Tandridge District Council in respect of any proposals to a second

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				runway beyond the requirement to safeguard land. A second runway would increase noise.	runway at Gatwick is noted.
Maidment	Chris	Crawley Local Economy Action Group		Strategic documents should reflect that it is vital that Gatwick is allowed to successfully compete with other airports, and be prepared to harness the economic potential for the benefit of Crawley and the surrounding area.	The economic benefit of the airport is recognised although the environmental impact of the airport is also an important consideration.
Maidment	Chris	Crawley Local Economy Action Group		The LEAG would not encourage a change in policy that would prohibit the expansion of Gatwick until after active open debate that resolves the lack of clarity over the second runway.	Noted. The draft National Aviation Policy which is due out of consultation in the summer of 2012 will provide the opportunity to debate the issue of airport capacity. Until that time it is considered that planning policies should reflect the requirements of the 2003 Aviation White Paper to safeguard land for a second runway.
Maidment	Chris	Crawley Local Economy Action Group		Until debate has taken place, the LEAG supports an approach that allows the airport to realise its growth potential in its current form with appropriate measures to manage undue environmental and other social impacts	Agree. The current S106 agreement enables the airport to grow in its current form with the appropriate environmental measures.
Maidment	Chris	Crawley Local Economy Action Group		The LEAG encourages development of the airport to seek to service other global business designations and to ensure it does not migrate to a low cost, leisure focussed business and aggressively competitive for new routes.	Current policies support the growth of the airport within its current configuration. The Borough Council cannot directly influence the type of passenger and airlines the airport serves.
Frost	Jenny	Ifield Village Conservation Area		Support the development of Gatwick as a single runway while assessing its environmental impact.	Noted. Current policies support the growth of the airport within its current

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		Advisory Committee			configuration whilst addressing its environmental impacts. The draft National Aviation Policy which is due out of consultation in the summer of 2012 will provide the opportunity to debate the issue of future airport capacity as part of the Borough Council's response to the government's consultation document.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Building a second runway should be opposed whenever CBC is asked to comment.	The draft National Aviation Policy which is due out of consultation in the summer of 2012 will provide the opportunity to debate the issue of future airport capacity as part of the Borough Council's response to the government's consultation document.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		We are not sure whether office space at the airport should be restricted to airport related use.	Noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Specific policies in relation to airport parking are helpful, otherwise the whole area could be covered in odd patches of car parking.	Support for the inclusion of policies to address off-airport car parking is noted.
Hoskinson	Tim	Savills		The Gatwick Green consortium has recently prepared a detailed document in response to consultation on the draft Gatwick Airport masterplan. This document is submitted as part of our comments on the Crawley	The document submitted by the Consortium as part of its response to the Gatwick Masterplan has been

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				2029 consultation	considered. The proposed site currently falls within the safeguarded area. Until there is further clarity on the issue of safeguarding and the future capacity of Gatwick as part of the government's National Aviation Policy, then the land will continue to be safeguarded.
Hoskinson	Tim	Savills		Office floorspace within the airport boundary should be restricted to that associated with the operation of the airport, in order to protect the airport's expansion capability. Airport-related developments including high quality business space can be located in close proximity to the airport at Gatwick Green.	Noted. These views will be assessed as part of the consideration of this issue.
Hoskinson	Tim	Savills		Public transport improvements as part of the proposals for Gatwick Green would have wider benefits especially for airport employees, potentially reducing parking requirements and improving the sustainable operation of Gatwick Airport.	Noted.
Bullock	Geoff	Dalton Warner Davis		The adopted Core Strategy Proposals Map excludes AIPUTs Viking House site from the Airport boundary. We believe that it was never the initial to exclude Viking House from the Airport boundary. The Draft Gatwick Airport Master Plan (Oct 2011) continues to show Viking House within the boundary. there has been no material change in circumstances since the 2006 Gatwick master Plan was adopted to suggest that Viking House should be excluded from the boundary/ AIPUT would urge the Local Planning Authority to ensure that the Proposals Map prepared for the new Local Plan reflects the land use requirements of the Airport (as shown on the Draft Gatwick Master Plan)	The request to include Viking House within the airport boundary will be assessed further.

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				and includes the Viking House site within the defined Airport boundary.	
Bullock	Geoff	Dalton Warner Davis		Support the inclusion of a policy that is broadly similar to Policy G1 of the Core Strategy.	Noted.
Bullock	Geoff	Dalton Warner Davis		Request that in defining 'appropriate uses' to be located on-airport the LPA has regard to the types of uses identified in the Draft Gatwick Master Plan.	The definition of appropriate uses will be assessed further in relation to the draft Gatwick Master Plan and the NPPF.
Bullock	Geoff	Dalton Warner Davis		Policy should provide scope for other land uses and activities that do not fall within the categories currently within the core Strategy and Draft master Plan, but which functionally require an on-airport location or for which an on-airport location would be important or beneficial for their business or operation.	The definition of appropriate uses will be assessed further in relation to the draft Gatwick Master Plan and the NPPF.
Bullock	Geoff	Dalton Warner Davis		Until the Government makes a statement or issues a policy to the contrary, AIPUT would urge the LPA to proceed on the basis that land should not be safeguard[ed] for a second runway	Disagree. It is considered that the requirement of the 2003 Airport White Paper to safeguard land for a second runway is still relevant until there is a new national policy which provides clarity on the future configuration of the airport and the need for safeguarding. The draft National Aviation Policy Framework which is due out in Summer 2012 is awaited.
Bullock	Geoff	Dalton Warner Davis		If the new Local Plan is required to safeguard land for a second runway, AIPUT would recommend that it includes a policy or text that confirms that such proposals would be subject to the new national significant infrastructure planning regime and that land required would be subject to the usual compulsory	Noted.

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				purchase and compensation provisions.	
Moore	Adrian	Gatwick Parking Association		The Council should support the construction of a second runway at the earliest opportunity.	Noted. The draft National Aviation Policy which is due out of consultation in the summer of 2012 will provide the opportunity to debate the issue of future airport capacity as part of the Borough Council's response to the government's consultation document.
Moore	Adrian	Gatwick Parking Association		The new Local Plan should contain policies that seek to combat unauthorised car parking at Gatwick Airport.	The support for a policy to address off airport car parking is noted.
Morgan	Katherine	Strutt and Parker		The Council's position in respect of a second runway should remain unchanged from their response to the 2003 [Aviation] White Paper.	The draft National Aviation Policy Framework which is due out in Summer 2012 is awaited. This will provide the opportunity to debate the issue of future airport capacity as part of the Borough Council's response to the government's consultation document.
Morgan	Katherine	Strutt and Parker		The [safeguarded] land should not be safeguarded, but be released for development.	It is considered that the requirement of the 2003 Airport White Paper to safeguard land for a second runway is still relevant until there is a new national policy which provides clarity on the future configuration of the airport and the need for safeguarding.
Morgan	Katherine	Strutt and Parker		The Council should commit to a one runway two terminal airport and release land which is safeguarded	The draft National Aviation Policy Framework which is due out in Summer 2012 is awaited.

