



Crawley Local Plan

<p>Ref No:</p> <p><i>Office use only</i></p>
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Crawley Submission draft Local Plan Representation

Please return your completed representation form to Crawley Borough Council.

Representations can be made via this form and emailed to strategic.planning@crawley.gov.uk or sent via post to: Local Plan Consultation, Strategic Planning, Crawley Borough Council, Town Hall, The Boulevard, Crawley, RH10 1UZ. Alternatively, representations can be made online using the [eform](#) which allows attachments of documents.

This form has two parts:

PART A – Personal details

By law, representations cannot be made anonymously. All representations will be published alongside your name, company name (if applicable), and your client’s name/company (if applicable). The Council will use the information you submit to assist with formulating planning policy.

Further information about Data Protection Rights in line with the provisions of the General Data Protection Regulations and Data Protection Act 2018, for example, how to contact the Data Protection Officer, how long information is held or how we process your personal information can be found at www.crawley.gov.uk/privacy. Specific reference to the Local Plan and planning policy related public consultation can be found [here](#).

PART B – Your representation

Please fill in a separate sheet for each representation you wish to make. You may submit multiple “PART B” sections with a single “PART A” completed.

PART A – Personal details

Please ensure that you complete all fields in 1. If a planning agent is appointed, please enter the Title, Name and Organisation in 1, and complete the full contact details of the agent in 2.

	1. Personal details	2. Agent’s details
Title:	Mr	Mr
First name:	Howard	Tim
Surname:	Dove	North
Organisation:	Hx Properties Ltd	Tim North & Associates Ltd
Address line 1:	Ashford House	17A Reading Road, Pangbourne

Address line 2:	Newingreen	Berkshire
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Email:	howard.dove@holidayextras.com	Timnorth.associates@btinternet.com

PART B – Your representation

3. Please tick the document that you would like to make a representation on:

- Crawley submission Local Plan
- Crawley submission Local Plan Map
- Crawley submission Sustainability Appraisal
- Habitats Regulation Assessment Screening Report

4. Which part of the Local Plan does this representation relate to?

Paragraph: Policy: Other:

5. Do you consider the Local Plan to be: (Please tick)

- 5.1. Legally compliant? Yes No
- 5.2. Sound? Yes No
- 5.3. Compliant with the duty to co-operate? Yes No

6. Please give details explaining your response to 5.1, 5.2, or 5.3 below. Please be as clear as possible.

See attached correspondence from Tim North & Associates Ltd dated 30 June 2021

If required, please continue your response on an additional piece of paper and securely attach it to this response

7. Please set out what modification(s) you consider necessary to resolve the issues you have identified above. You need to state why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to suggest how the wording of any policy or text should be revised. Please be as clear as possible. Any non-compliance with the duty to co-operate is incapable of modification at examination.

The reintroduction of Policy GAT2 is unnecessary and unwarranted. A detailed cost benefit analysis is required to be undertaken which compares the decision to safeguard land for a future second runway, at a date which is completely unknown, with the release of the same land for industrial purposes along with other forms of development falling within Class E,

including the delivery of the Crawley Western Link Road. No assessment has taken place which seeks to justify why the land should be safeguarded and why that purpose should outweigh making effective use of the same land for industrial use and other Class E purposes, including the delivery of the Crawley Western Link Road. The same land has remained safeguarded since 2007, since when Crawley's employment generating land requirements have become increasingly acute, with no effective balance existing between future employment and future housing needs. A number of issues have emerged since the Advisory Inspector's comments were received by your Council in April of last year, which do not appear to have been taken into account in the decision to reintroduce Policy GAT2. This is despite no approved national UK aviation policy and no expected date for when a policy is likely to be forthcoming. It is contended that the time has now arrived whereby the full employment needs of Crawley and the wider regional area should be afforded the necessary priority, consistent with a new more wide ranging Economic Development Strategy, focusing attention on greater economic diversity to increase the economy's resilience, including the need to identify new employment land which can maximise growth opportunities to support a shift to a more diverse and multi-sectoral economy. Correspondingly less weight should now be placed on meeting the expected Airport related growth requirements of the owners of London Gatwick Airport.

