

HORLEY TOWN COUNCIL

Planning and Development Committee

A virtual meeting of the above-named Committee will be held
on Tuesday, 12 January 2021 at 7.30 pm

**The meeting will be preceded with a virtual private briefing by
RBBC Place and Project Manager, on 'Delivering Change',
Horley Town Centre Refurbishment Projects.**

Following Government advice, essential meetings of Horley Town Council will be held virtually during the Covid-19 crisis and not in the Council Chamber. All papers will be published on our website and social media channels as normal. Members of the public may join the meeting remotely by requesting a Zoom link (by email to: town.clerk@horleytown.com) by no later than one hour before the start of the meeting.

A G E N D A

1. Virtual Meeting (Committee Chairman)

To resolve that in view of the Covid-19 crisis, the meeting of the Planning Committee on 12 January 2021 is to be held virtually.

2. Apologies and Reasons for Absence

3. Disclosable Pecuniary Interests and Non-Pecuniary Interests

To receive from members any Declarations of Interest in relation to any items included on the Agenda for this Meeting.

4. Public Forum

Members of the public are invited to put questions or draw relevant matters to the Council's attention. Each member of the public is allowed to speak once only and for a maximum of five minutes in respect of a business item on the agenda and shall not speak for more than five minutes at the discretion of the Chairman. If it appears that the number of speakers is likely to unreasonably delay the disposal of business items on the agenda, the Chairman may direct that a member of the public submits a question or comment in writing which shall be answered in due course. At the end of the Public Forum, members of the public will have their video feed turned off and microphone muted by the meeting facilitator. They may however remain to see and hear the meeting but may no longer take part unless invited to do so at the discretion of the Chair.

5. Approval of Minutes

Planning & Development Committee held on 08 December 2020.

6. Planning Updates

Planning & Development Committee held on 08 December 2020.

7. Determined Planning Applications

To consider the list of applications determined for the period 04 December 2020 – 07 January 2021.

8. Registered Planning Applications

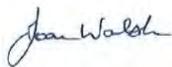
To consider the list of applications registered for the period 04 December 2020 – 07 January 2021.

9. Planning Appeals

- i) To consider any Planning Appeals received.
- ii) To consider any Planning Appeals determined.

10. **Ongoing Planning Matters**
To receive an update on any matters.
11. **Town Centre Regeneration**
 - (i) **RBBC: 'Delivering Change' Horley Town Centre Refurbishment Projects** – To receive an update on the private briefing by RBBC, held earlier in the evening.
 - (ii) To receive an update on any other matters.
12. **Highways Matters**
 - i) **Trinity Oaks Primary School, Brookfield Drive** - traffic calming measures on highways.
 - ii) To receive an overview of ongoing Highways issues.
 - iii) To receive an update on any other matters.
13. **Airport Matters**
 - i) **CAA Consultation: Public Safety Zones** – To note information received.
 - ii) **CAA Airspace Modernisation Progress Report 2020** – To receive an update from the Chairman
 - iii) **GATCOM: Joint Chairs response to CAGNE** – To receive an update from the Chairman in his capacity as GATCOM's Lead Member for Noise.
 - iv) **GATCOM: Weekly Newsletters & Updates** - To note information received.
 - v) To receive an update on any other matters.
14. **Crawley Borough Council Local Plan Consultation (Closing Date 17 February 2021)** – to receive an update from the Chairman and consider this Council's response.
15. **MHCLG Supporting housing delivery and public service infrastructure consultation (Closing Date 28 January 2021)**- To consider this Council's response.
16. **Reigate and Banstead parking review 2020** – To consider this Council's response.
17. **Letters Received.**
18. **Diary Dates.**
19. **Items for Future Consideration.**
20. **Press Release** - To agree items for inclusion.

Date of next meeting: 16 February 2021



Signed: Town Clerk

Dated: 7 January 2021

HORLEY TOWN COUNCIL

**Minutes of a Meeting of the Planning and Development Committee
held virtually on 08 December 2020, at 7.30 pm**

Present	Cllrs	Hannah Avery	Mike George (Chairman)	Martin Saunders
		James Baker	Samantha Marshall	Rob Spencer
		Giorgio Buttironi	Simon Marshall	Fiona Stimpson
		Jerry Hudson	David Powell*	

*** Absent**

Also Present

Joan Walsh (Town Clerk)
Judy Morgan (RFO and Planning Officer)

P 6998 Virtual Meeting

The Chairman opened the virtual meeting by welcoming a new Member, Cllr Hannah Avery.

RESOLVED: that in view of the COVID-19 pandemic, the meeting of the Planning and Development Committee be held virtually.

P 6999 Apologies and Reasons for Absence

RESOLVED: that the apologies of Cllr Powell be accepted for reasons as specified in the Attendance Register.

P 7000 Disclosable Pecuniary Interests and Non-Pecuniary Interests

Councillor Simon Marshall declared a non-pecuniary interest in Planning Application [20/02445/TPO](#) (8 Staffords Place, Horley) as he is a neighbour.

RESOLVED: noted.

**P 7001 Approval of Minutes
Planning & Development Committee – 10 November 2020**

RESOLVED: that the minutes of the above meeting of the Planning & Development Committee, be approved.

P 7002 Planning Updates

P 6954 Speeding Concerns - Wheatfield Way, Langshott Lane and Orchard Drive/Cross Oak Lane Junctions

The Town Clerk reported that HTC were following up the issue with the Surrey Casualty Reduction Officer to see if anything further could be done in terms of instituting traffic calming measures at the above-mentioned locations. Once the Council had more clarity about possible follow up actions, the resident who originally raised the issue would be updated on the position.

RESOLVED: that a further update on speeding concerns at Wheatfield Way, Langshott Lane and Orchard Drive/Cross Oak Lane junctions, be provided at the next Planning Committee Meeting.

P 6559 DfT Consultation: Managing Parking on Pavements

Resolved: it be noted that the Town Council's approved response (appended to these Minutes) had been submitted to the DfT.

P 7003 Determined Planning Applications

Members reviewed the list of Planning Applications determined for the period **6 November – 3 December 2020.**

RESOLVED: noted.

P 7004 Planning Applications received from Reigate & Banstead Borough Council for the period 6 November – 3 December 2020.

RESOLVED: that the Town Council's comments, as appended to the signed copy of the minutes and available on the Town Council and Borough Council websites, be approved.

P 7005 Planning Appeals, during the period 6 November – 3 December 2020.

Members reviewed the list of Planning Appeals lodged, awaiting decision, and determined.

RESOLVED: noted.

P 7006 Ongoing Planning Matters

NALC LTN 57 | Easements over common land and village greens

The Town Clerk referred to the recently issued Legal Topic Note by NALC which had been circulated to all Members for information. She said that the LTN considered rights of way over common land and village greens and the relevant law. It concluded that whilst it was possible for Councils to grant an easement over a village green, whether or not an easement should be granted in any given case, would depend on the extent to which such use would injure the green. NALC's view was that it was likely that the government and the courts would not consider that minor or superficial damage to a green would prevent the grant of an easement but would expect councils to comply with the 1857 Act and the 1876 Act and refuse to grant easements where it would be necessary to do so as to prevent more serious damage being caused.

RESOLVED: noted.

P 7007 [MHCLG Planning System Reform Consultation: White Paper: Planning for the future](#)

The Town Clerk reported that the Town Council had received a copy of the response sent by the Borough Council (RBBC) which had been circulated to all Members for information and this had primarily aligned with the response that HTC had submitted. RBBC had highlighted a raft of concerns with the latest planning reform proposals in its thorough formal response. The Town Clerk

P 7007)

referred to the Press Release issued by RBBC on 25 November in which Cllr Richard Biggs, Executive Member for Planning Policy, commented that the borough needs more affordable homes and that councils and communities know their areas best. As such, the ability to apply local knowledge to the decision-making process must not be lost.

RESOLVED: noted.

Highways Matters

P 7008

Horley Pavement Audit Committee (HPAC)

The HPAC Chair, Cllr Fiona Stimpson, reported that a remote meeting of the committee had taken place and there had been a good discussion to include the following issues:

- **Ladbroke Road** - inadequate pavement provision and the stretch by the allotments and housing nearby appears unstable, thereby often forcing pedestrians to use residents' driveways. There seemed to be sufficient space for a pavement, even outside the substation. The issue would be added to the list by the HPAC for follow up.
- **Chequers Drive** – a dropped pavement request to be put to the developer of the site had been made and the outcome was awaited.

The HPAC would continue to keep submitting comments on other areas identified as having serious pavement defects.

The Planning Chairman added that availability by SCC Highways Officers to inspect areas of concern seemed to be somewhat limited. He further explained that, on behalf of a resident, he had passed on information about flooding in Ringley Avenue after recent heavy rainfall and this had been logged online with SCC Highways by the HTC office. The resident had also contacted the local MP, however, the issue had yet to be resolved. It was thought that the drains were not effective enough to eliminate surface water completely and the camber of the road seemed to create further difficulty in this respect. The issue would continue to be monitored by HTC until a satisfactory solution had been reached.

RESOLVED: noted.

P 7009

Outstanding Highways Matters

The Town Clerk reported that there were several outstanding Highways issues which the Town Council was actively pursuing with Divisional Members, as summarised below:

- **Grass verge destruction by Langshott Primary School and Oakwood Secondary School due to inconsiderate parking:** To be followed up with a request for bollards to be installed and possibly covered through the SCC Members' Allocation Fund.
- **Drainage concerns by the A23/Victoria Road junction (near the Air Balloon Public House):** To be kept monitored to check if surface water remains after heavy rainfall.
Cllr Hudson added that blocked or damaged gullies at the A23/Victoria Road junctions appeared to be causing a lot of surface water and more

P 7009)

routine maintenance should be carried out as a preventative measure. Since the drain by the Air Balloon had been checked by SCC, it now seemed that the drain at the opposite site of the junction was causing the surface water to remain stagnant. The Planning Chairman said that the drain by the Air Balloon did not appear to retain water as it had done in the past so there was a slight improvement. Another Member commented that a new drain under the whole of the A23 in Horley was thought to be needed in order to reach a permanent solution.

- **Damaged pavement outside the post office at Consort Way, positioned on privately owned land:** HTC to continue to follow up the matter with the landowner and their contractor to ascertain when the necessary repairs would be carried out.
- **Increased traffic congestion on Bonehurst Road:** Thought to be the impact of the arrival of Amazon's distribution centre in the North Gatwick Gateway development. The need for an extensive Surrey travel plan was considered to be essential. The Planning Chairman added that SCC needs to take a much wider view of traffic management and look at the whole area. Cllr Hudson agreed, stating that SCC needed to look at the bigger picture.
- **Massetts Road – Pot Holes:** Members were of the view that the road was in a very poor state and needed urgent resurfacing. It was agreed that HTC Ward Members would inspect the area and take photographic evidence for forwarding on to SCC Highways as well as possibly submitting a petition should it become necessary. County Councillors would also be kept informed of the efforts made by HTC and their support sought for a satisfactory solution.

Members were of the view that in general the condition of many Horley roads had reached an unacceptable level with unattended areas or mere temporary patching which was not sustainable in the longer term. It was felt that the matter should be taken up with the SCC Cabinet Member for Transport, Cllr Matt Furniss, along with the provision of photographic evidence. The Planning Chairman advised that Cllr Furniss had already attended a joint meeting with Salfords & Sidlow Parish Council and Horley Town Council back in 2018 to address similar issues but many of the outcomes hoped for on the implementation of essential road repairs and maintenance had not been reached. It was agreed that HTC would remain steadfast on its aims to see the worst affected roads improved and to influence the Highways Authority on prioritising its programme of works to include these areas.

RESOLVED: Noted.

P 7010

SCC Highways Bulletins

RESOLVED: that receipt be noted of the latest SCC Highways Bulletins (already circulated to members).

Airport Matters

P 7011

GATCOM: DfT Consultation: Stage 1 Night Flight Restrictions (Closing Date: 3 March 2021)

P 7011)

The Town Clerk explained that the DfT was consulting on proposals to maintain existing night flight restrictions for designated airports (including Gatwick) from 2022, including a ban on QC4 aircraft movements between 23.30hrs and 06.00hrs. The consultation responses would be given consideration in making a final policy decision on the regime for the designated airports beyond 2022. The DfT was also seeking views and evidence on policy options of the Government's Future Night Flight Policy at the designated airports beyond 2024, including whether it should amend national protocol to include night noise policy, revising the Night Flight Dispensation Guidance and what the night flight regime should look like in the future. It was intended to publish Stage 2 of the consultation in 2022 to set out firm proposals to become effective from 2024. Further information was available on the [GAL website](#).

