



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:	<input type="text"/>	<input type="text"/>
First name:	<input type="text"/>	<input type="text"/>
Surname:	<input type="text"/>	<input type="text"/>
Organisation:	<input type="text" value="[Resident 19]"/>	<input type="text"/>
Address line 1:	<input type="text"/>	<input type="text"/>

Address line 2:

Town/city:

Postcode:

Telephone:

Email:

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.

LOCATION

The area designated for possible development is land that is safeguarded for the future expansion of Gatwick should approval ever be sought and given for a new southern runway. Ruling out encroaching on the far more suitable safeguarded land to the south, bordering Manor Royal, is now surely outdated. It should subsequently be given full consideration in the light of Gatwick's revised plan to upgrade runway 26R/08L to an operational second runway, albeit with initially limited movements. The plan will no doubt be approved and will push the southern runway option into the very, very long grass where it will remain buried for a generation if not forever. The area designated Gatwick Green is farming land with a light residential periphery. To build on a green field site bordered by houses would destroy an environment already subject to considerable noise and pollution. I might point out also that the 50 Hectares of pastureland that would disappear in the scheme absorbs an estimated 500 tons of CO2 per annum. For an area bounded by Gatwick Airport, the M23 and

Balcombe Road with its 10,000+ per day vehicles, this natural CO2 absorption is a welcome asset to our environment and should not be destroyed. That the ultimate goal of developing this site to become carbon neutral is laudable, but in reality never likely to happen without offsetting. According to the Chartered Institute of Surveyors, more than half of the lifetime carbon emissions of a typical residential block will have been emitted by completion. I would suggest that this figure is easily matched or exceeded by an industrial development on a green field site.

This site, while being geographically close to the east side of Gatwick Airport, has no direct access to the airport. All the extra traffic generated will have to route through Horley town centre to the north, already badly congested, or Radford Road to the south, itself badly congested during peak times and with a dangerous series of bends where it crosses the London-Brighton rail line. Balcombe Road itself is having to accommodate an unprecedented increase in traffic already due to the ever expanding Forge Wood and developments further south and east. To further add to this by the development of two green field sites north and south of the Gatwick Spur, both exiting on to Balcombe Road, will make journeys slower and more polluting for the whole community. Unfortunately not everyone can turn to bicycles or battery powered scooters for mobility.

NOISE AND POLLUTION

Landing aircraft at Gatwick pass over Balcombe Road at around 100m and takeoffs are as low as 300m for larger aircraft. A study of the noise footprints generated indicates that the western side of the proposed site could be a potential noise hazardous area for anticipated future personnel, with an aircraft movement nearly every minute during normal times. Accordingly, it's doubtful that detailed planning consent would be with consistent with employee wellbeing. As a resident I except the noise as a part of living in a precious green environment, which is now virtually all that's left between Crawley and Horley. Light pollution is a further issue. At present Gatwick Airport lighting destroys observation of the night sky to the west of my property, severely restricting an enjoyment of astronomy in this hemisphere. However, the eastern hemisphere is still relatively dark at night. An industrial state to the east of Balcombe Road, with concomitant floodlighting, would render my astronomical aspirations untenable. To destroy this 'isolated' oasis and replace it with yet another concrete and aluminium eyesore would be a bio-negative, environmental travesty.

FLOODING

The southern part of the proposed development area is flooded or waterlogged during all but a few summer months. Records will show that Thames Water have pumping vehicles working 24/7 for many weeks during a typical winter. Five episodes of flooding have been recorded during the last thirteen months alone. I might also point out that under the southern part of the proposed development area there is a huge waste water storage facility. Commissioned in by Thames Water in 2008, it has a capacity approaching 1,000,000 litres. As the storage tank, measuring an estimated 130m x 3m and traversing the entire width of the field, was not buried very deeply it's doubtful that building over it will be advisable, or even possible in its present form or location. As an adjacent resident to the proposed site I can state that the annual flooding events have become more common and severe over the past few years and have been led to believe that climate change will only exacerbate this further. I attach two images of the area taken on 21/01/2021 after a mere 12mm of rain the previous day.

I would like to surmise that the whole Gatwick Green development proposal is a box-ticking exercise to fulfil a government directive, because there can be absolutely no justification in delivering such a destructive development into reality. If future needs for commercial growth do actually transpire then there are far more logical and practical places to build on than Thunderfield Common. The site's historic name.

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 loss of a green field sight can never be recovered. However, making Balcombe Road dual carriageway from Horley to Crawley, along with a new dedicated East access road to Gatwick Airport, would alleviate future expanded traffic congestion.

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

[Redacted Signature]

Date

27/01/2021