If required, please continue your response on an additional piece of paper and securely attach it to this response

*Your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations. **After this stage, further submissions will only be at the request of the Inspector, based on the matters and issues s/he identifies for examination.***

8. If your representation is seeking a modification, do you consider it necessary to participate in the public examination hearings? (Please tick)

No, I do not wish to participate in the examination hearings

Yes, I wish to participate in the examination hearings

9. If you wish to participate in the public examination hearings, please outline why you consider this to be necessary:

The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the public examination.

If you would like to make a representation on another policy or part of the Local Plan then please complete a separate PART B section of the form or securely attach an additional piece of paper. Copies of the representation form can also be downloaded from the council's website at: www.crawley.gov.uk/localplanreview

Signature

Mr. Tim North of Tim North & Associates Ltd

Date

30/06/2021

Our Ref: TFN/emn/21/19

Yr Ref:

Date: 30 June 2021



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Dear Sir

Crawley Borough Local Plan 2021-2037 – January 2021 Regulation 19 Consultation

Your Council's records will reveal that previous representations were raised by this company on behalf of my clients HX Properties Ltd, in which support was given to Policy SD3 contained in the previous Regulation 19 version of the Draft Crawley Borough Local Plan 2020-2035 (hereinafter referred to as the DCBLP 2020-35). In this way, my client supported the proposal for a North Crawley AAP comprising 613 ha of land lying to the north of the built-up area of Crawley, between the town and London Gatwick Airport in which they have a landholding interest. It was stated in those earlier representations that insofar as Policy SD3 was concerned, it was positively prepared, justified, effective and consistent with national policy.

It has been noted that in the latest Regulation 19 version of the Draft Crawley Borough Local Plan 2021-2037 (hereinafter referred to as the DCBLP 2021-2037), Policy GAT2 "*Safeguarded Land*" has been reintroduced and substituted for Policy SD3 contained in the earlier DCBLP 2020-2035. My clients object to the reintroduction of Policy GAT2 into the DCBLP 2021-2037 and the remainder of these representations focus on the reasons behind their objection.

My clients recognise the contribution made by London Gatwick Airport to the local, regional and national economy, although this factor cannot be considered in isolation, particularly when seen in the context of the new Economic Development Strategy for the Borough being prepared by your Council in conjunction with Lichfields. This new Economic Development Strategy is intended to set out a longer term direction to support Crawley's economy as it seeks to recover from the disruption caused by the Covid-19 pandemic. It is understood that this emerging strategy is to focus attention on greater economic diversity so as to increase the economy's resilience and reduce its exposure to financial crisis, whilst identifying new employment land which could maximise growth opportunities and support the shift to a more diverse and multi-sectoral economy which has emerged over the past 15 years.

The importance in pursuing a new Economic Development Strategy becomes immediately apparent when considering the latest unemployment figures for neighbouring towns reliant on airports. The Centre for Cities document published on



13th October 2020 revealed that Crawley, along with London, Slough and Luton, has been more affected than any other city or town, and at that time, it was placed in the top 15 locations when assessed against the total number of people claiming unemployment benefit, occupying a higher position than other traditionally weaker economies such as Liverpool and Blackpool.

London Gatwick Airport experienced a 78% fall in passenger throughput in 2020 according to figures released by CAA, resulting in a loss of £465m, with a throughput over the entire year of 10.17mppa, compared with a throughput in 2019 of 46.6mppa. Passenger throughput in November 2020 was down 92.6% with a 3m passenger throughput for the same period in 2019. Capital expenditure has been slashed on previously identified infrastructure projects by £280m, with severely reduced airport activity and considerable numbers of staff being either made redundant or furloughed.