RESOLVED: noted.

P 7012

GATCOM: Build Back Better and Greener at Gatwick

The Town Clerk referred to a copy letter from the GATCOM Chairman to the Aviation Minister, Robert Courts MP where the Government's efforts in responding to the pandemic with various support packages had been duly acknowledged. The GATCOM Chairman had further highlighted the significant impact of the Coronavirus pandemic, including the crisis faced by the aviation industry and that GAL had suffered huge financial losses with unemployment in the Gatwick region becoming very high. He further put forward proposals to help enable the industry to establish a path to recovery. The Planning Chairman added that GATCOM had to balance a range of competing views on the overall impact.

RESOLVED: noted.

P 7013

GAL Surface Access Meeting 17 November 2020

The Planning Chairman reported that the key topic discussed at the Surface Access meeting was the introduction of forecourt charging. All airports were planning to introduce this system and the charge would be levied on vehicular pick up/drop off and applied after each visit with no actual barriers placed on the forecourt. The proposed system would use ANPR with a number of payment options provided, including post pay/credit and debit cards/pre-pay. A red route system would be implemented across the airport but restricted to roads on GAL property.

Concerns were expressed about disabled parking provision as well as the impact on local roads and bus laybys. It was reported that free access would be made available to blue badge holders although it was not yet known how this would operate. Taxis would also be subject to the £5 charge which would effectively double the fare for passengers commuting from Horley. Airport concession cars would, however, be exempt. A shuttle bus service to and from the terminals would be made available and two-hour free parking would be implemented at the long stay car park. The Planning Chairman said that it was inevitable that forecourt charging would be introduced at Gatwick like most national airports.

Cllr George further imparted the news that Uber had given up its lease of the car park at City Place, Manor Royal, Crawley. GAL was concerned that this could bring back the former issues of the company using local roads so had devoted a

P 7013) section of one of the car parks for Uber drivers to use. It was further planned to extend this to individual taxi firms with consideration for toilets and refreshment facilities to be given at a later stage. This was thought to be very good news for local communities and that GAL had sanctioned these arrangements despite its previous claims about having insufficient car parking capacity at the airport.

RESOLVED: noted.

P 7014 GATCOM: Weekly Newsletters and Updates

The latest Newsletters and updates had previously been circulated to Members, for information. It was noted that receipt of these remained intermittent at present.

RESOLVED: noted.

P 7015 Independent Commission on Civil Aviation Noise (ICCAN)

The Planning Chairman said that he had attended a meeting about the future of aircraft noise. Consideration was being given to banning all night flights. He felt that the economic impact of such a ban on the local economy should be carefully considered and other sources of noise would also need to be taken into account. It was thought to be important to gain an understanding of the likely impact on all airports, otherwise there would not be a level playing field in terms of competition.

RESOLVED: noted.

P 7016 Recent Airport Communications

From	Subject	Received	Action
Eurocontrol	Five Year Forecast 2020 – 2024: European flight movements and service units	12.11.20	Noted
GAL	Gatwick Surface Access Meeting notes	23.11.20	Noted
GATCOM	Draft letter to the minister for aviation	11.11.20	Noted
GATCOM	“Building Back Better” – GATCOM Approach agreed at its meeting on 15 October 2020	11.11.20	Noted
GATCOM	Detailed member comments	20.11.20	Noted
GATCOM	Revised letter to the minister for aviation	20.11.20	Noted
GATCOM	Response to views on draft letter to the minister of aviation	23.11.20	Noted

P 7016)	GATCOM	Build Back Better Letter	02.12.20	Noted
	GATCOM	CAA Consultation Notification	03.12.20	Noted
	GATCOM	Newsletters	12.11.20	Noted
	NMB	Meeting invitation	06.11.20	Noted

RESOLVED: noted.

Proposed Horley Commercial Hub

P 7017 The Planning Chairman reported that the proposed Horley Commercial Hub had been discussed at the recent liaison meeting with RBBC/HTC. The Borough Council Leader, Cllr Mark Brunt, suggested that an approach be made to the Coast to Capital LEP in regard to a funding application and he would be pleased to facilitate an introduction. The next steps on the proposals had been set out by the Environment Group and headline figures had been sent to RBBC's Head of Economic Prosperity. A further meeting of the Environment Group was planned for 9 December and a further update would be given at the Full Council meeting on 15 December 2020.

RESOLVED: noted.

P 7018 RBBC: 'Delivering Change' Horley Town Centre Refurbishment Projects

The Town Clerk reported that steady progress had been made on the town centre improvement projects. SCC had given its support and talks with local businesses on the regeneration programme and timetable were in hand. The works would initially focus on the public realm improvements at the Subway and the pay on exit facility at the Victoria Road & Central car parks were scheduled to launch in April 2021. Parking at these sites would be free after 18.00 hrs and there would be a grace period of up to 30 minutes parking, free of charge. RBBC were currently evaluating tenders for the works to be undertaken.

She added that the High Street car park development would follow at a later stage and it was hoped that an inspection of the footbridge would also take place, subject to agreement with Network Rail. The Clerk further advised that RBBC's Project Managers were running a series of focus group meetings with HTC on the 'Delivering Change' regeneration scheme which were greatly beneficial and a full briefing would be provided for all Members prior to the next Planning Meeting, on 12 January 2021, starting promptly at 6.30 pm.

RESOLVED: noted.

P 7019 Horley Strategic Business Park - draft Supplementary Planning Document (SPD)

The Town Clerk advised that RBBC were progressing the draft SPD and were pleased to receive much valuable input at their series of workshops with HTC and other contributors, including the Horley Chamber of Commerce. A public

P 7019) consultation was expected to be launched in the summer and this would be shared with HTC along with further RBBC briefings on the draft proposals. It was pleasing to note that the Borough Council's commitment to provide a Town Park remained high on its list of priorities and this would further facilitate plans to increase biodiversity in the area.

It had also been made known that trees had recently been felled on land at Meadowcoft without permission and this was subsequently widely publicised on social media. RBBC Members and Officers had visited the desecrated site along with the Forestry Commission and the Police. The Forestry Commission planned to take action against those responsible for cutting down the trees and causing such devastation which had led to much upset and anger amongst the local community. Planning Policy Officers working on the draft SPD, advised that they would include Tree Preservation Orders for the groups of trees and would be working closely with their Communications Team to demonstrate that RBBC were acting responsibly.

RESOLVED: noted

P 7020 Letters Received

From	Subject	Received	Action
ERTA	Newsletter 34	09.11.20	Noted
	Notes on ERTA meeting 16.10.20	09.11.20	Noted
Metrobus	Stakeholders	13.11.20	Noted
	Newsletter	30.11.20	Noted
WSCC	Statement of representations procedure	05.11.20	Noted
WSCC	Stakeholder letter and papers, soft sand review	09.11.20 11.11.20	Noted

RESOLVED: noted.

Diary Dates

P 7021 **RESOLVED: noted that the next virtual meetings to be held would be Full Council on 15 December and Planning and Development on 12 January.**

P 7022 **Items for Future Consideration**
Trinity Oaks Primary School, Brookfield Drive - traffic calming measures on highways.

RESOLVED: noted.

P 7023 **Press Release**
RESOLVED: that comments on Planning Applications be released to the press and placed on the Town Council website.

Meeting closed at 20.38 pm Date of next meeting: 12 January 2021

During the period 04 December 2020 – 07 January 2021

List of Determined Applications – Horley

By Reigate & Banstead Borough Council

Applications Approved			
Application Number	Details	HTC Comments	Decision
<u>20/02034/F</u>	Cumberland Guest House 39 Brighton Road Horley Surrey RH6 7HH Conversion of guest house and coach house to create eight self contained flats for occupation by residents in need of a limited element of care (use class C3). Single storey extensions to front and rear elevations of main building and extension to the coach house.	No objections	Approved with Conditions
<u>20/02099/F</u>	The Yard The Close Horley Surrey RH6 9EB Proposed workshop building following demolition of existing non-agricultural buildings.	No objections	Approved with Conditions
<u>20/01609/HHOLD</u>	147 Balcombe Road Horley Surrey RH6 9BX Erection of rear conservatory. As amended on 29/10/2020.	No objections	Approved with Conditions
<u>20/01693/HHOLD</u>	The Redit Rosemary Lane Horley Surrey RH6 9HG Demolition of existing garage and 1.35m wide side extension to length of existing property 5m rear extension (incorporating 3No. rooflights). Loft conversion at first floor level with new roof structure (incorporating gable end to the rear elevation). As amended on 17/11/2020.	No objections	Approved with Conditions
<u>20/01978/HHOLD</u>	114 Balcombe Road Horley Surrey RH6 9BW Proposed single storey side and rear extensions, garage conversion, reconstruction of front porch.	No objections	Approved with Conditions
<u>20/02088/HHOLD</u>	2 Middlefield Horley Surrey RH6 9XP Proposed single storey, flat roof rear extension. Existing conservatory to be removed.	No objections	Approved with Conditions
<u>20/02182/HHOLD</u>	30 Crescent Way Horley Surrey RH6 7LL Removed the rear shed, new single side and rear extension with a new flat roof with a lantern at the rear and new pitch roof with skylight on the side. As amended on 24/11/2020	No objections	Approved with Conditions

During the period 04 December 2020 – 07 January 2021

<u>20/02220/HHOLD</u>	100 Lumley Road Horley Surrey RH6 7JJ Rear extension. Part two story and part single story.	No objections	Approved with Conditions
<u>20/02240/HHOLD</u>	41 Wolverton Gardens Horley Surrey RH6 7LZ Proposed outbuilding	No objections	Approved with Conditions
<u>20/02266/HHOLD</u>	16 Williamson Road Horley Surrey RH6 9RQ Erection of single storey rear extension and enclosure of front overhang to form porch	No objections	Approved with Conditions
<u>20/02490/HHOLD</u>	75 Hevers Avenue Horley Surrey RH6 8BZ Single storey rear extension	No objections	Approved with Conditions
<u>04/02120/RM3C</u>	Horley North West Development Meath Green Lane Horley Surrey Reserved Matters application for the Neighbourhood Centre at the North West Horley development (appearance, landscaping, layout and scale) pursuant to 04/02120/OUT for the erection of 80 dwellings (Use Class C3), Neighbourhood Hall (Use Class D1), Medical Centre (Use Class D1), retail (Use Classes A1-A5) and commercial floorspace (Use Class B1), together with associated parking, lighting, levels and drainage. As amended on 08/05/2019, 01/09/2020 and on 19/11/2020.	No objections however the Town Council questions the uneven allocation of parking spaces between the Neighbourhood Hall and the Public House. The Town Council takes the view that the Neighbourhood Hall would require more parking than the Public House and the allocations should be reversed. The Town Council also queried the fact that the footprint of the Public House was larger than that of the Neighbourhood Hall.	Approved with Conditions
<u>20/02184/S73</u>	Ringwood 85 Parkhurst Road Horley Surrey RH6 8EX Proposed detached bungalow. Variation of condition 1 of permission 20/00690/F amendment to approved plans, increase in depth and amendments to fenestration. As amended on 17/11/2020 and on 30/11/2020.	No objections	Approved with Conditions
<u>20/02136/TPO</u>	6 Wellington Way Horley Surrey RH6 8JH SEE CONDITION 2 FOR APPROVED WORKS . T1-Oak Tree located in rear garden, part of 'group or area or woodland'. Reduction required for upkeep and to allow more light. Proposed works: Reduce lateral branches by 2m.	No objections, subject to no adverse comments from the Tree Officer.	Approved with Conditions

During the period 04 December 2020 – 07 January 2021

<p><u>20/02443/TPO</u></p>	<p>5 Raymer Walk Langshott Horley Surrey RH6 9XQ 1 English Oak Crown Reduction - Reducing the height and spread of the tree by up to 2 metres. All pruning cuts shall be made to suitable secondary growth points and shall maintain a stable platform for the expected regrowth Height pre works 23m post works 21m. Crown spread pre works 16m post works 14m 2 English Oak Crown Reduction - Reducing the height and spread of the tree by up to 2 metres. All pruning cuts shall be made to suitable secondary growth points and shall maintain a stable platform for the expected regrowth Height pre works 23m post works 21m Crown spread pre 8m post works 6m Works required to allow more light into garden and property and cut away from building.</p>	<p>No objections, subject to no adverse comments from the Tree Officer.</p>	<p>Approved with Conditions</p>
<p><u>20/02445/TPO</u></p>	<p>8 Staffords Place Horley Surrey RH6 9GY SEE CONDITION 2 FOR APPROVED WORKS. Ash (T1) - crown reduce by 2m</p>	<p>No objections, subject to no adverse comments from the Tree Officer.</p>	<p>Approved with Conditions</p>