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				for a second runway.	This will provide the opportunity to debate the issue of future airport capacity as part of the Borough Council's response to the government's consultation document.
Morgan	Katherine	Strutt and Parker		A [second runway] would undoubtedly have negative environmental impacts on the immediate areas and would affect the quality of life for those living close to the airport or along its flight path.	The draft National Aviation Policy Framework which is due out in Summer 2012 is awaited. This will provide the opportunity to debate the issue of future airport capacity as part of the Borough Council's response to the government's consultation document.
Morgan	Katherine	Strutt and Parker		Given the current pressures for housing and employment land in Crawley it is suggested that the safeguarded area be removed to enable this land to be developed.	It is considered that the requirement of the 2003 Airport White Paper to safeguard land for a second runway is still relevant until there is a new national policy which provides clarity on the future configuration of the airport and the need for safeguarding. Development in this area would also be subject to other relevant planning policies.
Harrison	Kath	Surrey County Council		Welcome the indicated policy direction to resist additional long-term parking outside the airport boundary.	Support for the inclusion of policies to address off-airport car parking is noted.
Harrison	Kath	Surrey County Council		Welcome continued commitment to joint working over Gatwick issues.	Noted.

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
Harrison	Kath	Surrey County Council		It is important that any policies relating to airport parking do not undermine efforts to encourage modal shift from private car to public transport.	Agree.
Maughan	Colin	Resident		It reduces people's confidence in Crawley Council's good faith that it is never admitted that the second runway at Gatwick was constructed years ago, regardless of the fact that its use has in theory not yet been approved by the Government. Possibly its essential purpose is, as on most or all airports in the world, to be military because military planes need longer runways than civilian planes.	There is not currently a second runway at Gatwick although there is an emergency runway which can be used in very limited circumstances when the main runway cannot be used. They cannot be used at the same time.
Maughan	Colin	Resident		I think I have already mentioned my poor opinion of Gatwick Airport as a provider of service and an employer elsewhere in this letter.	Noted.
Maughan	Colin	Resident		Possibly, if the railway industry's fortunes continue to improve, as they hope, there will not be as much growth in air travel as expected – even if fair competition isn't introduced by charging airlines fuel tax.	Noted.
Maughan	Colin	Resident		One of the benefits of having an airport is that young people are encouraged to study aeronautical engineering in Crawley, and on graduation find proper apprenticeships in this area. It is said that the aeronautical engineers at Gatwick Airport are the only people working there who like their jobs.	Noted.
Maughan	Colin	Resident		It seems very likely also that the Airport provides work related to the aircraft for engineering companies in the Crawley area, in addition to other airport support industries, such as cargo handling and hotel accommodation.	Noted. The economic benefits of the airport are recognised.
Maughan	Colin	Resident		Otherwise, I cannot make a positive contribution on this topic, especially as when I worked for fifteen years near Heathrow Airport, it was a scandal that it was	Noted.

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Surname	Name	Organisation	On behalf of	Comments	CBC Response
				allowed to blight the lives of so many people living and working in its proximity.	
Maughan	Colin	Resident		With the unacceptable noise airports generate and the pollution caused by planes dropping excess fuel (if they still do this) the nation's airport development strategy needs much more study before the person on the street can have a well informed view on this industry's future. So I wouldn't be in favour of Crawley Borough Council basing its future plans and the town's prosperity on Gatwick's future expansion and prosperity. Not to mention the problem of air miles being run up flying in many products that can easily be grown or manufactured locally. I doubt whether the USA or France jeopardise their indigenous industries and employment prospects by importing everything on the scale that Britain does.	The benefits of a wide employment base for the town is recognised.
Burns	Rita	Gatwick Airport Limited		Consultation Question G1 - How should the Local Plan address growth of the airport to between 40 and 45 mppa as a single-runway two-terminal airport? Gatwick is the busiest single runway airport in the World. We believe that small increases in peak hour movements may be possible, and that there are opportunities to grow traffic in the existing off-peak periods when existing runway capacity is not being fully utilised. Combined with an expected gradual growth in average aircraft size, we believe Gatwick can realise significant growth through more efficient use of its existing runway. By making use of the full potential of the single runway we believe we will grow to 40mppa by 2020/21. Looking further ahead, we think Gatwick with a single runway has the potential to grow up to 45mppa by the end of the next decade. Gatwick currently works within a regulated environment. Our operations and business models are subject to specific legislative requirements at EU and national level which	Noted.

Gatwick					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				look at the capacity and growth models for airports. At a local level, we currently develop the airport in accordance within a legally binding planning agreement with local authorities which relates to the single runway two terminal configuration up to 2019.	
Burns	Rita	Gatwick Airport Limited		Over the next 10 years we expect our annual throughput to grow to around 40 million passengers. In accommodating this growth, we do not expect any significant change to the airport's size but we do anticipate important changes to our airport infrastructure design layout such as new piers and aprons, baggage and security areas. We project that Gatwick operating at 40mppa will create an extra 1,700 on-airport jobs alone and allow Gatwick to contribute approximately £2.3 billion gross value added (GVA) to the economies of London and the South East alone. The benefits to wider UK economy are likely to be even more significant. We feel it is vital therefore that the new local plan should aim to support and promote the growth of Gatwick airport and aim to capture the significant positive benefits that the airport brings to Crawley and the wider region.	Noted. It is proposed that planning policies will continue to support the operation of the airport within its current configuration with the appropriate environmental safeguards. The Borough Council will continue to work with GAL on the current and future legal agreements which seek to address the environmental impact of the airport.
Burns	Rita	Gatwick Airport Limited		Gatwick Airports transport assessment shows that the road network around Gatwick will be able to accommodate the traffic our anticipated growth will generate. Improvements to local rail infrastructure and the station itself will add capacity and improve the passenger experience for rail travellers. In particular, a £53 million upgrade of the airport railway station will have been completed within the life of the new Local Plan. Gatwick have also studied how this growth will impact on the local environment, specifically our overall carbon footprint, local air quality, aircraft and ground noise, energy, waste, water, landscape and	Noted.