These events are happening at a time when the DCBLP 2021-2037 is providing for a housing requirement figure of 5,320 dwellings or 332.5 dpa over the 16 year period between 2021-2037, resulting in a 5.2 year housing land supply. This housing requirement figure has to be seen in the context of Crawley BC's objectively assessed need (hereinafter referred to as OAN) amounting to 12,000 dwellings over the same time period, or 750 dpa over the 16 year period.

This significantly reduced housing requirement figure, when compared to the OAN is a consequence of the constrained land supply position in Crawley BC's administrative area, despite the fact that the OAN for the Strategic Housing Market Area comprising Crawley BC, Horsham DC and Mid Sussex DC, is very close to the total requirement figure being 2019dpa against a figure of 2200 dpa. It is clear that at present as well as into the future, increasing emphasis will have to be placed on immediately adjoining Districts within the North West Sussex Strategic Housing Market Area, as well as reliance placed on the Borough of Reigate and Banstead in Surrey, to help meet Crawley's unmet housing needs. This factor means that where land may be available within your Council's administrative area to meet its longer term housing needs, these should be robustly assessed, if only to reduce dependency on adjoining Authorities.

This situation does not just affect housing, it also has implications for future employment land requirements. The Crawley Focused Employment Growth Area Update (hereinafter referred to as the CBC EGA) published in September 2020 was prepared to (i) carry out a sensitivity check Oxford Economics Q4 2018 Forecast against comparative forecasts from Experian; (ii) consider Q2 2020 forecasts from Oxford Economics and Experian that take account of economic implications arising from the Covid-19 pandemic; (iii) update the Past Development Rates forecast to take account of 2018-2019 monitoring data; and (iv) update the Baseline Data Supply forecast to take account of the supply-led housing figure of 347 dpa, and a higher figure of 597 dpa to take account of a possible urban extension to Crawley.

It is worth recording at this stage that the figure of 347 dpa is higher than the 332.5dpa figure over the 16 year period between 2021 and 2037 now being promoted as part of the latest Regulation 19 version of the emerging Local Plan review.

The 2020 North West Sussex EGA provides a baseline labour supply scenario based on population growth associated with the standard method of calculating housing need.



This is based on Crawley's full "uncapped" housing need of 12,000 new dwellings, generating a theoretical need of up to 113 ha of new employment land over the period 2019-2036. As with future housing needs, this employment needs figure has to be examined in the context of Crawley's constrained land position.

It is understood that the authors of the 2019 Northern West Sussex Strategic Housing Market Assessment provided job growth numbers which were subsequently converted into a business land requirement. This approach meant that a housing delivery of 347dpa would generate growth of 2,183 business sector jobs and a corresponding business land figure of 21.7ha. The higher 597 dpa would generate 5,725 business sector jobs and a corresponding business land requirement figure of 56.9ha.

The Crawley Focused EGA Update September 2020 calculated that based on the 2018 Experian forecast, there was a minimum need for 38.7ha of new business land in the Borough, which would lead to an anticipated growth of 4,199 jobs across all business sectors for the period up to 2036. The Class B1(a)/B1(b) office needs accounted for 5.9ha of this 38.7ha of new business land, meaning that 32.8ha was attributable to the industrial sector falling within previous Use Classes B1(c), B2 and B8. Crawley's Employment Land Trajectory published in September 2020 identified available employment land supply in the pipeline of 8.7ha of industrial land, corresponding to an industrial land supply requirement figure of 24.1ha. The figure of 24.1 ha equates to the minimum amount of new industrial land to be provided at Gatwick Green in accordance with Policy EC4 in the DCBLP 2021-2037.

The release of Gatwick Green can therefore be seen as the minimum future employment land requirement figure within a range extending between 22ha and 57ha of land, as outlined in the penultimate paragraph above. If the intended employment land strategy is to maximise growth opportunities and support a shift to a more diverse and multi-sectoral economy, this will not be achieved by simply relying on Policy EC4 where 60% of the land is expected to be devoted to Class B8 warehousing for which there is a need, with 30% used for industrial land purposes, and 10% for parcel distribution requirements.