During the period 04 December 2020 – 07 January 2021

Applications Refused and Withdrawn

By Reigate & Banstead Borough Council

Applications Refused			
Application No:	Details	HTC Comments	Status
<u>20/02062/F</u>	47 Lumley Road Horley Surrey RH6 7JF Change of use of existing building from B8 (storage) to C3 (residential) to provide three residential units, plus associated works of alterations and construction.	The Town Council OBJECTS on the following grounds: i) overdevelopment; ii) out-of-character with surrounding properties; iii) poor amenities to proposed property; iv) adverse impact on neighbour amenities; and v) concerns about site access off a busy road which suffers from congestion with on-street parking	Refused
<u>19/01679/HHOLD</u>	8 Church Road Horley Surrey RH6 7EX Ground and first floor side and rear extension and loft conversion with rear roof extension.	No objections	Refused
<u>20/02295/HHOLD</u>	27 Queens Road Horley Surrey RH6 7AH Proposed rear dormer to form rooms in the roof.	No objections	Refused
<u>20/02227/TPO</u>	7 West Meads Horley Surrey RH6 9AF T1 , Oak , reduce lowest limbs by 4m , prune back the limbs above by 1m-2m to maintain a natural shape	No objections, subject to no adverse comments from the Tree Officer.	Refused

List of Planning Applications
Registered by Reigate & Banstead Borough Council
During the period 04 December 2020 – 07 January 2021
To see plans please CTRL+click on the application number to follow the link

01. RBBC Letter Dated: 07/12/20	Application No: 19/00986/F
LOCATION:	Land At The Croft Meath Green Lane Horley Surrey RH6 8HZ
DESCRIPTION:	Erection of 10 dwellings with site access, private amenity space, garaging, parking and access to neighbouring development. As amended on 12/07/2019, 21/04/2020 and on 01/12/2020.
Cons Expiry Date: 30/12/21; Determination Deadline 02/03/21;	
History	06/00934/OUT – Residential and associated development as part of the comprehensive north-west sector scheme. (Drwg No. 05.144/1; 1571LP/13) 17/01385/F – Amended proposal: Full detailed planning application: erection of 13 no. dwellings, vehicular and pedestrian access, secure cycle storage and car parking, landscaping and servicing. As amended on 22/08/2017 and 13/10/2017.
Status	06/00934/OUT – Registered 17/01385/F – Refused
Comments	06/00934/OUT – n/a 17/01385/F – n/a 19/00986/F – No objections (HTC 28 June 2019)
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	FOR FULL COMMITTEE

02. RBBC Letter Dated: 09/12/20	Application No: 20/02677/RET
LOCATION:	Flat 1 Aldeburgh House Suffolk Close Horley Surrey
DESCRIPTION:	Installation of doorway in existing rear wall
Cons Expiry Date: 02/01/21; Determination Deadline 21/01/21;	
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

List of Planning Applications
Registered by Reigate & Banstead Borough Council
During the period 04 December 2020 – 07 January 2021
To see plans please CTRL+click on the application number to follow the link

03. RBBC Letter Dated: 10/12/20	Application No: 20/02663/PAP30
LOCATION:	39 Station Road Horley Surrey RH6 9HW
DESCRIPTION:	Prior Notification requirement under Part O of the GPDO for the change of use of offices (Class B1a) to form 4 apartments.
<i>Cons Expiry Date: 03/01/21; Determination Deadline 25/01/21;</i>	
History	20/01638/PAP30 – Change the first and second floor offices to a 2 bed apartment on each floor.
Status	Prior Approval Not Required
Comments	n/a
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	The Town Council OBJECTS on the grounds that the application does not provide adequate parking under the DMP2019 requirement of one (1) parking space per dwelling.

04. RBBC Letter Dated: 10/12/20	Application No: 20/02406/S73
LOCATION:	2 Grendon Close Horley Surrey RH6 8JW
DESCRIPTION:	Proposed first floor and two storey extension to existing garage. Variation of Condition 1 of permission 19/00218/HHOLD. To allow for a window at the rear for natural light.
<i>Cons Expiry Date: 03/01/21; Determination Deadline 02/02/21;</i>	
History	19/00218/HHOLD – Proposed first floor and two storey extension to existing garage. As amended on 01/04/2019.
Status	Approved with Conditions
Comments	No objections
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

05. RBBC Letter Dated: 11/12/20	Application No: 20/02644/HHOLD
LOCATION:	74 Cheyne Walk Horley Surrey RH6 7LR
DESCRIPTION:	Remove existing garage to side of property and replace with a 2 story chart bungalow style extension to form attached granny annexe. Convert part of roof space to form additional bedroom with rear dormer. Very slight rise in ridge level locally to accommodate dormer.
<i>Cons Expiry Date: 04/01/21; Determination Deadline 22/01/20;</i>	
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

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06. RBBC Letter Dated: 11/12/20	Application No: 20/02662/HHOLD
LOCATION:	11 Witherdale Horley Surrey RH6 8BW
DESCRIPTION:	Proposed two storey side extension
<i>Cons Expiry Date: 04/01/21; Determination Deadline 26/01/21;</i>	
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

07. RBBC Letter Dated: 11/12/20	Application No: 20/02656/HHOLD
LOCATION:	78 Church Road Horley Surrey RH6 8AD
DESCRIPTION:	Increasing height of the existing flat roof, providing new external bifold doors to the rear elevation and infilling existing external side door.
<i>Cons Expiry Date: 04/01/21; Determination Deadline 25/01/21;</i>	
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

08. RBBC Letter Dated: 14/12/20	Application No: 20/02625/CLE
LOCATION:	15 Church Road Horley Surrey RH6 7EY
DESCRIPTION:	A certificate of lawful development (existing use) is sought to regularize the existing and continued use of the building and grounds immediately south of no 15 Church Road and as per the attached site location plan as a self-contained C3 residential dwelling.
<i>Cons Expiry Date: 07/01/21; Determination Deadline 04/02/21;</i>	
History	19/02121/F – Conversion of existing building into 7 no C3 residential dwellings. As amended on 17/12/2019, 13/01/2020 and on 01/01/2020.
Status	Approved with Conditions
Comments	No objections
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

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09. RBBC Letter Dated: 15/12/20	Application No: 20/02744/HHOLD
LOCATION:	1 Harrowsley Green Cottages 136 Smallfield Road Horley Surrey RH6 9LS
DESCRIPTION:	Ground floor side extensions.
<i>Cons Expiry Date: 08/01/21; Determination Deadline 04/02/21;</i>	
History	19/02305/HHOLD – Ground floor side extensions.
Status	Approved with Conditions
Comments	No Objections
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections

10. RBBC Letter Dated: 15/12/20	Application No: 20/02769/TPO
LOCATION:	22 Grove Road Horley Surrey RH6 8EL
DESCRIPTION:	T1 Conifer- Fell to ground level. Tree is causing damage pavement. Removal would stop any further damage occurring.
<i>Cons Expiry Date: 08/01/21; Determination Deadline 05/02/21;</i>	
HORLEY TOWN COUNCIL COMMENTS (for approval by Planning Sub-Committee prior to deadline and ratification at meeting, 12/01/21)	No objections, although the Council queries if the proposed fell affects all four trunks visible on google maps street view. In this case, the Council would ask that the resident considers planting a replacement tree.

11. RBBC Letter Dated: 04/01/21	Application No: 20/02750/HHOLD
LOCATION:	21 Heritage Lawn Langshott Horley Surrey RH6 9XH
DESCRIPTION:	Proposed two storey side extension incorporating addition over existing single storey garage. As amended on 04/01/2021.
<i>Cons Expiry Date: 14/01/21; Determination Deadline 04/02/21;</i>	
HORLEY TOWN COUNCIL COMMENTS (12/01/21)	

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12. RBBC Letter Dated: 23/12/20	Application No: 20/02735/S73
LOCATION:	Friars 210 Smallfield Road Horley Surrey RH6 9LS
DESCRIPTION:	Demolition of the existing dwelling and erection of a replacement dwelling. Variation of condition 5 of permission 17/00201/F, removal of permitted development rights without special reason.
<i>Cons Expiry Date: 16/01/21; Determination Deadline: 02/02/21;</i>	
History	17/00201/F – Demolition of the existing dwelling and erection of a replacement dwelling. As amended on 02/06/2017. As amended on 13/09/2017
Status	Approved with Conditions
Comments	No objections
HORLEY TOWN COUNCIL COMMENTS (12/01/21)	

13. RBBC Letter Dated: 29/12/20	Application No: 20/02803/HHOLD
LOCATION:	22 Cloverfields Langshott Horley Surrey RH6 9EY
DESCRIPTION:	Proposed first floor side/rear extension
<i>Cons Expiry Date: 20/01/21; Determination Deadline 09/02/21;</i>	
History	20/00453/HHOLD – Proposed first floor side/rear extension.
Status	Approved with Conditions
Comments	No objections
HORLEY TOWN COUNCIL COMMENTS (12/01/21)	

14. RBBC Letter Dated: 29/12/20	Application No: 20/02828/HHOLD
LOCATION:	31 Hazelhurst Langshott Horley Surrey RH6 9XY
DESCRIPTION:	Proposed single storey side/rear orangery extension
<i>Cons Expiry Date: 20/01/21; Determination Deadline 11/02/21;</i>	
HORLEY TOWN COUNCIL COMMENTS (12/01/21)	

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15. RBBC Letter Dated: 30/12/20	Application No: 20/02581/F
LOCATION:	QVS 94 Brighton Road Horley Surrey RH6 7JQ
DESCRIPTION:	The proposal consists of the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 6 No. self contained flats. The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road.
<i>Cons Expiry Date: 21/01/21; Determination Deadline 12/02/21;</i>	
History	<p>20/00503/F – The proposal consists of the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. As amended on 13/03/2020 and on 30/03/2020.</p> <p>20/01619/PAP3M – The proposal creates 2 no. Flats contained within the ground floor structure. It is proposed to demolish the existing single-structure partly (allowed per GPDO Part 3 M.1.f). The shop and its frontage are retained</p>
Status	<p>20/00503/F – Approved with Conditions</p> <p>20/01619/PAP3M – Prior Approval Not Required</p>
Comments	<p>20/00503/F – Horley Town Council has no objections; but note that the site allows for little in the way of amenities.</p> <p>The existing car parking bays to the front of the property are used by customers of the retail unit which entails vehicles crossing the public footpath. This development should address this by having dropped kerbs installed.</p> <p>20/01619/PAP3M – n/a</p>
HORLEY TOWN COUNCIL COMMENTS (12/01/21)	

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16. RBBC Letter Dated: 31/12/20	Application No: <u>20/02770/F</u>
LOCATION:	Rear Of 74 To 82 Brighton Road Horley Surrey RH6 7JQ
DESCRIPTION:	The proposed development of two detached chalet bungalows with two bedrooms each and an associated landscaped parking area with arched features over the existing vehicle and pedestrian access entrances.
<i>Cons Expiry Date: 22/01/21; Determination Deadline 16/02/21;</i>	
HORLEY TOWN COUNCIL COMMENTS (12/01/21)	

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Tree Works (Non-Felling)

A. RBBC Letter Dated: 17/12/20	Application No: 20/02779/TPO
LOCATION:	3 Newlands Close Horley Surrey RH6 8JR
DESCRIPTION:	Rear Garden - Rear Boundary T1 - Oak Reduce and reshape by removal of up to 2.5 metres in crown width and height. Remove deadwood. Reduce major lateral overhanging adjacent school playground on North Eastern aspect by up to 3.5 metres to reduce branch end weight. The subject tree is a mature specimen that dominates the surrounding gardens and adjacent school playground areas. The tree is valuable in terms of maturity, size and amenity value. It requires pruning as specified in terms of good, sound arboricultural management and to maintain at a size appropriate to its location. The works specified to the NE crown aspect, are required to reduce and mitigate risk in the event of structural branch failure to the canopy overhanging the adjacent school playground. The specified works will not reduce the trees amenity value and allow for sustainable tree management in the long term.
HORLEY TOWN COUNCIL COMMENTS (Planning Officer delegation):	No objections, subject to no adverse comments from the Tree Officer.