Gatwick					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				biodiversity. We believe that any expected impacts would fall within an acceptable range, and that we will be able to meet all statutory requirements in terms of effectively mitigating such impacts.	
Burns	Rita	Gatwick Airport Limited		<p>GATWICK IN THE LONGER TERM (WITH A SINGLE RUNWAY)</p> <p>By 2030 Gatwick could be handling up to 45mppa but, with the existing single runway, this means In essence that we could be operating at full capacity by the end of the life of the new Local Plan.</p> <p>A large proportion of this growth would be accommodated by making use of currently unused capacity outside the peak periods. We expect that the amount of new infrastructure needed to support it will be relatively small. In addition, all airport developments other than surface access improvements should be contained within the existing airport boundary. Gatwick currently aims to maximise its efficiency within its existing key airfield layout – making Gatwick ‘better rather than bigger’.</p>	The Borough Council will continue to work with GAL on the current and future legal agreements which seek to address the environmental impact of the airport.
Burns	Rita	Gatwick Airport Limited		We think that further improvements to surface access in particular some of the key road junctions around the airport will be needed - but this is largely driven by the forecast growth in background traffic. We consider that the new Local Plan should embrace this key surface access and transport modal choice issue and work alongside the airport to further enhance sustainable forms of transport connecting the airport to Crawley.	Noted. The Borough Council with the County Council will continue to work with GAL on surface access issues.
Burns	Rita	Gatwick Airport Limited		The growth of Gatwick is clearly recognised as bringing huge benefits to the catchment of Crawley and the sub region in terms of employment, attracting business, increasing tourism and the significant economic benefits associated with aviation sector growth. We are committed to delivering sustainable growth through	It is proposed that planning policies will continue to support the operation of the airport within its current configuration with the appropriate environmental safeguards.

Gatwick					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				<p>responsible environmental management coupled with strong economic and community programmes. Gatwick cannot do this alone and we work closely interested stakeholders, the community and the LPA to make sure our goals are shared and supported by CBC and the community.</p> <p>It is therefore imperative that the new Local Plan adopts policies which support and recognises the potential benefits of further growth at the airport in its current single runway two terminal configuration to help ensure that Crawley continues to thrive and feel the benefits of having an airport related community and economy within its catchment. Gatwick believes it is therefore vital that the new CBC Local Plan policies support the ambition of Gatwick to compete to grow and to become the airport of choice.</p>	The Borough Council will continue to work with GAL on the current and future legal agreements which seek to address the environmental impact of the airport.
Burns	Rita	Gatwick Airport Limited		<p>Consultation Question G2 - What are your views on what the Borough Council's position should be with regards to the potential for the future development of a second runway at Gatwick in the very long term?</p> <p>SECOND RUNWAY</p> <p>We have no current plans for a second runway at Gatwick. The scenarios outlined in our response to the Consultation question G1 above are based on Gatwick remaining largely the same size – with a single runway, two terminals and within its existing boundary. At the same time, like any business, our future asset planning needs to cater for all eventualities. We do need to anticipate that, in the long term, a second runway at Gatwick may be needed and could be an option considered to be in the national interest.</p>	The position of GAL with regards to a second runway is noted. It is hoped that the draft National Aviation Policy due out in the summer will provide some greater clarity on this issue.
Burns	Rita	Gatwick Airport Limited		<p>Since the Coalition partnership's rise to term the government policy on safeguarding, as opposed to its specific policy on further runways in the South East, has not changed.</p>	This reflects the Council's interpretation of what constitutes existing government policy. It is hoped that the draft

Gatwick					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				This means that, in accordance with the current national aviation policy laid down in The Future of Air Transport (2003) White Paper (ATWP), we will continue to safeguard land near Gatwick airport that could be used for a second runway. Gatwick therefore considers it imperative that the new Local Plan maintains its current policy 'G2 on Safeguarding land at Gatwick'.	National Aviation Policy due out in the summer will provide some greater clarity on the issue of safeguarding.
Burns	Rita	Gatwick Airport Limited		<p>Under the existing national policy Gatwick is one of the airports selected for official safeguarding on the basis of its importance to the national air transport system. The government therefore looks to Gatwick as the airport operator to take steps to safeguard the land needed for the option of a second runway if the need were to be considered in the future and so Gatwick continues to protecting the safeguarded land area against development incompatible with the second runway in line with national policy. It is therefore the view of Gatwick that the new CBC Local Plan should continue to take forward and adopt the CBC Core Strategy 2008 policy 'G2' on safeguarding land. This is considered imperative in line with both good planning practise and the need for Local Plans to cascade national policy is accentuated particularly as the South East Plan is abolished and Localism integrated into the new Local Plans.</p> <p>Gatwick is of the view that this is clearly in the national interest to continue with this approach to safeguarding land for the future. We consider that until the new sustainable aviation framework for UK aviation emerges the need for safeguarding land the ATWP still remains extant and therefore the CBC new Local Plan should sustain the requirements of the existing G2 policy.</p>	This reflects the Council's interpretation of what constitutes existing government policy. It is hoped that the draft National Aviation Policy due out in the summer will provide some greater clarity on the issue of safeguarding.
Burns	Rita	Gatwick		Consultation Question G3 - Should the restriction of	The views of GAL on the issue

Gatwick					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Airport Limited		<p>office space at the airport to airport related use be retained?</p> <p>Gatwick Airport believes strongly that we would like a permanent relaxation of policy relating to airport office space to allow for office accommodation on airport from non-airport related companies.</p> <p>Gatwick opposes planning policies which restrict the airport from offering empty office space for non-airport related uses. In the current economic climate we believe that all opportunities to positively attract business to the airport should be explored.</p> <p>Gatwick firmly believes that the airport would not have an adverse impact on the local market if our planning restriction on non airport related office space was lifted permanently.</p> <p>The majority of Manor Royal is actually occupied by airport related companies and therefore landlord's and the local economy benefit from the extended value the airport brings without placing similar planning policy restrictions on them. Therefore Gatwick should conversely be able to rent space to non-airport related companies.</p> <p>The decision to apply for the change of use, to both Longbridge House and Norfolk House, from office to hotel usage demonstrates the difficulties Gatwick are experiencing as a Landlord with a large property portfolio. Every effort to minimise our voids is explored and fully investigated and marketed. However a relaxation to our planning restriction would greatly assist Gatwick and also add to the potential to diversify on airport usage and for Crawley to also benefits from such portfolio diversification at Gatwick.</p>	of the future use of office space at the airport is noted.
Burns	Rita	Gatwick Airport Limited		<p>Consultation Question G4. Should there be specific policies in relation to airport related car parking?</p> <p>Gatwick currently plans for an appropriate amount of</p>	The support for a policy to address off airport car parking is noted.

Gatwick					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				car parking spaces based on our Master Plan and planning approvals. In addition to this we also have a substantial number of planning obligations which relate to sustainable development in particular Surface Access mode share targets and car parking numbers. Therefore if Gatwick delivers its mode share targets, this can be undermined by unplanned and excessive off airport capacity. In addition, unless there are strict controls on off airport car parking - ad hoc sites will continue to be set up with little regard to important environmental controls. Gatwick would therefore agree that there should be car parking policies relating specifically to within the airport boundary that are not so restrictive to be anticompetitive but the inclusion of policies that also allows the new Local Plan to address the need for very clear policies on off airport parking and the enforcement action to be applied to illegal off airport car parking.	

