



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:	Mrs	
First name:	Eleanor	
Surname:	Harman	
Organisation:	West Sussex County Council	
Address line 1:	County Hall	

Address line 2:		
Town/city:	Chichester	
Postcode:	P019 1RQ	
Telephone:	0330 222 6440	
Email:	Eleanor.harman@westsussex.gov.uk	

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:

IN1

Other:

Infrastructure Plan

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.

The County Council considers the level of information currently available on the arrangements for delivery of the transport mitigation to be insufficient to demonstrate deliverability. Therefore, the Local Plan, as a whole, is not yet considered to be effective or compliant with Paragraphs 11, 16 and 106 of the NPPF. WSCC therefore maintains a **holding objection** to the Local Plan and will continue to work with Crawley Borough Council to consider if this objection can be withdrawn.

The transport study identifies a package of highways mitigation and sustainable transport schemes in the Borough to mitigate planned development. The County Council's experience is that it is unlikely that schemes will be fully funded using developer contributions (because doing so would not be compliant with the CIL regulations), so delivery of these schemes will be partially dependent on securing funding from central Government or other sources that is not guaranteed. The Infrastructure Plan currently fails to identify the scheme-specific requirements for additional funding and the overall scale of additional funding required.

For this reason, it is unclear how the transport mitigation measures, identified through the transport study, will be funded and the extent to which they will rely on non-development related sources. It is considered that the Infrastructure Plan should explain how sustainable transport infrastructure schemes and measures can potentially be funded as well as information on the rationale, phasing, cost and delivery arrangements. However, it is recognised that there will be some gaps in the information, due to schemes being at an early stage particularly those that

are needed towards the end of the plan period. Therefore, we request further information/wording is provided in the Infrastructure Plan and Policy IN1 (Infrastructure Provision) to identify how the Council will work with key delivery partners to prioritise schemes and secure additional funding and delivery of the transport mitigation required over the plan period to ensure the plan is effective.

In order to address this issue, the above should be reflected in policy. Additional wording could be included in Policy IN1 (Infrastructure Provision) to explain that CIL will be used to contribute towards the cost of improvements to mitigation measures in the Infrastructure Plan and that new development may also be required to deliver or contribute towards specific improvements directly related to the development. The Policy could explain that in order to deliver the transport mitigation requirements the Council will work proactively with National Highways, West Sussex County Council, other transport and service providers and developers to provide a better integrated transport network and to improve accessibility to key services and facilities. Also, that opportunities to secure funding to implement the package of improvements (set out in the Infrastructure Plan) will be maximised by working proactively with government agencies including National Highways, other public sector organisations and private investors.

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.**

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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 County Council will continue to work with Crawley Borough Council to ensure that the local plan and supporting documents demonstrate that the transport mitigation measures are deliverable. This is fundamental to successfully demonstrating that the plan is effective and compliant with national policy. As the Highways Authority, WSCC's attendance at the hearings is considered 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

Eleanor Harman

Date

20.06.2023

PART B – Your representation

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- Crawley submission Sustainability Appraisal
- Habitats Regulation Assessment Screening Report

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

Paragraph:

Policy:

GAT2 and
ST4

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.

WSCC objected to the previous Regulation 19 consultation (in 2021) due to a conflict between safeguarded land for the potential future additional wide space runway at Gatwick airport and the safeguarded search corridor for a Crawley Western Link Road. Further technical work has now taken place and a solution has been found, WSCC would like to withdraw this objection.

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Paragraph: Policy: Other:

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

- | | | |
|---|------------------------------|-----------------------------|
| 5.1. Legally compliant? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 5.2. Sound? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 5.3. Compliant with the duty to co-operate? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

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

WSSC wish to withdraw their previous comments in relation to Policy OS3 as the policy is now more positively worded, referring to 'enhancing' Public Rights of Way in accordance with the NPPF.

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IN1

Other:

Viability
assessment

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- 5.2. Sound? Yes No
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Policy IN1 (Infrastructure Provision) is worded flexibly to secure CIL contributions or S106 for the funding of education infrastructure.

WSCC would like to withdraw its previous comment (from 2021) in relation to the 'Whole Plan Policies and Community Infrastructure Levy Viability Assessment' (March 2021). The Viability Assessment update (December 2022) clarifies that, there is the possibility of s106 monies for education and other infrastructure being appropriate outside of the scope of CIL but no such strategic scale/neighbourhood-level development is currently proposed in the local plan and therefore this scenario is unlikely and unforeseeable.