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B. RBBC Letter Dated: 17/12/20	Application No: 20/02755/TPO
LOCATION:	11 Millfield Close Horley Surrey RH6 9QX
DESCRIPTION:	Rear Garden T1 - Oak Remove 1x over extended lowest lateral. Crown reduce clients side by up to 1.5 metres. Trees are in the rear garden on the rear boundary of 11 Millfield close. The subject trees are interfering with the reasonable enjoyment of a large proportion of the rear garden. Work will encourage well balanced crown for future years. Rear Garden T2 - Oak Remove 1x over extended lowest lateral. Crown reduce clients side by up to 1.5 metres. Trees are in the rear garden on the rear boundary of 11 Millfield close. The subject trees are interfering with the reasonable enjoyment of a large proportion of the rear garden. Work will encourage well balanced crown for future years. Rear Garden T3 - Oak Remove 1x over extended lowest lateral. Crown reduce clients side by up to 1.5 metres. Trees are in the rear garden on the rear boundary of 11 Millfield close. The subject trees are interfering with the reasonable enjoyment of a large proportion of the rear garden. Work will encourage well balanced crown for future years. Rear Garden T4 - Oak Remove 1x over extended lowest lateral. Crown reduce clients side by up to 1.5 metres. Trees are in the rear garden on the rear boundary of 11 Millfield close. The subject trees are interfering with the reasonable enjoyment of a large proportion of the rear garden. Work will encourage well balanced crown for future years. Rear Garden T5 - Oak Remove 1x over extended lowest lateral. Crown reduce clients side by up to 1.5 metres. Trees are in the rear garden on the rear boundary of 11 Millfield close. The subject trees are interfering with the reasonable enjoyment of a large proportion of the rear garden. Work will encourage well balanced crown for future years. Rear Garden - Rear Side T6 - Oak Within Separate Application Rear Garden - Rear Side T7 - Oak Within Separate Application.
HORLEY TOWN COUNCIL COMMENTS (Planning Officer delegation):	No objections, subject to no adverse comments from the Tree Officer.

List of Planning Applications

Registered by Reigate & Banstead Borough Council

During the period 04 December 2020 – 07 January 2021

To see plans please CTRL+click on the application number to follow the link

The following applications are for information only
Applications validated week beginning 30 November
<p>19/02602/DET04 – 6 Brighton Road Horley Surrey RH6 7ES Submission of bicycle parking area details pursuant to Condition 4 of permission 19/02602/F. Conversion of existing residential house into 4 no. flat units with associated single storey ground floor extension, hip to gable roof extension with rear facing roof dormers and landscaping.</p>
<p>19/02602/DET05 – 6 Brighton Road Horley Surrey RH6 7ES Submission of fast charge socket details pursuant to Condition 5 of permission 19/02602/F. Conversion of existing residential house into 4 no. flat units with associated single storey ground floor extension, hip to gable roof extension with rear facing roof dormers and landscaping.</p>
<p>19/02602/DET06 – 6 Brighton Road Horley Surrey RH6 7ES Submission of refuse store details pursuant to Condition 6 of permission 19/02602/F. Conversion of existing residential house into 4 no. flat units with associated single storey ground floor extension, hip to gable roof extension with rear facing roof dormers and landscaping.</p>
<p>19/02602/DET07 – 6 Brighton Road Horley Surrey RH6 7ES Submission of hard and soft landscaping scheme details pursuant to Condition 7 of permission 19/02602/F. Conversion of existing residential house into 4 no. flat units with associated single storey ground floor extension, hip to gable roof extension with rear facing roof dormers and landscaping.</p>
Applications validated week beginning 07 December
<p>20/02737/CAN – Beechcroft 68 Massetts Road Horley Surrey RH6 7ED Hornbeam tree - Reduce the crown to the previous cut points to manage the overall volume of the tree.</p>
<p>20/02732/P20AD – 60 Balcombe Road Horley Surrey RH6 9AA The addition of a first floor to an existing bungalow, limited to the original building footprint. Materials used will be matching the existing. Roof pitch to match existing.</p>
<p>20/02663/PAP30 – 39 Station Road Horley Surrey RH6 9HW Prior Notification requirement under Part O of the GPDO for the change of use of offices (Class B1a) to form 4 apartments.</p>
Applications validated week beginning 14 December
<p>20/02846/CLP – 30 Wolverton Gardens Horley Surrey RH6 7LX A side extension to the existing dwelling per the drawings attached. Dimensions are contained on the drawings, in summary the extension is for the full side length from front to back (but does not extend beyond the existing building), roof height is 3.5m at the maximum point, adding a small additional space extending the bedroom and creating an ensuite, extending the kitchen/utility and adding a study.</p>
<p>20/02811/CLP – 30 Haroldslea Drive Horley Surrey RH6 9DU Side dormer to existing roof.</p>
<p>15/00028/DET02 – 16 Kings Road Horley Surrey RH6 7AZ Submission of Tree Protection Plan and the related Arboricultural Method Statement details pursuant to Condition 2 of permission 15/00028/OUT. Demolition of single storey side extension of existing dwelling. Construction of new dwelling to side.</p>
<p>20/02823/PAP30 – Victoria House Consort Way Horley Surrey RH6 7AF Change of use of offices (Class B1a) to form 22 apartments.</p>

List of Planning Applications
Registered by Reigate & Banstead Borough Council
During the period 04 December 2020 – 07 January 2021
To see plans please CTRL+click on the application number to follow the link

Applications validated week beginning 21 December
<p><u>04/02120/DET16Q</u> – Horley North West Development Meath Green Lane Horley Surrey Submission of arboricultural protection supervision details pursuant to Condition 16 of 04/02120/OUT - Comprehensive mixed use development to comprise housing (approx 1510 dwellings), neighbourhood centre, primary school, recreation and open space uses, plus associated infrastructure and access roads linking the development to A23 and A217.</p> <p><u>04/02120/DET17Q</u> – Horley North West Development Meath Green Lane Horley Surrey Submission of TPP, AIA and AMS details pursuant to Condition 17 of 04/02120/OUT. Comprehensive mixed use development to comprise housing (approx 1510 dwellings), neighbourhood centre, primary school, recreation and open space uses, plus associated infrastructure and access roads linking the development to A23 and A217.</p>
Applications validated week beginning 28 December
None relevant to Horley

During the period 04 December 2020 – 07 January 2021

Appeals Lodged – Horley

Application No / Planning Inspectorate Reference:	Details	Case Type	Application Date
	None that are relevant to Horley		

Appeals In Progress (Awaiting Decision) – Horley

Application No / Planning Inspectorate Reference:	Details	Case Type	Hearing Date
	None that are relevant to Horley		

Appeals Decided – Horley

Application No / Planning Inspectorate Reference:	Details	Case Type	Decision
<u>20/00562/F APP/L3625/W/20/3256749</u>	110 Kingsley Road Horley Surrey RH6 8AW Erection of new dwelling.	Planning Appeal (W)	Dismissed



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Crawley Local Plan consultation

Published: 04 January 2021

From: Planning

Crawley Borough Council is launching the next stage of consultation on its Local Plan.

The six-week consultation, which begins on Wednesday 6 January, is for residents, businesses and other interested stakeholders to make formal representations on any policy or allocation in the Local Plan.

If you previously submitted a response to the Regulation 19 consultation, carried out between January and March 2020, you do not have to re-submit your response. However, new responses on the changes which have been made to the Local Plan subsequently or the new updated evidence documents are welcomed. Responses from the previous consultation will be submitted along with responses received in this consultation. Please let us know in writing if you are responding to withdraw your previous objections.

Crawley Borough Council's vision for Crawley is "a modern, vibrant town that stands proud of its achievements and uses its strengths to reach its potential. Its strong and diverse communities, neighbourhood structure, sustainable economic growth and excellent connections within and beyond the region will make it a place that people enjoy and want to live, work and visit".

The Local Plan is an important document, setting out the strategic priorities for Crawley and the planning policies to deliver:

- Homes and jobs

- Provision of retail, leisure and other commercial development
- Provision of infrastructure for transport, telecommunications, water supply, wastewater, flood risk management and energy
- Provision of community, social and cultural infrastructure and other local facilities
- Climate change mitigation and adaptation
- Conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure
- Sustainable growth of Gatwick Airport.

The draft submission Local Plan includes:

- Planning for a minimum of 5,320 new homes within the borough, meeting the local housing needs for a mix of house types and sizes, and including affordable housing
- Meeting the borough's future employment needs through protection and improvement of existing main employment areas and the allocation of a new strategic employment site, alongside supporting skills development, arts and culture and office provision
- Enabling healthy lifestyles and wellbeing through good urban design, securing accessible and inclusive design from all new developments, protection and enhancements of existing open space, sports, play and recreation facilities, prioritising the use of accessible and reliable sustainable transport and active travel, and ensuring new development is supported by necessary infrastructure provision.

“

This consultation is the last chance for residents to tell us what they think about the Local Plan before it is examined by a Planning Inspector. So if you're interested in the future sustainable development of our town please take part in this stage of consultation.

Councillor Peter Smith
Cabinet member for Planning and Economic Development
Crawley Borough Council

The consultation runs until 5pm on 17 February. Comments must be based on whether you consider the plan to comply with legal requirements, the duty to co-operate and whether the plan is sound.

All responses will go to a Planning Inspector appointed by the Secretary of State.

To have your say and for more information on the Crawley Local Plan visit our [Local Plan page](#) from 6 January.

You can also email your comments to strategic.planning@crawley.gov.uk or send them to Local Plan Consultation, Strategic Planning, Crawley Borough Council, Town

Crawley

Local Plan

**Crawley Borough Local Plan Topic Paper 5:
Employment Needs and Land Supply**



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1. INTRODUCTION

- 1.1 The Local Plan applies a positive and proactive strategy in planning to meet Crawley's employment land and floorspace needs for the period 2021 to 2037. Its approach has been informed by an up-to-date and robust evidence base that takes account of economic forecasts, market intelligence, and the available land supply position to set in place a strategic policy approach that will enable Crawley to build upon its economic strengths, counter its weaknesses, and address future challenges.
- 1.2 This Topic Paper provides an overview of the evidence base findings that have informed the Local Plan economic approach. Key to this is the Northern West Sussex Economic Growth Assessment (January 2020) and its Crawley focused update (September 2020), which establish Crawley's future employment needs in terms of job growth, business floorspace and land take. This is complemented by an updated Employment Land Trajectory (September 2020), which sets out the available employment land supply pipeline, and the SA/SEA, which undertakes an assessment of sites to identify the future employment land supply pipeline.
- 1.3 These documents have shaped the Local Plan strategy for economic growth, informing in particular the approach of Strategic Policies EC1 (Sustainable Economic Growth) and EC4 (Strategic Employment Location). The Local Plan vision for the economy is that Crawley will continue to be an economic leader, with a diverse, resilient and productive economy that meets the needs of the borough and supports the overall prosperity of the region. This Topic Paper explains how the Local Plan will facilitate this, supporting a strong and competitive economy for Crawley and its functional economic market area. It should be read in conjunction with Topic Paper 2: Gatwick Airport.

2. BACKGROUND

Crawley's Economic Context

- 2.1 Crawley is firmly established as one of the key economic drivers in the South East of England, representing the geographic and economic heart of the Gatwick Diamond sub-region and the wider Coast to Capital Local Enterprise Partnership (LEP) area. Through its excellent transport links, Crawley is well connected internally, nationally and internationally. It is home to a major international airport at Gatwick, and Manor Royal, the region's premier business destination, employs over 30,000 people across an area of 240 hectares. Both are key drivers of the Crawley economy and that of the wider area.
- 2.2 The Gatwick 360° Strategic Economic Plan 2018-2030¹, prepared by Coast to Capital Local Enterprise Partnership, sets out the economic vision that Crawley, alongside the region's other major urban centres, will be ranked among the most productive places in the UK. Key to achieving this will be

¹ Gatwick 360° The Coast to Capital Strategic Economic Plan 2018-2030, page 15
https://www.coast2capital.org.uk/storage/downloads/coast_to_capital_strategic_economic_plan_2018-2030_pdf-1535099447.pdf

supporting economic growth through the delivery of new business space and facilities, improved connectivity (including digital) and infrastructure, and supporting the necessary skills for a global economy, providing high-quality, well-paid jobs in the decades to come.