GREEN INFRASTRUCTURE

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Morgan	Katherine	Strutt and Parker	Mr Peter Willmott	Where [recreational space and leisure] facilities have become rundown the Council should look to refurbish or replace them using Section 106 of Community Infrastructure Levy funds; rather than using them for development.	We will seek to make qualitative improvements to open space that is of low quality but important to the community. This is in line with national guidance.
Butcher	Patricia	British Horse Society		The development of Crawley has resulted in the concentration of equestrians on the urban fringe. Any development on the urban fringe has the potential to	Noted - the Landscape Character Assessment and Built up Area Boundary will

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				seriously affect the informal recreation which is an intrinsic part of their activity.	serve as a framework for decision making that will respect local distinctiveness and conserve and enhance the character areas/edges.
Butcher	Patricia	British Horse Society		Development on the urban fringe can also bring opportunities for strategic improvements [to equestrian activities] which should be pro-actively sought.	Noted.
Butcher	Patricia	British Horse Society		The only appropriate development in the countryside would be for the purposes of agriculture, or possibly leisure and recreation if of a sympathetic nature to the surroundings, and enhancing the rural character of the area.	Noted.
Butcher	Patricia	British Horse Society		Crawley's urban fringe and countryside must be robustly protected in the Local Plan.	The quality and character of the countryside within Crawley will be protected and enhanced where possible. The local plan will recognise the role of the urban/rural fringe and seek to make the most of opportunities to meet the needs of residents, visitors and conservation and enhancement of the natural environment.
Butcher	Patricia	British Horse Society		A linking safe network of Public Rights of Way are both a need and priority for the countryside.	Agree.
Butcher	Patricia	British Horse Society		The Council should further explore the provision of a strategic community multi-use circuit around the urban fringe of the town, with links outward into the wider countryside, and where appropriate into green spaces within the town.	Supported - we will seek to protect and where possible enhance multi use open space through the implementation of a green infrastructure plan.
Butcher	Patricia	British Horse Society		There is a non-motorised user underpass at Crabbet Park (not far from the Crawley Greenway route), which	This potential opportunity will be looked at as part of the

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				could offer the possibility of a green corridor going north to Horley (or east to Copthorne).	green infrastructure plan.
Butcher	Patricia	British Horse Society		There is an underpass of the A264 adjacent to Junction 10 (eastern side), and there is an M23 accommodation bridge (to the north of Junction 10 at heathy Ground), which at present carries a footpath which will link into eh North East Sector development. A route north from here towards Peeks Brook Lane would link into Surrey.	This potential opportunity will be looked at as part of the green infrastructure plan.
Butcher	Patricia	British Horse Society		A new housing estate should not be designed in isolation and must not become a barrier to the countryside access for residents - rather it should provide a 'gateway' from the urban area in the wider countryside.	Agree.
Butcher	Patricia	British Horse Society		The public rights of way network [is a particular type of open space that is of particular importance].	Agree.
Butcher	Patricia	British Horse Society		The Local Plan should contain a policy that protects rights of way and recreational routes (green corridors) and encourages access to the countryside. The policy should ensure development does not result in the loss of, or adversely affect a right of way of other recreational route. The policy should ensure that development provides links to rights of way and other recreational routes both within the development and to the wider countryside. The policy should actively promote the creation of routes both within and between communities. The policy should (where appropriate) ensure rights of way and recreational routes are multi-use (used by walkers, cyclists, equestrians).	Supported.
Phillips	John	Tandridge District Council		A boundary of the NES that is further south than that proposed would have environmental benefits and retain a greater area of open countryside close to Tandridge.	Noted - planning permission has been granted for this development

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Phillips	John	Tandridge District Council		Any undeveloped land at the [NES] site should be protected by inclusion in the Gatwick Green Partnership; and assessed for potential enhancement.	Noted - planning permission has been granted for this development
Phillips	John	Tandridge District Council		Boundaries of NES should have soft edges.	Noted - planning permission has been granted for this development
Owen	Chris	West Sussex County Council		Support the biodiversity 'option' and look forward to seeing it translated into the Green Infrastructure policy.	Support welcomed.
Owen	Chris	West Sussex County Council		Strong, robust policies to protect existing ecologically sensitive sites from the damaging affects of development will be essential.	Agree.
Owen	Chris	West Sussex County Council		Where development must occur adjacent to ancient woodlands or SNCI a substantial buffer zone should be established and managed for biodiversity; with reference to NE Standing Advice and PPS9. It would be helpful if this principle was established as policy.	The need for a local policy which reflects NE standing advice will be considered.
Wilson	Jennifer	Environment Agency		Suggest the definition of green infrastructure to include both blue and green corridors with rivers mentioned in the policy as one of the features of GI.	Agree - Green infrastructure includes watercourses and green corridors.
Wilson	Jennifer	Environment Agency		Watercourses and wetland have not been identified as 'green infrastructure' within this document. The River Mole and its tributaries ... are important corridors for people and wildlife and to enhance and maintain the character of the local area.	The River Mole and it's tributaries have been identifies as green infrastructure assets
Wilson	Jennifer	Environment Agency		The evidence base should also include Water Framework Directive; Wildlife and Countryside Act; and the Countryside Rights of Way Act.	Agree.
Lister	John	Natural England		We welcome the recognition of the need for "ensuring the sustainable development of the town and responding to the threat of climate change ..." (TP1).	Noted.
Lister	John	Natural		We welcome the "continued conservation and	Noted.

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		England		enhancement of the town's social, natural, environmental, and built quality and character ..." (TP1).	
Lister	John	Natural England		We welcome "Objective Six – To conserve and enhance the biodiversity habitats, key landscape features, fauna and flora within the Borough". (TP12).	Noted.
Lister	John	Natural England		We welcome the commitment to developing Green Infrastructure.	Noted.
Lister	John	Natural England		Through the course of the new plan, GI will grow and multifunctional integrated green design opportunities can be captured.	Noted.
Lister	John	Natural England		NE also welcomes the commitments to resolve the issues set out in the options relating to the Urban / Rural Fringe, Biodiversity and Nature Conservation. The document indicates that the council will need to "decide how we plan for future development with no net loss of biodiversity". Given the urban nature of the borough, the pressures on landscape and habitats from development and the recreational and economic use of the countryside and the challenges of climate change; perhaps the ambition should be about seek net gain in all possible cases.	Noted.
Lister	John	Natural England		The proposal to formulate area/location specific policies as part of the wider green infrastructure network is welcomed, however it may be inappropriate to set out "where certain types of development would be appropriate" unless the plan is seeking to make formal allocation or where some development may be acceptable where it generates significant landscape or biodiversity benefits.	Noted.
Lister	John	Natural England		The need for development should come from other studies and real needs expressed through market pressures. The LCA with Landscape and Visual	Agree.