It means that there is a need to robustly assess all opportunities where it relates to "safeguarded land" to see whether it can be best used for future employment purposes, especially as the 57ha employment land figure representing the upper range of employment needs, is no different from the earlier employment land figure of 57.63ha required between 2020 and 2035 taken from the Regulation 18 version of the Draft Crawley Borough Local Plan. The Regulation 18 version of the emerging Local Plan was published in a period prior to the emergence of the Covid-19 pandemic, at a time before the decision was taken to pursue a new Economic Development Strategy for the Borough.

It is evident from a meeting of the Full Council of your Authority held on Wednesday 16th December 2020 that in April of last year, an approach was made by your Authority to an "Advisory Inspector" following the decision to promote Policy SD3 and a North Crawley AAP in the DCBLP 2020-2035. It is understood that the "Advisory Inspector" did not support the AAP approach, and that he advised your Authority as part of its emerging Local Plan review, to address Crawley's employment needs, stating that the removal of "safeguarded land" could not at that time be regarded as certain. The



“Advisory Inspector” also indicated that the 613ha of land to be released from the *“safeguarded land”* designation would probably result in a significant change to the Plan’s overall development strategy, and an AAP would not be consistent with the strategy of the submitted plan.

It has to be understood that the *“Advisory Inspector’s”* conclusions were taken at a time of maximum uncertainty, some 2 months after the Court of Appeal’s decision delivered on 27th February 2020 involving Plan B Earth and Friends of the Earth Ltd’s successful challenge to the third North West Runway at London Heathrow Airport. The decision of the Court of Appeal found that the Secretary of State for Transport had breached Section 10 of the Planning Act 2008, and had acted irrationally by disregarding the Paris Agreement. Moreover, he had not taken into account non-CO₂ warming impacts of aviation, or the effects of climate change beyond 2050, when publishing the Airports National Policy Statement (ANPS). It was therefore found by the Court of Appeal that the ANPS was unlawful in deciding to proceed with the North West Runway at London Heathrow Airport.

Since the *“Advisory Inspector’s”* comments were received, Heathrow Airport Ltd successfully challenged the Court of Appeal judgement in the Supreme Court on 16th December 2020, whilst your Council published its Strategic Housing Market Assessment in September 2020, with additional consideration being given to a number of issues, including the economic implications arising from the Covid-19 pandemic through the Crawley Focused EGA Update also published in September 2020. In December 2020, the Sixth Carbon Budget the UK’s Path to Net Zero was published by the Climate Change Committee in which it was stated that *“Aviation is one of the sectors in which we expect there to be significant remaining positive emissions by 2050 given the limited set of options for decarbonisation. Remaining residual emissions will need to be offset by greenhouse gas removals for the sector to reach Net Zero.”*

It is contended that there is more justification today than there was more than a year ago, for your Council to reduce its dependency on London Gatwick Airport in meeting its future employment needs over the Plan period, and in particular to adopt a proactive response so that it meets more than the minimum employment growth figure of 24.1 ha of land at Gatwick Green. Indeed, it is noted that as part of the Crawley Transport Study published in May 2021, three separate draft Crawley Borough Local Plan scenarios were tested. Scenario 3 comprises the figure of 6,720 dwellings within Crawley BC’s administrative area, or 420 dpa, along with employment land trajectory sites; the Gatwick Green employment allocation, as well as land west of Ifield (3,750 dwellings) and west of Kilnwood Vale (1,546 dwellings), along with 50,000 sq.m of employment, resulting in 12,016 dwellings at 751 dpa.

The 6,720 housing figure is greater than the housing requirement figure of 5,320 set out in the DCBLP 2021-2037, and larger than the 347dpa figure set out in the Baseline Data Supply Forecast arising from the Crawley Forecast EGA Update.