- 2.3 To promote the continued prosperity of the Gatwick Diamond and plan for its sustainable future growth, a Gatwick Diamond Local Strategic Statement (LSS)² has been prepared on a joint basis and endorsed by the two county councils and six local authorities covered by the area. The Statement sets out a commitment among local authorities to work together to promote the economic function of the Gatwick Diamond, recognising the strength of Crawley/Gatwick as a business location. Dovetailing with LEP objectives, the Gatwick Diamond LSS establishes priorities to support delivery of the floorspace needed for new and growing businesses, the skills needed to enable communities to access job opportunities within the Diamond, and the infrastructure needed to support sustainable economic growth.
- 2.4 The success of Crawley's economy, and that of the wider Gatwick Diamond and Coast to Capital LEP, is significantly driven by Gatwick Airport. It is the single biggest driver of economic growth, contributing £1.6 billion directly to the Gatwick area, and supporting a total £2.7 billion³ GVA in the Coast to Capital LEP area. The COVID-19 pandemic has impacted substantially on the aviation sector and related businesses, and this has in turn impacted significantly upon Crawley's economy. Centre for Cities⁴ estimate over half of the borough's jobs to fall within very vulnerable or vulnerable sectors, and with 41% of eligible local jobs being supported by the Job Retention Scheme as of 31 July 2020, the proportion of workers placed on furlough in Crawley is the highest in the UK⁵.
- 2.5 However, it is anticipated that Crawley's economy will respond and recover, and that flights will resume at the airport, though economic recovery will need to be supported by a positive planning approach. There remains evidenced need for new business land and floorspace over the forthcoming Plan period. Given what are significant land supply constraints faced within the borough, the Local Plan sets out a pro-active and ambitious economic strategy to support economic recovery in the shorter-term, whilst planning positively for economic growth and diversification, consistent with LEP and Gatwick Diamond priorities and national planning policies, to ensure that sustainable economic growth can be delivered over the Plan period.

2 Gatwick Diamond Local Strategic Statement (2012) paragraph 4.5
<https://crawley.gov.uk/sites/default/files/documents/PUB344429.pdf>

³ Source: Gatwick Growth Board, The Economic Impact of Gatwick airport, 2017. Cited in: Gatwick 360° The Coast to Capital Strategic Economic Plan 2018-2030, page 15

⁴ Centre for Cities (2020) What does the Covid-19 crisis mean for the economies of British cities and large towns? <https://www.centreforcities.org/blog/what-does-the-covid-19-crisis-mean-for-the-economies-of-british-cities-and-large-towns/>

⁵ Centre for Cities (2020) August furlough update: Where are the highest shares of workers on the Job Retention Scheme? <https://www.centreforcities.org/blog/august-furlough-update-where-are-the-highest-shares-of-workers-on-the-job-retention-scheme/>

3. POLICY CONTEXT

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and details how these should be applied. It is clear that the planning system should achieve sustainable development, built around three overarching objectives: economic, social, and environmental. Specifically in relation to the first of these, NPPF paragraph 8a outlines that the economic objective is *'to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'*.
- 3.2 NPPF Section 6: *Building a strong, competitive economy* provides further detail. Paragraph 80 sets out the need for planning policies and decisions to help create the conditions in which businesses can invest, expand and adapt, with significant weight placed upon the need to support economic growth and productivity that takes account of local business needs and wider opportunities. A need to build on existing strengths, counter weaknesses and address future challenges is specifically outlined. Paragraph 81 goes on to outline the need for a clear economic vision and strategy that positively encourages sustainable economic growth; set criteria or identify sites to meet local and inward investment needs; address barriers to investment; and provide flexibility to accommodate needs not anticipated in the Plan. Paragraph 82 emphasises the need to address the specific locational requirements of different sectors, specifically referencing knowledge and creative/high technology industries and also storage & distribution operations.

Planning Practice Guidance: Housing and Economic Needs Assessment

- 3.3 This expands upon the NPPF, outlining the need for local planning authorities to prepare a robust evidence base to understand current and future business needs, reflecting local circumstances and market conditions. This will need to assess the functional economic market area, existing stock of employment land, patterns of employment supply and loss, market demand and signals, and any evidence of market failure such as constraints that prevents an employment site from being used effectively.
- 3.4 Future need should be forecast having regard to a range of data including sectoral and employment forecasts (labour demand), demographically derived assessments of current and future labour supply (labour supply), past take-up of employment land and future property market requirements, and consultation with relevant organisations. Specific reference is made to meeting the needs and locational requirements of the logistics industry and new or specialist sectors.

Planning Practice Guidance: Housing and Economic Land Availability Assessment

- 3.5 This Planning Practice Guidance sets out the need for a thorough but proportionate assessment to identify land that is suitable, available and achievable for economic development uses over the plan period. It is

important that a range of stakeholders, including land owners and promoters, are involved in this process, and a call for sites should be undertaken to identify potential opportunities.

- 3.6 Suitability of sites should be assessed having regard to factors including national policy, market views, contribution to regeneration, and potential impacts including on landscapes, nature and heritage conservation. A site can be considered available for development when, on the best information available, there is confidence that there are no legal or ownership impediments to development. A site is considered achievable when there is a reasonable prospect that a particular type of development will be developed on the site at a particular time. This should be identified in the form of a trajectory that sets out the amount of economic development that can be provided, and at what point in the future (i.e. years 1-5, 6-10, and 11+) these sites can be delivered.

Crawley Borough Local Plan 2015: Employment Land Supply Position

- 3.7 The adopted Local Plan (2015) planned for a baseline need of 57.9 hectares new business land in the borough over the Plan period to 2030⁶. The Plan recognised the scope to accommodate these needs within the borough as being severely limited as a result of Crawley's constrained land supply position, which has been significantly affected by the requirement to safeguard land for a possible additional runway at Gatwick Airport. The Plan identified an available supply of 23 hectares business land, significantly through the reuse and intensification of sites within the existing main employment areas, supported by opportunities for small-scale extensions to Manor Royal that would add to the business land supply pipeline. To maximise the available business land supply, the Plan protected the business function of Manor Royal, and more broadly, the economic function of the main employment areas, to ensure that the economy of Crawley and surrounding areas was not undermined.
- 3.8 Although the adopted Local Plan sought to maximise the available land supply within the confines of safeguarding, Crawley's constrained land supply position meant that Crawley's full employment land requirement could not be accommodated within the borough boundary, resulting in an unmet need for business land of 35 hectares over the adopted Plan period 2015-2030. The Plan identified the risk that if business needs could not be met within Crawley once the available land supply is developed out, some economic growth could be displaced, potentially outside the sub-region entirely.
- 3.9 Therefore, the adopted Local Plan set out a commitment to explore the scope to accommodate a Strategic Employment Location inside Crawley's boundary, within a defined Area of Search at the north of the borough, subject to a final government decision on the status of safeguarding. In the event that identified business land needs could not be accommodated in Crawley, the adopted Local Plan confirmed CBC's commitment to working with neighbouring authorities to address its unmet need in the most

⁶ Northern West Sussex Economic Growth Assessment 2014 and Crawley focused update 2015.

appropriate manner and locations. A hierarchy was set out, whereby if employment needs could not be met within Crawley, the second preference would be to direct delivery to land at Crawley/Gatwick, in areas immediately adjoining the borough.

- 3.10 Through its Development Management Plan DPD 2019 (Policy HOR9), Reigate & Banstead Borough Council (RBBC) allocates a 31ha site at Horley, close to the Crawley administrative boundary, for an office-led strategic employment location to provide up to 200,000sqm new business floorspace. In addition to meeting needs from RBBC, and recognising the constraints posed by safeguarding, the allocation intends to meet a significant proportion of Crawley's identified office needs from the adopted Crawley Borough Local Plan (2015), though not any of its outstanding industrial needs. This is reflected in the Policy HOR9 wording, which identifies that '*predominant use of the site should be for B1a purposes with limited B1b, B1c, B8, and non-B Class uses including appropriate airport-related Sui Generis uses*'. Whilst reference is made to supporting non-business uses, the policy is clear that this should not be at a scale likely to significantly divert trade from the wider area or to detract from the prime focus of the site as a Strategic Business Park. The allocated site has significant potential to facilitate the retention and expansion of existing businesses within the Gatwick Diamond, including firms with insufficient space to expand at Manor Royal, whilst also enabling inward investment to be secured for the sub-region.

4. CRAWLEY BOROUGH LOCAL PLAN REVIEW

- 4.1 As required by the NPPF, policies in local plans and spatial strategies should be reviewed at least once every five years from the adoption date of the plan in order to assess whether policies require updating as a result of changes in circumstance or national policy. The council is in the process of reviewing the adopted Local Plan, through the Local Plan Review (LPR), with the emerging draft document having been published for consultation at Regulation 18 and Regulation 19 stages. A further period of Regulation 19 commenced 6 January 2021.
- 4.2 The LPR is informed by an evidence base that has continued to evolve alongside the emerging Plan, ensuring that its approach has been steered by robust and up-to-date information. Key evidence base documents that have shaped the economic strategy of the LPR include: the Manor Royal Economic Impact Study 2018; Northern West Sussex Economic Growth Assessment 2020; Crawley Focused EGA Update 2020; and the Employment Land Trajectory (as informed by the Call for Sites). An overview of the key findings from each, and the manner in which the evidence has shaped the evolving LPR economic policy approach, is set out below in chronological order.

Manor Royal Economic Impact Assessment (January 2018)

- 4.3 Prepared by Lichfields on behalf of CBC and the Manor Royal BID Company Limited, this study undertakes a detailed assessment of the economic contribution made by Manor Royal, and having regard to its strengths, weaknesses, opportunities and threats, considers planning policy and market

interventions to support its economic function and enable the business district to prosper. The study finds Manor Royal to generate £1.23bn of direct GVA per year and an additional £0.54bn indirectly through supply chain activities. The BID area contains some 866,000sqm commercial floorspace, more than 90% of which falls within the office, industrial or storage & distribution use classes.

- 4.4 Market feedback suggests the industrial property market in Manor Royal is tight, with much of its available land supply having been developed and rents having increased by 40% in the 18 months to January 2018. Occupiers that cannot find space in Manor Royal typically relocate elsewhere in the Gatwick Diamond or to locations further away such as Croydon. There is a particular gap in the supply of smaller industrial units ranging in size from 400-500sq.ft and larger industrial units over 20,000sq.ft, with a major pinch point being the lack of land available for developing new premises to meet demand. The position is similar in other parts of the M23 corridor. Manor Royal's office market is comparatively less buoyant than the industrial market, with what demand that exists generated by interest from professional services and SMEs. Given the market demand, the study assessed the scope for intensification at several sites within/adjacent to Manor Royal that were either available or under-utilised. Some of these sites have since been built out, gained planning permission for employment development, or have been promoted to the council for employment development through the Local Plan review.
- 4.5 With regards to its market positioning, in comparison to other existing business parks in the South East, the study found Manor Royal to benefit from key advantages including its strategic access links, variety and mix of uses, and a developing business community through the work of the BID. Access to amenities and landscaping are identified as areas for improvement, with the absence of a centralised amenity hub to meet the needs of businesses and employees representing a disadvantage in comparison to competitors.
- 4.6 There are various challenges faced by Manor Royal as it seeks to maintain its role as the South East's premier mixed use employment location, and its competitiveness as a business location, over the coming years. These relate to land supply and the ability to accommodate development within its existing boundary, the need to maintain the profile of Manor Royal against the backdrop of strong and growing competition, and a number of operational, amenity and infrastructure issues. If these challenges can be addressed, there is potential to greatly enhance Manor Royal's appeal to business occupiers over the coming years. Actions identified by the study are grouped around key themes of quality of place; business support and engagement; brand positioning and promotion; planning tools and mechanisms; business amenities and infrastructure and facilities.

Draft Crawley Borough Local Plan: Regulation 18 Early Engagement (July 2019)

- 4.7 The initial Local Plan Review document was published for a period of early engagement consultation from 15 July to 16 September 2019. The document

outlined that since adoption of the 2015 Local Plan, the available business land supply has continued to reduce as sites are built out, with the January 2019 Employment Land Trajectory identifying a reduced employment land supply pipeline of 13.19ha (from 23ha in the adopted Local Plan).