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				Impact Assessment methodologies provide a framework for assessing the acceptability of such proposals.	
Lister	John	Natural England		NE welcomes the commitment to prepare a green infrastructure plan as part of the Local Plan 2014.	Noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		In the countryside a network of bridleways and educational places for the study of flora and fauna and farming practices should be encouraged.	Agree.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Crawley needs to monitor and document biological information so that the impact on wildlife is known. SNCIs need their information updated.	Agree - it is important to keep up-to-date management plans - this is outside the scope of the Local Plan.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Agree with proposal for a Landscape Character Assessment and the development of different policies for different types of countryside within the borough boundary.	Support is welcomed.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Current policy of no building beyond the built up area boundary is extremely useful to IVCAAC. We would not want this policy changed.	Support for existing policy is noted.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Can bridleways be developed.	Noted
Frost	Jenny	Ifield Village Conservation Area		The policy of protecting green space unless considered surplus is a reasonable policy but it would be helpful to know the criteria by which surplus is judged.	Surplus is identified by following the guidelines set out in the PPG17 Companion

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Advisory Committee			guide to produce an open space study which identifies deficiencies and surpluses of open space.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		Sites should only be taken over for development after careful consideration of the value for wildlife and the residents.	Agree - these are two of the principle considerations when assessing open space sites.
Frost	Jenny	Ifield Village Conservation Area Advisory Committee		There are several areas that are important to us: <ul style="list-style-type: none"> • The Village Green • Ifield Brook meadows • The farmland to the west of Ifield Brook and the River Mole • Footpath from the meadows through to Ifield Water Mill, and the Mill and Mill Pond • Footpath links to Ifield West via Ifield golf course 	Noted - these will be added to all residents responses to gain an understanding of Crawleys most valued open spaces.
Hoskinson	Tim	Savills		Links to the green space network / corridors should be encouraged as part of sustainable development.	Agree.
Hoskinson	Tim	Savills		The Topic Paper recognises that strategic gaps are not supported by national and regional policy. A criteria based policy based on a landscape character assessment is supported as the most appropriate approach [to countryside policies]	Noted.
Hoskinson	Tim	Savills		The proposed policy approach and Built Up Area Boundary principles are supported on the basis that the boundaries should be fixed to accommodate sites allocated for development through the local plan. In formulating built up area boundaries, consideration should be given to the need for a strategic employment site to meet regional policy objectives and specifically to the Gatwick Green proposals.	Noted - the built up area boundary will be amended to include any local plan allocations

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Hoskinson	Tim	Savills		The landscape character assessment and built up area boundary review will need to build on the existing information and evidence base that is available.	Noted.
Hoskinson	Tim	Savills		The strategic gaps should be removed/not continued.	Agree.
Hoskinson	Tim	Savills		The current policy approach to open space provision of protecting sites unless proven to be surplus remains relevant	Agree.
Hoskinson	Tim	Savills		Areas such as the proposed site for Gatwick Green offer opportunities not just for accommodating strategic development, but for the development itself to fund and deliver environmental improvements, new footpaths / cycleway, green areas and other infrastructure as it proceeds. The land is under-used and represents a missed opportunity in a strategic location at present.	Noted.
Burgess	Paul	Lewis & Co Planning South East Limited		Request an amendment to the Built-Up Area Boundary of south Crawley to include: <ul style="list-style-type: none"> • Thomas Bennett Community College • K2 Leisure Centre • Brighton Road/Tilgate Drive junction • Existing housing located adjacent to Brighton Road including Flint Cottage and Nos.1 (Kilvarock), 2 and 3 Pease Pottage Hill • Tilgate Business Park • Broadfield Park A map of the proposed revised boundary is provided	Noted - this suggestion will be considered as part of built-up area boundary review.
Burgess	Paul	Lewis & Co Planning South East Limited		Following our recent conversation and in addition to our letter dated 24th November 2011 commenting on the settlement boundary review within the CS Consultation and the re classification of our area. I would like to add further considerations that the approval of a new stand at Crawley Town Football Club (CTFC) will add to further urbanisation through visible construction development, increased vehicle traffic, the	Noted - see above

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				<p>need for high numbers of parking and general disruption fuelling continued change to our area. Considerations are:</p> <ul style="list-style-type: none"> • Shared Parking • Increased Traffic • Activity, Noise & Light Pollution <p><u>Shared Parking</u> The Stadium application D&A statement clearly points out no scope for further parking at the Stadium. CBC granted planning permission based on CTFC reliance on cooperation from local businesses utilising parking facilities at Broadfield Park and Tilgate Forest Business Park.</p> <p>During home fixtures we see parking on the A23 from CTFC round-about heading south past K2 Leisure Centre right up to Tilgate Forest Business Park, on grass verges, lay-bys and blocking access. Noticeably with the recent success of the club we are seeing considerable increase in parking and traffic volumes. With an additional 2000 visitors this is set to increase. Crawley's 2 top leisure facilities are bang opposite one another and at times can dominate our areas and when CTFC fixtures clash with K2 events disruption goes to another level.</p> <p><u>Increased Traffic</u> The major transport artery in and out of the south of Crawley is the A23 and is one of the top contributors to change in our area. We see patterns of traffic peaking during am / pm, with an increased 2000 seats we will see mid week and weekend traffic increasing and no doubt the opportunity to shorten a walk by parking on the soft green verges will continue to appeal. With major development out side the settlement</p>	

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				<p>boundary supporting planning for development inside the boundary this brings the boundary status of Tilgate Forest Business Park in to question.</p> <p><u>Activity, Noise & light pollution</u> Vehicle traffic, parking needs, game noise and general activity is all set to increase, add the approval to increase Lumens of flood lighting to substantially higher levels light pollution is also set to increase. With increased visible construction, vehicle traffic, noise and high numbers of parking, development continues to shaping our immediate area. The CS review sets to address these changes and seeing how our areas has urbanised so considerably over the past 15 years I trust the council will agree with our overall views and amend the settlement boundary accordingly.</p>	
Fullwood	Tony	Tony Fullwood Associates		Management plans (woodland/ habitat) should be part of any proposals to ensure restoration of the landscape character.	Noted.
Fullwood	Tony	Tony Fullwood Associates		Public access within the area should be opened up to allow greater access to green space.	Opportunities will be looked at as part of the green infrastructure plan
Fullwood	Tony	Tony Fullwood Associates		The BUAB should be modified to include land required to meet new development targets up to 2029.	Noted - the built up area boundary will be amended to include any local plan allocations.
Hagon	Nick	Resident		Deep concerns with the disappearance of skilled gardeners capable of maintaining Crawley's parks and gardens. It is essential to have skilled personal [sic] to undertake programmes [to look after remaining plants and continue with restoration and rejuvenation of heritage gardens].	This is outside the scope of the Local Plan.
Hagon	Nick	Resident		The consultation does not identify flora and fauna of	Noted.