Scenario 3 represents the maximum housing figure in terms of meeting Crawley BC’s OAN, but only takes into account the minimum employment growth figure. It is appropriate that a maximum employment growth figure should also be assessed, if only to ensure a balance with anticipated future housing growth, and for this situation to arise, consideration should similarly be given to releasing the 613ha of land lying to



the north of the built-up area of Crawley between the town and London Gatwick Airport where HX Properties Ltd have a landholding interest, for future employment generating purposes.

It is noted that the Crawley Transport Study is based on sustainable mitigation, with the need to play an important role in mitigating the impacts of the Local Plan up to 2037, in order to reduce the impact on the environment as well as improve health and well-being.

It is ironic that this underlying strategy behind the Crawley Transport Study is being promoted at the same time as land is expected to remain sterilised as part of the reintroduction of Policy GAT2 into the DCBLP 2021-2037, with reliance placed on the 2003 Air Transport White Paper and 2013 Aviation Policy Framework; 18 and 8 years old respectively. There is no approved national UK Aviation policy, and no expected date for when a policy is likely to be forthcoming, although it was originally intended to be released at the end of 2019.

Meanwhile GAL in its Gatwick Airport Masterplan 2019, indicate that as far as an additional runway is concerned, "*... we are not currently pursuing this scheme, we believe it remains a credible means of providing longer term growth for the country and it should therefore continue to be safeguarded.*" That will, according to the Airport Owner, increase London Gatwick Airport's capacity to approximately 95mppa, requiring more significant changes on-airport as well as to surrounding infrastructure, having pronounced environmental impacts, at a time when increasing attention is being focused on meeting the requirements of the Paris Agreement.

For the Airport Authority to contemplate growth to 95mppa at a time when overall growth as part of each of the alternative scenarios for aviation set out in the Sixth Carbon Budget is expected to see emissions fall from 2018 to 2050 by more than 35% is difficult to envisage, especially when there is little published information on the important topics of efficiency improvements, sustainable fuels and the nature of constraints and demand.

Your Council has decided in the case of the Gatwick Green allocation forming part of Policy EC4 in the DCBLP 2021-2037, to remove "*safeguarded land*" allowing for an additional 24.1ha of employment land to be released in the future. In taking this decision, it could be said that this is not in strict compliance with the "*Advisory Inspector's*" comments. In my client's view, this position adopted by your Council is understandable, but the same stance should be extended to land north of the Manor Royal Employment Area and south of London Gatwick Airport.

There has been no detailed cost-benefit analysis undertaken which compares the decision to safeguard land for a future second runway, at a date which is completely unknown, with the release of the same land for industrial purposes along with other forms of development falling within Class E, including the delivery of the Crawley Western Link Road. This is despite the fact that the Development Consent Order application has yet to be submitted to The Planning Inspectorate, concerning the use of the existing standby runway to be used routinely with the main runway, catering for an increase in passenger numbers of more than 10mppa.



In conclusion, my clients consider the time has arrived whereby the full employment needs of Crawley and the wider regional area should be afforded the necessary priority, consistent with a new, more wide ranging Economic Development Strategy, focusing attention on greater economic diversity to increase the economy's resilience, including the need to identify new employment land which can maximise employment opportunities to support a shift to a more diverse and multi-sectoral economy. The alternative is that ever-increasing reliance will be placed on adjoining Authorities to accommodate the Council's unmet housing and employment needs.

It is contended that correspondingly less weight should now be placed on meeting the expected airport-related growth requirements of the owners of London Gatwick Airport. In this respect it is worth recalling that the French Government have decided to abandon an extension to Roissy-Charles de Gaulle Airport in Paris on the basis that it would not meet the objectives of climate change. A similar stance should now be taken by your Council where it concerns the need for a second runway at London Gatwick Airport, given the increasing attention placed on climate change and the Paris Agreement.

Yours faithfully

Tim North

T.F. North

Cc: HX Properties Ltd