- 4.8 Recognising Crawley's ongoing employment land supply constraints, the Reg. 18 draft Plan's emerging economic approach echoed that of the adopted Local Plan, seeking to protect and maximise the economic function of the designated main employment areas, whilst supporting appropriate extensions to Manor Royal where this would facilitate new business floorspace. An update of the NWS EGA had recently been commissioned (4.12 refers), with its early findings suggesting possible need for between 44.6 and 57.63 hectares new business land over the period 2020-2035. The Reg. 18 draft Local Plan provided these figures for context, though explained that further refinement and testing of future requirements would be necessary as the EGA progressed.
- 4.9 With anticipated business land needs continuing to outweigh the available business land supply pipeline, the Reg. 18 draft Plan retained the Area of Search in the north of Crawley as the preferred location for new strategic employment. With much of this land subject to safeguarding for a possible southern runway at Gatwick Airport, the initial draft Plan was clear that work to identify a new Strategic Employment Location would only take place once the status of safeguarding had been clarified.
- 4.10 The council considered that Aviation 2050 (December 2018), the government's draft Aviation Strategy, did not provide a definitive steer as to whether or not the council would be required to safeguard land moving forward. It stated in para. 3.66, *"that it is prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements"*, highlighting the government's commitment to *"identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice"* and stating that it is up to *"local authorities to consider the future needs of airports and associated surface access requirements, when developing local plans"*. Therefore, the Reg. 18 Draft Local Plan sought views on two options. Option 1 to continue with the current safeguarding policy, or Option 2, not to include a policy to safeguard land for a potential future wide-spaced runway and instead to designate the area for a future Area Action Plan. It was hoped that the final Aviation Strategy, then anticipated in December 2019, would provide clarity as to whether or not the Government would require the Local Plan to include a policy that keeps safeguarding in place.
- 4.11 As part of the early engagement consultation on the draft Local Plan, a Call for Sites was undertaken, with agents/landowners contacted directly to clarify the position in relation to sites that previously been promoted to the council for employment, and details circulated more widely to contacts that had signed up for Local Plan notifications and details also set out on the council's website. Through this process, having regard to existing permissions

and promoted sites, around 140ha business land supply was identified, although a number of the promoted sites were on safeguarded land.

Northern West Sussex Economic Growth Assessment (January 2020)

- 4.12 To inform the respective stages of Local Plan preparation, including for Crawley its LPR, Lichfields was jointly commissioned by CBC, HDC and MSDC to prepare an update to the EGA. The EGA had been at a very early draft stage at the time of Regulation 18 consultation, its content refined over the autumn, with the study completed in January 2020.
- 4.13 The study confirms that Northern West Sussex (NWS) continues to operate as a broad functional economic market area, with its spatial extent largely consistent with the authority boundaries of Crawley, Horsham and Mid Sussex. Economic linkages with adjoining areas such as Coastal West Sussex, Reigate & Banstead (i.e. Horley) and East Sussex are comparatively weaker but still have an influence.
- 4.14 The EGA finds the commercial property market in NWS to be moderately self-contained, and relatively buoyant, boosted by its central location within the Gatwick Diamond and wider South East, and access to a range of transport links. Crawley remains the dominant commercial centre in NWS, driving demand for employment space, attracting the most activity and commanding the highest rents. It is the main driver in the industrial market, particularly for distribution uses, which tend to drive demand in and around Crawley (reported to account for 75-80% of industrial demand). Within the NWS area, market feedback reports there to be a very limited supply of smaller scale industrial stock (sub 10,000sqft/930sqm), especially newer stock, with this shortage particularly acute within Manor Royal. Supply of industrial premises within the 75,000sqft+ (6,970sqm) bracket is also reported to be very low, with the larger end of the market not really being catered for by recent supply and new development.
- 4.15 The study confirms the position of Crawley as the Gatwick Diamond sub-region's largest and most dominant office centre, with the market having increasingly gravitated to Crawley in order to benefit from its accessible location. Across the Northern West Sussex Functional Economic Market Area, the office market has been characterised recently by more challenging conditions, with lower levels of take-up. This is in part a result of the available supply, which is largely composed of older Grade B office stock that does not match the market demand for new Grade A stock, often bespoke rather than speculative, across a range of sizes. This has resulted in the Crawley office market becoming somewhat suppressed, with the limited available Grade A stock quickly taken up, and lower grade stock tending to remain vacant. This is seen as very much a qualitative issue for Crawley's office stock, and there is a growth opportunity for Crawley if the quality and configuration of office space being sought can be provided.
- 4.16 The EGA develops three future economic scenarios that provide a framework for considering future economic growth needs and business floor space requirements in Crawley over the period 2019-2036; Baseline Labour

Demand, Past Development Rates, and Future Labour Supply. For all net floorspace figures, a 10% buffer is added to allow for flexibility and choice in the local market.

- 4.17 **Baseline Labour Demand** projects future employment growth derived from Oxford Economics (OE) Q4 2018 forecasts commissioned by the councils. Taking account of regional and macroeconomic assumptions, significant growth is forecast within the office sector (+2,800 jobs), though an anticipated decline in manufacturing jobs (-1,335) and a slowing of distribution sector growth (-70 jobs) results in a forecast change of **+1,390 business sector jobs** in Crawley up to 2036. This generates need for **6,970sqm** new business floorspace over the Plan period, although the scale of manufacturing sector decline suggested by the forecast is such that the corresponding business land requirement for the period to 2036 is identified as **negative 1.1 hectares**.
- 4.18 **Past Development Rates** uses monitoring data on past business sector completions between 2011 and 2018, assuming that these development rates carry on in the future at the long term average. The approach provides an understanding of market demand and actual development patterns, taking account of the redevelopment and recycling of employment sites to provide a reasonable basis for informing future space needs. Based on a continuation of past development trends, there would be a forecast need for 27,200sqm office floorspace and 103,700sqm industrial (manufacturing and distribution) sector floorspace, this reflecting the market view of significant demand for warehouse space and of a slower office market. This future requirement of **130,900sqm** business floorspace, following the addition of the 10% buffer, translates to a total business land need of **33 hectares** over the Plan period.
- 4.19 **Future Labour Supply** forecasts growth in local labour supply using the demographic assumptions applied as part of the Northern West Sussex Strategic Housing Market Assessment (SHMA). In contrast to the labour demand approach, it focuses on the future supply of labour rather than the demand for labour, estimating the amount of new jobs needed to match the future supply of working-age population, using this to identify the amount of employment space and land needed to accommodate the business sector component of these jobs. Crawley's 'uncapped' Standard Method figure of 752 dwellings per annum, factoring in assumptions reflecting Crawley's role as a net importer of labour, results in forecast growth of **9,749** business sector jobs over the Plan period. This generates a need for **432,910sqm** new business sector floorspace (significantly within the B8 distribution sector), translating to a total need for **113ha** new land across all business sectors (this including the 10% buffer).
- 4.20 The overall business land requirement identified by each of the NWS EGA 2020 forecasts is summarised in Table 4.1 below.

Table 4.1: Summary of NWS EGA forecasts

Use	Baseline Job Growth	Past Development Rates	Baseline Labour Supply
Offices (B1a/b)	+2,800 jobs +33,890sqm floorspace +5.6ha land	+27,200sqm floorspace +4.5ha land	+4,472 jobs +54,115sqm floorspace +8.9ha land
Manufacturing (B1c/B2)	-1,335 jobs -24,065sqm floorspace -6.0ha land	+103,700sqm floorspace +28.5ha land	+1,767 jobs +69,990sqm floorspace +19.2ha land
Distribution (B8)	-70 jobs -2,855sqm floorspace -0.7ha land		+3,509 jobs +308,805sqm floorspace +84.9ha land
All Business Sectors	+1,390 jobs +6,970sqm floorspace -1.1ha land	+130,900sqm floorspace +33.5ha land	+9,749 jobs +432,910sqm floorspace +113ha land

Source: Northern West Sussex EGA 2020

- 4.21 The EGA advises that for Crawley, the Baseline Job Growth scenario does not appear to provide a robust scenario for positively planning for future employment space needs, as it falls significantly below past job growth performance in Crawley and does not align with the more qualitative market intelligence captured in terms of drivers of demand.
- 4.22 The growth scenarios indicate that projected population growth could be the most significant driver of economic growth in Crawley over the Plan period, and that the market has demonstrated that appetite exists to deliver new employment floorspace (if sufficient space is made available). The EGA therefore recommended planning for the **Past Development Rates** requirement as a minimum, to enable historically strong levels of employment development to continue in the borough over the new Plan period. In quantitative terms, Crawley has insufficient employment land supply to meet the spatial requirements emerging from the past take-up based scenario over the period to 2036. The pipeline of available supply identified by Employment Land Trajectory would be sufficient to accommodate identified office needs, but a significant shortfall would arise for industrial uses. This is supported by qualitative market feedback which indicates that Crawley requires additional employment land (for industrial uses in particular) to accommodate strong levels of market demand and development that have been coming forward in recent months and years.
- 4.23 The EGA discusses the scope to plan for higher economic growth associated with the Baseline Labour Supply scenario in an unconstrained employment land supply position. However, it is clear that this requirement is based upon 'uncapped' local housing need resulting from the Standard Method approach to calculating housing need, and that it therefore represents a 'starting point' for the purposes of the Local Plan, recognising that adjustments to these figures will likely be required to the reflect spatial capacity for accommodating new housing development as well as ongoing, continued cross-boundary working through Duty to Cooperate to ensure that housing and economic needs are planned for over the forthcoming Plan periods. For this reason, the EGA advises that the Baseline Labour Supply employment

space requirements should be treated with caution, as they may be subject to change as the Local Plan develops.

Draft Crawley Borough Local Plan Regulation 19 Submission Publication (January 2020)

- 4.24 The draft Submission Local Plan was published for Regulation 19 consultation from 6 January 2020 until 2 March 2020. As advised by the EGA, draft Policy EC1 planned for economic growth based on the Past Development Rates requirement of 33ha new business land over the Plan period. The Employment Land Trajectory (December 2019), published with the draft Plan, identified an available land supply pipeline of 12ha which, subtracted from the overall 33ha need, resulted in an outstanding business land need of 21ha.
- 4.25 The constrained employment land supply position placed significant onus on the draft Local Plan to ensure that the limited available business land supply was not undermined, and that it was, where possible, enhanced. As with previous iterations of the Plan, the designated Main Employment Areas would be protected for employment use, with policy supporting their intensification. Manor Royal would continue as the focus for business-led economic growth, with opportunities for its appropriate extension supported, whilst the other Main Employment Areas would have flexibility to support a broad range of economic uses.
- 4.26 However, this approach alone would not be sufficient to meet Crawley's outstanding 21ha employment land requirement in full. Given the national aviation policy position in January 2020 with an Airports National Policy Statement supporting expansion at Heathrow, a new Policy SD3 and amended Policy EC1 explored the principle of removing safeguarding, (see Topic Paper 2: Gatwick Airport for more information) and committed to the preparation of a North Crawley Area Action Plan (AAP) upon adoption of the Local Plan. This AAP would assess whether safeguarding should be retained, retained with its extent amended, or removed entirely. If safeguarding were to be removed or its extent amended, the AAP would establish how this land should be planned for, including potential allocation of a Strategic Employment Location capable of accommodating Crawley's unmet business land needs.
- 4.27 The AAP would focus on the 613 hectares of previously safeguarded land located in the north of Crawley between the town and Gatwick Airport, within which a number of sites had been promoted to the council for employment use through the Call for Sites. It would be tasked with determining the most appropriate use of the land within its remit for future development needs, including those of the airport, providing an opportunity to assess the scope to bring forward a new Strategic Employment Location to meet Crawley's outstanding 21ha business land needs, in addition to other potential land uses including infrastructure, residential (where not affected by unacceptable noise exposure) or open space designations. If the AAP were to determine that the future growth needs of the airport do not require any, or all, of the land previously safeguarded, then it would be possible to assess and designate a sustainable site or sites through the AAP to accommodate

strategic employment needs based on Crawley's higher unconstrained business land requirement of 113ha (the EGA Baseline Labour Supply). Whilst recognising that this would need to be reassessed to clarify the overall business land need, subject to this updated work, the AAP would identify and allocate the most appropriate sustainable site for a Strategic Employment Location(s). This requirement, to be set out in the AAP, would supersede the 'Past Development Rates' business land requirement of 33ha identified by Local Plan Policy EC1.

- 4.28 The intention of the AAP approach was to allow for the principle of lifting safeguarding to be considered first through the Local Plan Examination, with the subsequent AAP process enabling consideration of all issues, allowing for the growth needs of the Airport to be demonstrated by the airport operator, and considered alongside other development needs as part of the work on the AAP.
- 4.29 In response to the proposed Reg. 19 Local Plan approach, Gatwick Airport Limited (GAL) outlined its strong objection to the proposed removal of safeguarding. The principle of reviewing and/or removing safeguarding was strongly supported by landowners and agents promoting employment development within the safeguarded area, though some did not favour the proposed AAP approach, preferring instead that their sites should be allocated through the Local Plan Review.