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				parks and gardens.	
Hagon	Nick	Resident		The public should be more informed of our rich and green open spaces.	This is outside the scope of the Local Plan.
Hagon	Nick	Resident		Planting at NES should be on equal standing to hard surfaces and take climatic change into account to improve the built environment and habitats for fauna.	Noted - Planning permission has been granted for this development.
Tony	Tony Fullwood Associates	7 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams		The planning guidelines and enhancement opportunities in the Worth area should be framed to manage the heritage assets of the area whilst allowing modest new development which can be absorbed within the landscape; enable enhancement and restoration of the heritage assets and create greater public access.	Noted.
Tony	Tony Fullwood Associates	8 similar reps on behalf of Mr Richard Bucknall; Mr Michael Robinson; Mrs J Williams		Development should be well sited so as not to interrupt important long views of the wider countryside.	Agree - The council will seek to protect important views.
John	Tandridge District Council			Strict policies of restraint should operate in the areas that will no longer be covered by the strategic gap designation to prevent the coalescence of the urban areas and to prevent the loss of the separate identity of settlements.	Criteria policies for landscape character areas/edges will maintain the separate identity of settlements and create a framework for decision making for Crawley's urban/rural fringe.
Maughan	Colin	Resident		GI1 Now the mechanisms of the farming industry has made many sound farm buildings redundant, farm complexes are often ideal sites for small industrial sites/estates. I regularly visit several. The rents are considerably more favourable to anyone willing to start	The development and diversification of agriculture and other land based rural businesses will be supported whilst retaining the character of

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				a new small business than on the larger Council industrial estates. It also means that otherwise underused, and often quite handsome buildings are brought back to life, instead of suburbanizing another part of the surrounding countryside. In a small way this also addresses my problem that Crawley tends to keep itself apart from the working countryside. These industrial units on farms are uncompromisingly rural, and I think offer little or no threat to their surroundings. In fact adding a little to its prosperity while improving the farms' upkeep.	the countryside.
Maughan	Colin	Resident		GI2, GI3, GI4 I fear that the wildlife and landscape quality of the countryside, and equally important its essential role in the farming and forestry industries are under-estimated by Crawley Council. At a recent workshop in the Civic Hall I asked what efforts are being made to work with these two major industries, so that there is more interchange between town and country. I was told that these rural industries "don't amount to much" by one of the planning officers conducting the workshops. This is a narrow view and quite wrong. They are doing quite well, and probably as a result land values are quite high now at £5-10,000 an acre (or hectare?), and there is a coming shortage of labour.	The small amount of countryside within Crawley is highly valued for its character and the role it plays - access to the wider countryside, traditional land based activities and new leisure and recreation opportunities that are suitable in a countryside location.
Maughan	Colin	Resident		GI5 Yes, but as we have seen over the former Embassy Cinema conspiracy, <u>proving</u> anything where developers' lack of scruples is concerned doesn't have much authority.	Not open space.
Maughan	Colin	Resident		GI6 Yes	Noted.
Maughan	Colin	Resident		GI7 Bearing in mind that very few people use their gardens to grow food, and children's play now seems to have been taken over by computer games, which take place indoors, gardens are almost redundant	Some areas of the town are well served by allotments and others are not. The Local Plan and future open space

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				<p>unless one of two partners brings in enough money for the other to be a gardener of the plant/shrub/fountain turn of mind. But as far as I know there is an increasing demand for allotments all over Britain, and I should like to see Crawley Council more pro-active in encouraging this altogether positive leisure activity. I have seen no mention of this use of land in any of the papers that have come into my hand concerning the Local Plan. Everything about working in allotments is positive – sense of community; better quality of food; saving money; encouraging people, hopefully including children, to get green fingers and cook at home; exercise; knowledge of cultivation and pests and diseases, botany, horticulture and the seasons etc.</p>	<p>strategies will encourage new allotments in areas where a sufficient number of residents are beyond a reasonable walking distance from an existing allotment..</p>
Maughan	Colin	Resident		<p>People who travel everywhere by road have little or no knowledge of the countryside between the roads and behind the roadside hedges, and cross-country walking and riding should be encouraged. Apart from the obvious benefits of seeing firsthand the landscape and the buildings in it, and the rural industries, people's knowledge of their heritage will increase, they will meet some of their country neighbours, and provide custom to pubs, cafes, b&bs and hotels in Sussex.</p>	<p>The Local Plan will protect public rights of way and encourage enhancements where it is currently fragmented. To encourage residents to use public rights of way is outside the scope of the Local Plan.</p>
Maughan	Colin	Resident		<p>As I noted above, agricultural land is more valuable than people in towns think, especially if it has good fertility. I should like it treated with more respect – all open space that is – as it is in Holland, where every square inch has been hard won, and is used for cultivation up to the edge of the road. Obviously, there have to be wildlife considerations, but in Crawley there are numerous pieces of land that seem to be forgotten and abandoned, some of which were carefully cultivated by the Council's gardeners when I came to live in Crawley. This impression that nobody cares or can afford to care, like the scruffy signs on industrial</p>	<p>We will seek to make qualitative improvements to open space that is of low quality but important to the community. This is in line with national guidance. However, maintenance of open space is somewhat outside the scope of the Local Plan.</p>

Green Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				estates gives an unfavourable impression of the town to both residents and visitors.	
Maughan	Colin	Resident		There is a danger of the Garden City/New Town concept being lost if trees and shrubs are not specified carefully and bought from good nurseries. They also need to be carefully nurtured once they have been planted – which they usually are not. Vandals often break off newly planted and they are never replaced.	The Local Plan will seek to maintain and enhance Crawley's trees which are part of the distinctive character of Crawley.
Maughan	Colin	Resident		Although Crawley is well served with mature trees and most are well maintained there are increasing numbers that have the clumsy attentions of so-called tree-surgeons. If challenged, they and both Crawley and West Sussex Councils say they are working to British Standards for urban trees. Some firms may be, but some are not. BSs on the management of urban trees and sound as far as they go, but on the sketchy side. I have written to the Councils about the too severe or unnecessary cutting of roadside trees, but so far have had no reply.	Council maintenance of trees is outside the scope of the Local Plan. For new development the applicant will need to adhere to the British Standard - trees in relation to construction - recommendations.