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Date

20.06.2023

WSCC Officer response to the Draft Crawley Local Plan 2024-2040 Submission Consultation (June 2023)

This note sets out changes that Crawley Borough Council may wish to take into consideration but do not affect the soundness of the Local Plan.

Suggested Changes to Local Plan

Transport Planning and Policy: Policy on Electric Vehicles

The Local Plan refers to the "Building Regulations Approved Document S: Infrastructure for electric charging vehicles, DLUHC, 2022" as a professional guidance document. It continues on page 298 to negate the existence of the latter by stating "Until the introduction of national requirements for EV charging infrastructure in new developments, through Building Regulations or otherwise, provision should be made as follows:". It is recommended to rephrase the statement as there is an existing national guidance for EV charging infrastructure in new developments since 2022.

Minerals and Waste

Reference to the West Sussex Joint Minerals Local Plan, 2018 (Partial Review 2021) and the West Sussex Waste Local Plan (2014) as forming part of the development plan for Crawley Borough should be included in the Planning Policy Context. It is noted that reference to the West Sussex Joint Minerals Local Plan in (new para. 9.51) has been amended to since our previous comments but this has not been amended in Appendix B. para. 9.46 (new para. 9.51) and Appendix.

Paragraph 005 of the Planning Practice Guidance states that; "District Councils show Mineral Safeguarding Areas on their policy maps". The Local Plan map currently does not show the brick clay safeguarding area (including buffer zone) and it is requested that this is included as a modification to the Plan. The safeguarded railhead also includes a buffer zone which does not need to be shown on the Local Plan map. The buffer zone is included in the Mineral Consultation Area (MCA) for consultation purposes only.

IN2 (The Location and Provision of New Infrastructure) – Supporting Text

It is recommended that paragraph 8.14 is amended from 6-8FE to 4-6FE to reflect the latest wording in the Infrastructure Plan in relation to the need for additional forms of entry at secondary school level during the course of the Local Plan.

Suggested Changes to Infrastructure Plan

Cycling and Walking strategy

The Crawley LCWIP sets out the ambition to develop a network of active travel routes across the Borough, which provides a strong basis on which to identify priorities to support planned development. However, the LCWIP does not

currently include a clear set of priorities linked to planned development or specific proposals to connect the network to development sites identified in the LP. Policy ST1 in the local plan highlights the necessity of cycling and walking to major developments without clearly specifying the priorities i.e. the routes/schemes that are needed to help mitigate planned development. An assessment of Crawley Housing Trajectory suggests that in the first five years of the Plan Period, the Forge Wood Development and routes that would connect it to key destinations are likely to be important.

To address these points, it is recommended that CBC identify short term (i.e. to be progressed in the first five years) active travel priorities and phasing (where possible) linked to delivery of development sites in the Infrastructure Plan. This would help to deliver the 9% reduction in car mode share that has been assumed in the Crawley Transport Study draft 2022.

Just as recommended above for the cycling and walking schemes, it is recommended that the CBC Infrastructure Plan classifies the schemes listed in its current findings section page 45 according to short terms, mid-terms, and long terms throughout the designated Infrastructure plan period i.e. 2024- 2040. It is also recommended to provide greater certainty for schemes to be delivered in the short term as the plan will be reviewed every 5 years in accordance with the CBC housing development trajectory.

The Kilnwood Vale development is not dependent on provision of a new railway station on the Arun Valley Line and in effect such a station would only be 1km away from the Faygate station. Furthermore, the station which is described in the Infrastructure Plan does not feature within the WSTP; As it has proved difficult to demonstrate that there is a business case for such a scheme, CBC should consider removing this scheme from the Infrastructure Plan to manage stakeholder expectations.

Education (Early Years)

It is recommended that the Infrastructure Plan makes reference to the need to be flexible and updated as a result of changes to the local authority statutory duties around Early Years and Childcare which were announced in the spring budget ([Early education entitlements and funding update: March 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/early-education-entitlements-and-funding-update-march-2023)). These changes will considerably increase the demand for funded places, starting from April 2024 and may increase the requirement for provision of places for Early Years.

Gatwick Northern Runway Project

Gatwick Airport Ltd are developing plans to expand the airport by bringing the northern runway into regular use as part of their Northern Runway Project. There is potential for impacts of the project and the Crawley Local Plan to be cumulative and an application for a Development Consent Order for the scheme is imminent, so this could be a topic of discussion at a future examination in public. In order to provide evidence to inform future discussions on cumulative impacts of these schemes on the transport network, the County Council

recommends that a sensitivity test is undertaken and included in the evidence base. This would also help to identify projects that could help to mitigate these cumulative impacts such as the Crawley Western Link Road / Multi-modal Transport Link between the A264 and A23.