Planning Inspectorate Advisory Meeting (April 2020)

- 4.30 Following Regulation 19 consultation, an advisory meeting was held with a PINs appointed planning inspector, who provided a high level advisory view on particular aspects of the emerging Local Plan. In relation to employment, the inspector advised that an approach of planning for need based on past development trends would not necessarily enable the requirements of new and changing employment sectors to be accommodated.
- 4.31 Given the NPPF requirement for local plan policies that positively and pro-actively encourage sustainable economic growth, the inspector was clear that Crawley should be pro-actively seeking to accommodate its employment need, either outside the borough through Duty to Cooperate, or should there be certainty in national policy that safeguarding could be lifted, through a review of the Plan. Pointing to continued uncertainty as to whether safeguarding could be lifted and the timescales for doing so, the inspector's position was that an Area Action Plan would be unlikely to be effective, as the approach would result in a significant change to the Plan's overall development strategy. In those circumstances, an AAP would not be appropriate because it should be consistent with the strategy of the submitted Plan. As such, the inspector's advice was that the Plan should contain a review trigger rather than a reference to an AAP, enabling the whole development and spatial strategy to be re-examined should the additional land become available.

Gatwick Airport Safeguarding

4.32 The council, in determining a way forward for the Local Plan, and responding to the advice of the advisory Inspector, considered that GAL's objection and the draft national Aviation Strategy's statement that it is prudent to continue to safeguard land means there is still uncertainty regarding the need to safeguard land at Gatwick. Taking the advice into account, the council therefore considered the extent of safeguarding, rather than the principle of it. The detail of the Gatwick Master Plan was assessed to determine whether there was an appropriate location to bring forward new employment land/ floorspace to meet the needs of the economy whilst still safeguarding land that may be required for the physical land take of a potential future southern runway and associated infrastructure including essential road diversions.

Crawley Focused EGA Update (September 2020)

4.33 In light of the significant economic impact of COVID-19, a Crawley specific update (CBC EGA) to the NWS EGA was prepared by Lichfields in summer 2020, with the additional work being undertaken in order to:

- i.) sensitivity check Oxford Economics Q4 2018 forecast against comparator forecasts from Experian;
- ii.) consider Q2 2020 forecasts from Oxford Economics and Experian that take account of economic implications arising from COVID-19;
- iii.) update the Past Development Rates forecast to take account of 2018/19 monitoring data;
- iv.) update the Baseline Labour Supply forecast to take account of the supply-led Local Plan housing figure of 347 dwellings per annum, and a higher figure of 597dpa to takes account of a possible urban extension to Crawley.

4.34 The Study assessed forecasts over the 2019-2036 period, which now differs slightly from the Local Plan period 2021-2037. However, the broad quantum of growth needs would be similar for both timeframes, and with a 10% buffer factored in for flexibility, the difference would not be material by 2036/37. The 2021 base year is potentially more stable than 2020 would have been due to Covid-19, and use of the pre Covid-19 forecasts for the baseline is consistent with this approach. It should also be noted that changes to the Use Class Order introduced 1 September 2020 have incorporated Class B1a (office), Class B1b (research & development) and Class B1c (light industrial) into a new Class E (commercial, business and service use). For consistency with the 2020 NWS EGA, it is necessary for the Crawley focused EGA update to refer to the previous use classes.

4.35 Lichfields is also working with the council to prepare a new Economic Development Strategy for the borough, which sets out a longer-term direction to support Crawley's economy as it seeks to recover from the disruption caused by the COVID-19 pandemic. The emerging strategy is clear that greater economic diversity can increase the economy's resilience and reduce its exposure to financial crisis, whilst identification of new employment land can maximise growth opportunities and support the shift

towards a more diverse and multi-sectoral economy that has emerged over the last fifteen years.

2018 Q4 Oxford Economics and Experian Forecasts

- 4.36 The Oxford Economics 2018 forecast set out in the NWS EGA 2020 anticipates 372 total jobs (all sectors) per annum 2019-2036, equating to a negative land requirement of -1.1ha over the period. The scale of job growth implied by this forecast is unlikely to provide an effective, positive basis for planning for local economic growth in Crawley. For comparison, the CBC EGA analyses equivalent Experian 2018 Q4 forecasts on a consistent basis with the methodology applied by the 2020 NWS EGA.
- 4.37 Both 2018 forecasts point to a slowing of growth for Crawley compared with previous years. To place this into context, ONS Business Register and Employment Survey past growth data indicates Crawley's economy grew by circa 1,780 total workforce jobs per annum between 2009 and 2018, a period characterised by relatively mixed economic conditions. By comparison, the Experian 2018 forecast implied annual job growth rate (871) to 2036 is less than half of this past trend (48%) with the OE forecast of 372 jobs per annum equivalent to just 20%.
- 4.38 The CBC EGA undertakes further analysis to understand divergence between the OE and Experian forecasts, identifying significant variation between specific sectors that are expected to drive employment growth, or decline, over the period to 2036. For the Manufacturing sector, whilst both OE and Experian forecast a decline over the period, OE forecasts loss (-1,533 jobs) to a much greater extent than Experian (-600 jobs). For the Transport and Storage sector, Experian forecasts 14% growth (+3,600 jobs) over the period, whereas OE forecasts a small loss (-567 jobs) as it expects increased automation to reduce job growth.
- 4.39 To understand which set of forecasts might be the most appropriate to plan for growth in Crawley, the CBC EGA update refers to Business Register and Employment Survey data, which provides an overview of actual sectoral growth or decline over time. This finds the Transport and Storage sector to have grown by around 19% (394 jobs per annum) over the past nine years. As of 2018, the largest Transport and Storage sub-sectors are 'passenger air transport' (10,000 jobs) and 'service activities incidental to air transportation' (6,000 jobs), both of which relate to the presence of Gatwick Airport, and which have remained relatively stable in employment terms over the past 9 years. In contrast, the 'warehousing and storage' sub-sector grew by around 400% from 300 total jobs 2009 to 1,500 jobs in 2018, with this growth relating exclusively to land transport.
- 4.40 The Experian forecast is found to align more closely with past job growth trends recorded in Crawley based on the types of transport and storage activity occurring in the borough. In contrast, the OE forecast, which assumes for a significant decline in manufacturing and storage & distribution jobs as a result of automation, does not reflect actual market performance or demand in Crawley. On this basis, the Experian view of how the transport and storage

sector will grow in the future, albeit at a slower rate than the past trend, provides a more appropriate basis for anticipating the needs of this sector.

- 4.41 The adjusted 2018 OE forecast anticipates growth of 1,602 business sector jobs over the period 2019-2036. In comparison, the 2018 Experian forecast anticipates growth of 4,199 jobs across all business sectors. The corresponding business sector floorspace and land take requirement associated with each forecast is **+21,970sqm (+2.9ha) for OE 2018**, and **+154,680sqm (+38.7ha) for Experian**.

2020 Q2 Oxford Economics and Experian Forecasts

- 4.42 Following the outbreak of COVID-19 in March 2020, a further two scenarios have been considered to examine potential impact of the COVID-19 pandemic on the Borough's economy, both in the short term and the effect on its forecast growth over the longer-term period. This draws on initial COVID-19 economic forecasts published by OE and Experian in June 2020 which take account of revised macro-economic assumptions for the UK economy including a recession in the UK economy during 2020 and a 'delayed V-shape' recovery.
- 4.43 The OE forecast remains more pessimistic than Experian, identifying a decline in business sector growth over the period of -527 jobs, equating to negative growth of -29,913sqm business floorspace (-9.8ha business land). For the same period, the corresponding Experian forecast identifies business sector growth of 1,737 jobs, equating to a requirement for 57,400sqm business floorspace (13.4ha business land). Both forecasts provide a necessary sensitivity check at the current time but are, invariably, subject to a high degree of variability given the evolving nature of the pandemic, and are therefore not considered to represent a reliable basis for long-term planning given the uncertainty associated with them.

Past Development Rates

- 4.44 The Past Development Rates forecast has been updated to take account of the 2018/19 reporting year, during which gross and net business sector floorspace completions were considerably higher than in recent years. This has had the effect of increasing the historic annual average take-up rate and therefore the resulting business sector floorspace (**159,290sqm**) and land requirement (**39.6ha**) for the period to 2036. Of the 39.6ha business land requirement, the need predominantly (33.4ha) relates to industrial sectors of light industrial, manufacturing and storage & distribution.
- 4.45 This forecast provides a useful barometer of expected growth requirements based on historic completions, and although it is set within the context of Crawley's constrained land supply position, it underlines the role of industrial sectors in driving take-up of employment space in Crawley over recent years. Whilst recognising that a 'past take up' approach cannot take account of future sectoral changes, variance in work practices, or unforeseen economic circumstances, it implies a level of growth comparable to that identified by the Experian 2018 Baseline.

Baseline Labour Supply Forecasts

- 4.46 The 2020 NWS EGA provided a baseline labour supply scenario based on population growth associated with the standard method of calculating housing need. This was based on Crawley’s full ‘uncapped’ housing need of 11,265 new dwellings (751dpa), which generates a theoretical need for up to 113ha new employment land over the 2019-2036 period. However, the NWS EGA is clear that this represents a ‘starting point’ for the purposes of the Local Plan, with adjustments likely to be required to reflect spatial capacity for accommodating new housing development as well as ongoing, continued cross-boundary working through Duty to Cooperate. For this reason, there was recognition that the 113ha business land requirement should be treated with caution and may be subject to change.
- 4.47 As a result of Crawley’s significantly constrained land supply position, the full ‘uncapped’ level of housing growth cannot be accommodated within Crawley’s administrative boundary. The emerging draft Local Plan applies a supply-led approach to housing, planning for around 5,200 dwellings in Crawley over the period 2021-2036. In addition, through the Duty to Cooperate, discussions are taking place to ensure Crawley’s unmet housing needs are met within the wider Housing Market Area (more information is set out in Topic Paper 1). Should outstanding housing need be met in the form of urban extensions to Crawley, it is anticipated that this would result in an increased delivery of 597dpa.
- 4.48 The CBC EGA models business sector employment growth requirements associated with each scenario, providing a more realistic view of labour supply growth based on anticipated housing delivery over the period. For consistency with the 2020 NWS EGA, labour supply estimates have been provided by Icenii (authors of the 2019 Northern West Sussex Strategic Housing Market Assessment) to provide job growth numbers, which are then converted into a business land requirement. Based on this approach, housing delivery at 347dpa would generate growth of 2,183 business sector jobs, and a corresponding business land requirement of 21.7ha. The higher 597dpa would generate growth of 5,725 business sector jobs, and a corresponding business land requirement of 56.9ha.
- 4.49 The indicative gross land requirement to 2036 for each scenario is set out in Table 4.2.

Table 4.2: Indicative Gross Land Requirement (ha) to 2036 by Scenario

	1. Baseline Job Growth (Experian 2018)	2. Past Take-Up	3. Labour Supply (347 dpa)	3. Labour Supply (597 dpa)
Office (B1a/B1b)	5.9	6.2	2.3	6.0
Manufacturing (B1c/B2)	-0.6	33.4	4.8	12.5
Distribution (B8)	33.4		14.7	38.4
All B Uses	38.7	39.6	21.7	56.9

Source: Crawley Focused EGA Update (September 2020)/Lichfields analysis

- 4.50 The updated scenarios generate employment land requirements that range from 22ha to 57ha, significantly narrowing the gap between the lowest and highest scenarios set out in the January 2020 EGA. Analysis of the scenarios undertaken by Lichfields suggests that the Experian 2018 forecast provides the most appropriate basis for considering future employment land requirements from a labour demand perspective. It reflects relatively up-to-date economic information, and market demand for distribution floorspace, and assumes for the continuation of strong job growth in Crawley over the Local Plan period, albeit at a slower rate when compared with past trends. Its 38.7ha business land requirement remains closely aligned with the past take up figure of 39ha, reflecting the historically strong performance of the storage & distribution sectors in Crawley, and remains greater than the supply-led Labour Supply (347dpa) figure of 21.7ha, representing a positive approach in planning for sustainable economic growth.
- 4.51 As part of its further examination of local employment trends within the transport and storage sector, the CBC EGA analyses Inter Departmental Business Register (IDBR) data to explore the relationship between transport and storage-related jobs and land use within Crawley. Job apportionment assumptions made by the councils to feed into the 2020 NWS EGA had assumed that that 60% of employment uses within the wholesale, land transport storage and post sectors in Crawley would require B8 warehouse space, whereas the IDBR data finds the actual proportion of Crawley businesses using this type of floorspace (c.30%) is lower. To reflect actual land use patterns in Crawley, the CBC EGA adjusts the OE job apportionments to reflect current land use patterns in Crawley, enabling the OE and Experian forecast to be more accurately compared.
- 4.52 The higher Labour Supply (597dpa) figure of 56.9ha employment land factors in the possibility of an urban extension to Crawley. However, it is recognised that such an extension would not meet solely Crawley's housing needs, and would also meet those from the adjoining district. Therefore, it is anticipated that, although some employment needs arising from an urban extension may need to be met in Crawley, remaining employment need arising from the development may be accommodated within the urban extension itself, or if necessary, elsewhere within neighbouring districts.