INFRASTRUCTURE

Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Bell	Carmelle	Thames Water		A key sustainability objective for the preparation of the Local Development Framework should be for new development to be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure.	Noted. The Borough Council is working with Thames Water to address sewerage capacity issues.
Bell	Carmelle	Thames		it will not be possible to identify all of the sewerage	Noted. The Borough Council is

Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
		Water		infrastructure required over the plan period due to the way we are regulated and plan in 5 year periods (Asset Management Plans or AMPs). A policy [covering the key issue of the provision of water and sewerage infrastructure to service development] is required to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property and pollution of land and watercourses.	aware of the 5 year Asset Management Period. As part of its infrastructure planning, the Borough Council is required to demonstrate how the future infrastructure needs of development will be met.
Bell	Carmelle	Thames Water		It also important that the satisfactory provision of sewerage (and water) infrastructure is covered to meet the test of "soundness" as set out in PPS 12.	Noted.
Bell	Carmelle	Thames Water		Although Policy ICS2 of the adopted Core Strategy makes reference to wastewater infrastructure, it is considered that this does not go far enough to ensure such infrastructure is considered in relation to all development proposals. This is essential to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property and pollution of land and watercourses.	Noted. The Local Plan will also be supported by an Infrastructure Plan.
Bell	Carmelle	Thames Water		It is essential that developers demonstrate that adequate capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water & sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development. Thames Water conclude by setting out proposed policy and supporting text	Noted. The proposed policy will be considered as part of the next stage of local plan preparation.

Infrastructure					
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Hoskinson	Tim	Savills	Gatwick Green Consortium	Continued improvements to public transport and highway infrastructure would assist the sub-region to fulfil the economic potential clearly identified in the Gatwick Diamond Futures Plan.	Noted. Other comments respond to the Gatwick Green proposals.
Hoskinson	Tim	Savills	Gatwick Green Consortium	the Gatwick Green development concept has taken into account the Crawley sustainable communities strategy and other policy statements such as the Gatwick Diamond Futures Plan, and would incorporate higher education provision, a healthcare and fitness centre, a sustainable approach to utilities provision and waste management, and green infrastructure. A strategic allocation of the Gatwick Green site in the local plan would greatly assist the delivery of this infrastructure.	Noted. Other comments respond to the Gatwick Green proposals.
Owen	Chris	West Sussex County Council		the North East locality is at capacity (although 93% capacity across the whole borough).	Comment noted. CBC is working with WSCC to discuss education issues.
Maidment	Chris	Crawley Local Economy Action Group		Supports and encourages an approach that looks positively at how R&D might be co-located with higher education and commercial activities. Such a development should be geographically close to Gatwick.	Noted. There are currently no firm proposals for new higher education facilities. Discussions will continue with the relevant organisations to consider how these needs can be met.
Maidment	Chris	Crawley Local Economy Action Group		New strategic development should seek to be genuinely different rather than replicate and compete with existing places.	Noted. This will be assessed as part of the overall strategy for the town.
Owen	Chris	West Sussex County Council		Minor amendment proposed to Evidence Base: 'WSCC: Waste Management Services have indicated that <u>its</u> existing facilities, <u>located in Metcalf Way</u> , are operating efficiently. Improvements to existing facilities will be considered when a threshold of an additional 5000	Correct reference to Metcalf Way facility will be made in future documents.

Infrastructure					
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				dwelling in the Borough is met (from 2011)'. IN1 Crawley Bus Station would benefit from a well-designed update and expansion. The proximity of the railway station is probably already positive and the town might benefit if there was more integration as at Victoria Station in London. Crawley is fortunate compared with many town in having these two travel centres so near the heart of the town. A study of other travel centres here and abroad might help your planners get this right, bearing in mind that in many towns and cities in the world they <u>are</u> the centre. The impression in Crawley is that the (always empty) office block is more important than the railway station, and that the bus station was thrown in by the developers when County Mall was built. If this was so it is surely not the best way to get the best result.	
Maughan	Colin	Resident			Noted. The possibilities of improving the area around the bus station and rail station are being considered.
Maughan	Colin	Resident		Nightclubs: As I mentioned in my comments on Topic Paper 7, item 6 above the absence of nightclubs in Crawley may put it at a disadvantage in this part of Sussex. It is my understanding that many young people in this town of young people like going to nightclubs, and that their parents like them to go to well run nightclubs locally. The siting of those we had and in one case still have in the Bar Med are a) near the station and b) in the Old Town high Street – both good in terms of convenience and as a contribution to the town's life after the shops have closed in the evening. It seems typical of developers' attitude that if and when the new Morrison's supermarket is built on the Sussex House site the set back incorporated into the Embassy Cinemas design allowing a slip road to be built to allow people to be dropped off and collected conveniently off the main high street, has been eliminated from their plans.	It is recognised that nightclubs can form part of the evening economy. Any proposals affecting nightclubs would be considered on a site by site basis.
Maughan	Colin	Resident		There is so much overlap in this particular Topic Paper of	Noted.

Infrastructure					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
				subjects covered in previous papers that I shall not make any further comments here.	

SA & SEA

SA & SEA					
Surname	Name	Organisation	On behalf of	Comments	CBC Response
Owen	Chris	West Sussex County Council		Evidence base also includes: Natural Environment and Rural Communities Act 2006 spec S40 & 41; Ancient Woodland Inventory; Sussex Biodiversity Record Centre.	These documents will be added to the Plans Policies and Programmes information in the Sustainability Report.
Owen	Chris	West Sussex County Council		Currently agree with the conclusions of the draft HRA screening.	Noted.
Owen	Chris	West Sussex County Council		Delete the list of species within E4 as these do not all fulfil the requirements of the previous sentence.	Noted. The sentence will be deleted or the information updated to be accurate, as far as information is available.
Owen	Chris	West Sussex County Council		Table 4.3, SO6: the proposed indicators are biased toward no net loss of designates sites. Consider recording 'area of Crawley that has been ecologically enhanced'.	Noted. A new list of proposed indicators will be included in the Draft Sustainability Report and prepared in parallel with proposed monitoring framework for the Local Plan in the Preferred Option consultation to ensure compatibility and a comprehensive range or appropriate indicators. The

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					indicators will avoid bias and this suggestion will be taken into account during their preparation.
Wilson	Jennifer	Environment Agency		Under Key Issues 'A': Page 26 - Support the approach that 'the council includes water efficiency policies in its Core Strategy Review, and approach that has been endorsed by the water companies'.	Noted.
Wilson	Jennifer	Environment Agency		Under Key Issues 'A': Page 28 - Does not discuss increased water efficiency measures for new developments which should attract more stringent water efficiency levels, i.e. 105l/p/d equating to CfSH's level 3/5. Support the recommendations put forward for water efficiency by the Water cycle Study and hope these have been applied to the core strategy policies across the council's areas and not just Gatwick growth area.	The CfSH requirements will be added to the 'Trend' information in the Sustainability Report, along with other information in the report respecting Southern Water's recent installation of meters across Crawley. The Local Plan will consider appropriate water policies that will apply across the Borough as well as in specific locations/in relation to specific developments. We will work with the EA and other stakeholders to agree appropriate policies
Wilson	Jennifer	Environment Agency		The evidence base should also include Water Framework Directive and the Mole CMAS.	These documents will be added to the Plans Policies and Programmes information in the Sustainability Report.
Wilson	Jennifer	Environment Agency		there should be a mention of the need to protect groundwater during development. Any site proposed for development should be screened using the Environment Agency's Groundwater Protection: Policy and Practice (GP3), for acceptability of what types of development will	Noted. This will be included in the Issues in the Sustainability Report and considered for policy inclusion during preparation of the draft Local

SA & SEA					
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				be acceptable in different locations.	Plan.
Wilson	Jennifer	Environment Agency		SuDS that allow for infiltration to ground may not be acceptable at all sites. (w.r.t. EA document GP3 for surface water drainage provided ground conditions are suitable - i.e. not impacted by contamination).	Noted. Potential for contamination to groundwater and other issues will be taken into consideration when formulating policy options for SuDS and surface water drainage; and policy options Appraised during the SA to consider any appropriate mitigation measures
Wilson	Jennifer	Environment Agency		GP3, SPZ maps, ground conditions and groundwater level information should be referred to when designing surface water drainage systems for individual sites.	Noted. These points will be referred to as appropriate during policy formation, SA, and proposals for mitigation of policies.
Wilson	Jennifer	Environment Agency		Surface water drainage options should be considered at an early stage in the planning process to ensure there is an acceptable option.	The council is reviewing the SFRA as part of the Local Plan preparation. Surface water drainage will be considered throughout the process and we will continue to liaise and consult with the EA and stakeholders
Burt	Elizabeth	Savills	Crest Strategic Projects	Urge [the council] that [land west of Bewbush] is included within the further SA/SEA process.	Land West of Bewbush is included within the SEA boundary. Crawley also recognised the potential need to extend the SEA boundary to include potential development sites outside Crawley's administrative boundary in the SEA. Any revisions to the SEA

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					boundary will be illustrated in the draft Sustainability Report for consultation alongside the Preferred Option Local Plan.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The HRA screening report appears to provide a reasonable and objective assessment of the possible effects of the local plan on European Sites. The conclusion that the plan will not have a significant adverse impact (either on their own or "in combination" with other plans) on the European Sites is therefore supported, and on the basis of this report we do not consider that Appropriate Assessment is required.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The proposed methodology appears appropriate.	Noted.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The list of Engagement Partners at Appendix B of the SA/SEA scoping report would benefit from greater representation in relation to the local economy, for example representatives from the Gatwick Diamond, the Coast to Capital LEP, and the Local Economy Action Group would help to ensure a better balance. Higher education providers should also be represented.	Noted. Crawley will ensure the Appraisal process is carried out objectively, considering environmental, social and economic issues. These additional stakeholders will be invited to be engaged in any Appraisal processes as appropriate.
Hoskinson	Tim	Savills	Gatwick Green Consortium	The evidence base previously submitted for the Gatwick Green proposals includes a Baseline Environment and Utilities report, a Sustainability Strategy, and an Alternative Site Assessment which will be of relevance for the SA / SEA and HRA.	These documents will be added to the Plans Policies and Programmes information in the Sustainability Report.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Economic growth aspirations should be fully taken into account when considering the extent to which the plan meets objective 5 (economy). It is important to recognise	Crawley will ensure the Appraisal process is carried out objectively, considering

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				the need for strategic employment provision as an essential comment in addressing local economic growth aspirations and the wider regional and sub-regional policy framework established through the South East Plan, the Regional Economic Strategy, and the Gatwick Diamond Futures Plan.	environmental, social and economic issues. A Sustainability Statement prepared for the Gatwick Diamond Local Strategic Statement, and the aspirations of the LSS and other sub-regional documents adopted by the council will be taken into consideration in the Sustainability Appraisal and reflected in the Report.
Hoskinson	Tim	Savills	Gatwick Green Consortium	Economic diversification into high value added activity and the growth of the knowledge economy will be important factors to monitor. The provision of a strategic campus style business park has been identified as an opportunity to further develop high quality employment opportunities; progress and take-up of such an opportunity should also be monitored.	Any reasonable policy options will be considered through the Appraisal process, and an appropriate monitoring framework developed.
Bradley	David	Barton Willmore	Crest Lane LLP	A New Market Town in the Sayers Common area should be tested as an option through the Sustainability Appraisal process.	Any reasonable policy options will be considered through the Appraisal process, and an appropriate monitoring framework developed.
Maughan	Colin	Resident		SA2 Your methodology seems comprehensive apart from a few important omissions, such as allotments, but it sometimes strays into gobbledygook, and there is so much overlap from one topic to another, much of this paperwork needed the attention of a skilled editor. This would have made a response easier and more straightforward for you to analyse or record. It might have helped if all those concerned had been able to examine good examples such as the LCC's and GLC's Planning	Noted

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				and Royal Commission Reports on almost any subject that has come to their attention. I used to this of CABA and the Design Council as producing good examples, but their recent publications that have come to hand are disgracefully badly researched and written content. On the other hand, I do not underestimate the amount of work the planners in Crawley Council have put in; they are very thorough. It would be interesting to see other Councils' documentation. I wonder if you have any.	
Maughan	Colin	Resident		SA3 Check that Metrobus and the Post Office have been consulted.	Noted
Maughan	Colin	Resident		A No Comment.	Noted
Maughan	Colin	Resident		B Design and Heritage: The brewers Harvey's have recently had their pub in the Old Town High Street done up, and it was done to a better standard than the last renovation. This was not much more than a good paint job, but it is still in marked contrast to the way the former seed merchant's shop in the High Street to the east of the Ifield Road/Station Way junction, was "restored". It is an appalling bogus piece of work with windows and tile hanging entirely different from its appearance when I came to Crawley. This was done because the building was found to have an early twentieth century front on a medieval timber framed building. In its present form it cannot be regarded as heritage because it is now neither fish nor fowl. Hopefully nothing else of historic value will be lost or ruined from now on, especially the Embassy Cinema. Judging by previous experience the "new" museum in John Leech's house on the corner of the Old High Street and The Boulevard will be the next victim of the attention of some dubious company commissioned to modernize it. There is a good barn, given away by Crawley Council, from a nearby site in the High Street to	Noted

SA & SEA					
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				the Chalkpits Museum at Amberley or the Open Air Museum at Singleton, and never re-erected as far as I know. It is supposed to be in-store, and could perhaps be brought back as an exhibition venue. You can't very well invent a history for the town but hopefully no more will be lost when the Town Centre North scheme becomes a reality.	
Maughan	Colin	Resident		As I have said before if Crawley continues to assemble its urban fabric by specifying all the components from Marshall's disagreeable range it will soon be entirely Marshall Town like town centres all over Britain. No use of locally sourced, traditional materials, such as sandstone, or respect for local building styles, and few, if any, good, modern buildings Virgin's office near Station Way and the new library are quite good and Barclays Bank OK but everything else new, quite dreadful. I look forward to the sea-change.	Noted