Employment Land Demand/Supply Balance

- 4.53 Based on the 2018 Experian Baseline forecast, the Local Plan Review will plan for a minimum 38.7ha new business land over the Plan period. This figure can be broken down into an office land requirement of 5.9ha and an industrial land⁷ requirement of 32.8ha. It is necessary to consider the identified need against the employment land supply pipeline, which is set out in the updated Employment Land Trajectory (base date 1 September 2020).
- 4.54 The Employment Land Trajectory identifies a number of sites which are suitable, available and achievable for employment development within the

⁷ Industrial is defined as uses falling within Class B2 (general industrial), Class B8 (storage & distribution) and the former Class B1c (light industrial).

first five years of the Local Plan period. These sites are shown at Figure 4.1. The majority of the sites are located within the designated Main Employment Areas, and either benefit from planning permission that would bring about an intensification of the site or form an underutilised or vacant plot where employment development is likely to be appropriate. These sites form the employment land supply pipeline, which totals 17.56ha, made up of 8.84ha office land and 8.72ha industrial land.

- 4.55 The business land requirement is set against the available land supply pipeline in Table 4.3 below. This shows that the available office land supply pipeline meets Crawley’s identified quantitative office needs over the Plan period, notwithstanding that there remains a broader qualitative office need. The office-led Horley Strategic Business Park allocation in Reigate and Banstead Borough will further add to the sub-regional offer. Therefore, Crawley’s employment land needs are substantially of an industrial nature, principally in relation to B8 storage and distribution use. With an existing available industrial land supply pipeline of 8.7ha, there is an outstanding need for 24.1ha new industrial land.

Table 4.3: Crawley Employment Land Demand/Supply

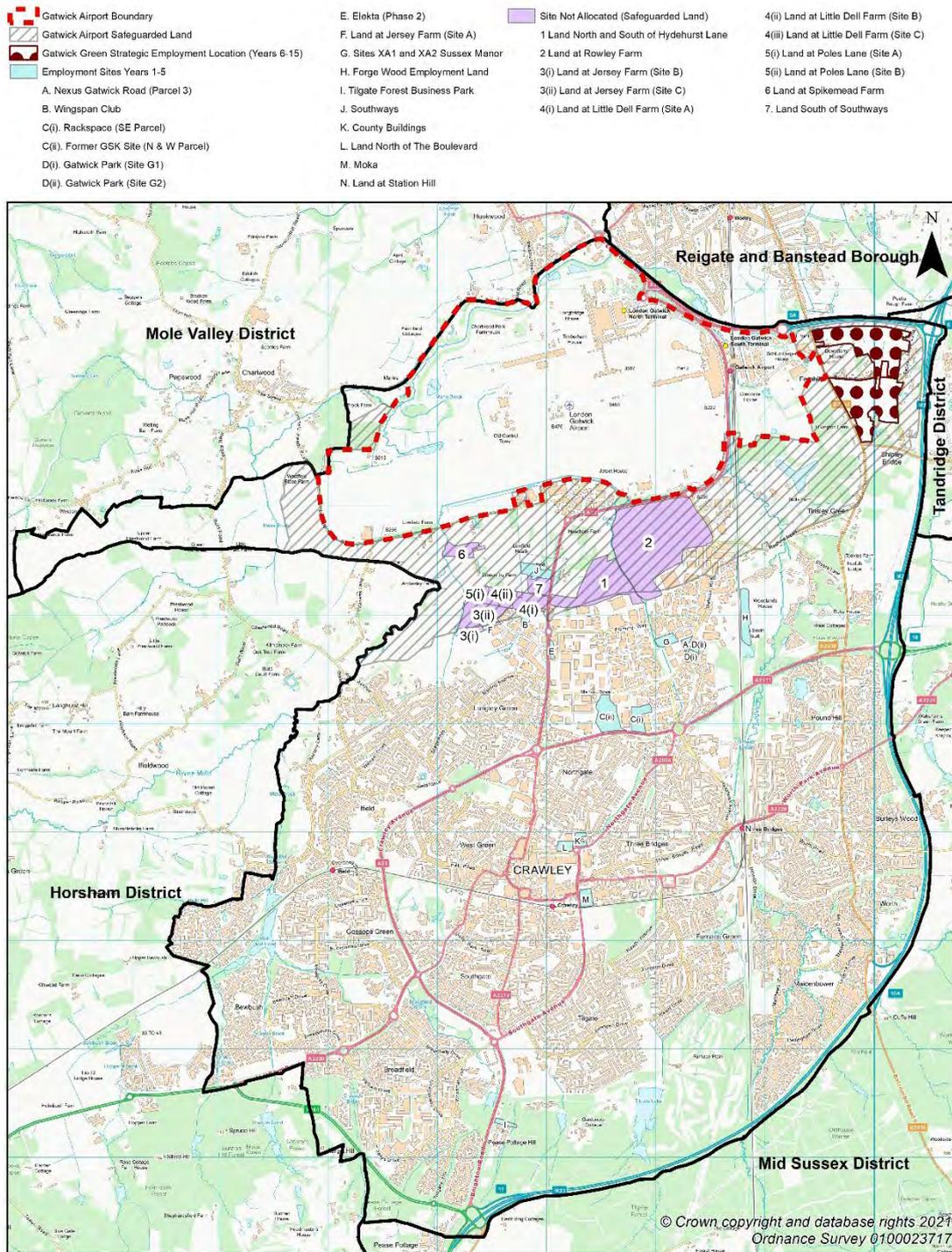
	2018 Experian Baseline Labour Demand Land Requirement (Hectares)
Office Requirement	5.9
Office Land Supply Pipeline	8.8
Surplus/Shortfall	+2.9
Industrial Requirement	32.8
Industrial Land Supply Pipeline	8.7
Surplus/Shortfall	-24.1

Source: Crawley Employment Land Trajectory (1 September 2020) /Crawley Focused EGA Update (September 2020) / Lichfields analysis

- 4.56 To plan positively and pro-actively for sustainable economic growth, as required by the NPPF, it is necessary for the Local Plan to identify new land that is capable of accommodating the outstanding 24.1ha industrial-led business land requirement. The ‘call for sites’ undertaken at Regulation 18 Local Plan consultation resulted in land totalling just under 140ha being promoted to the council for business-led employment use. The location of each site is shown below on Figure 4.1. Further detail is set out in the Employment Land Trajectory, which sets out the site area and where known the business floorspace proposed, based on information provided by the site promoter. Commentary is provided for each site, having regard to information from the site promoter and high-level desktop assessment undertaken by the council. Further assessment for each site has been undertaken through the SA/SEA process.
- 4.57 The majority of the promoted sites are situated entirely or partly on land that is required to continue to be safeguarded. The council has carefully considered the extent of safeguarding set out in the Gatwick Airport Master Plan, particularly the *Airport Layout: Additional Runway* shown in Plan 20 of the Master Plan. Taking account of the location of the different uses shown on the Airport Layout Plan, the Local Plan safeguarded boundary includes the

land that would be required to accommodate a southern runway, and essential road diversions. Delivery of strategic employment at these sites would prejudice the potential future delivery of a southern runway at Gatwick Airport should this be required, which would be contrary to national policy. Therefore, as required by national policy, land to the south of Gatwick Airport continues to be safeguarded and cannot be considered for strategic employment at this time.

Figure 4.1: Crawley Borough Employment Land Trajectory Map (1 September 2020)



- 4.58 However, one of the sites promoted for employment is considered to be capable of providing the required quantum of business land in a manner that would not prejudice future delivery of a southern runway at Gatwick Airport should this be required by national policy. This is the 47ha site located on land to the east of Balcombe Road and south of the M23 spur, referred to as Gatwick Green. This land is not shown by the Gatwick Airport Master Plan as being required to accommodate the physical land-take of a possible southern runway, nor any essential road diversions. Rather, it is shown in the Master Plan as being utilised for a large area of surface car parking. Given the constrained land supply within the borough and its significant employment needs, the council does not consider surface parking to represent an efficient use of this land. This is particularly the case given that the airport is currently accommodating parking more efficiently through decked and robotic parking, and its Surface Access Strategy seeks to reduce access to the airport by car.
- 4.59 The Submission draft Local Plan was approved at 16 December 2020 Full Council for a period of public consultation, and subject to any amendments deemed necessary following consultation, for submission to the Secretary of State. A Communication Item was provided for the Full Council in the Supplementary Agenda papers so that members were aware of the Supreme Court decision the Airports National Policy Statement (Topic Paper 2: Gatwick Airport refers) before making their decision to approve the Local Plan on the evening of December 16 2020. At this meeting, an amendment to Recommendation 2 - Submission of Crawley's Local Plan was tabled by Pound Hill North and Forge Wood Councillors, this proposing that the Local Plan be agreed as proposed but with all reference to the Gatwick Green employment site allocation having been removed. Following a vote, the amendment was not carried. The subsequent vote on the proposed Recommendation 2 – Submission of Crawley's Local Plan was then agreed.
- 4.60 The Local Plan safeguarded boundary does not therefore include all of the land east of Gatwick Airport, excluding some of the Land east of Balcombe Road and south of the M23 spur from safeguarding. This land is essential to meet Crawley's employment floorspace needs and its exclusion from safeguarding would not prejudice delivery of a southern runway at Gatwick Airport should this be required by national policy. The site is therefore allocated in the Local Plan through Policies EC1 and EC4 for the comprehensive development of an industrial-led Strategic Employment Location that will provide a minimum 24.1ha new industrial land, predominantly for B8 storage and distribution uses. The site area is larger than the anticipated built area of any scheme, with an expectation that any development is carefully masterplanned to ensure comprehensive supporting infrastructure and appropriate landscaping, including a landscape buffer to retain a sense of separation between the site and adjoining countryside, and to ensure the protection of the amenity of neighbouring properties.

Crawley Borough Local Plan Submission Publication Consultation (January 2021)

- 4.61 The Local Plan has been published for a second period of Regulation 19 consultation from 6 January 2021 until 17 February 2021. It has been appropriate to repeat this stage as a result of the updated evidence, changes in national policy, and guidance from the Planning Inspectorate that has been discussed in previous sections of this Topic Paper. The draft Plan reinstates safeguarding (Policy GAT2), though in an amended form that excludes land east of Balcombe Road and south of the M23 spur, which is allocated as a Strategic Employment Location (Policies EC1 and EC4). Due to the requirement to continue safeguarding, and following advice from the Planning Inspectorate, the North Crawley Area Action Plan is not pursued, with draft Policy SD3 removed from the Plan.
- 4.62 Crawley's housing numbers have continued to evolve in real time, as new planning permissions are granted and existing permissions are built out or expire. The Local Plan period has also changed, now covering the period 2021-2037. These updates are reflected in the Submission Publication draft Local Plan, which identifies a total 'uncapped' need for 12,000 new homes 2021-2037. As a result of a constrained housing land supply position, a supply-led approach continues to be applied, with the Plan setting out a stepped trajectory through which a minimum 5,320 new dwellings will be delivered in Crawley over the Plan period, equating to an annualised average of 332.5dpa. This updated annualised figure is lower than the 347dpa tested through the CBC EGA, which resulted in a corresponding Labour Supply Forecast need for 21.7ha new business land. Therefore, in planning for the Experian Baseline Job Growth requirement of 38.7ha, the Local Plan continues to take a positive and NPPF compatible approach in planning for sustainable economic growth. Further explanation regarding evolution of the housing figure is set out in Topic Paper 1: Unmet Needs and Duty to Cooperate; Topic Paper 3: Housing Needs; and Topic Paper 4: Housing Supply.
- 4.63 Policy EC1 sets out the overarching strategy through which Crawley's 38.7ha business land requirement will be met. As with the adopted Local Plan and earlier stages of the Local Plan Review, Manor Royal is protected for business development, with the designated Main Employment Areas protected for a broader range of employment uses. Redevelopment and intensification of under-utilised sites in the Main Employment Areas continue to be supported, as are carefully planned minor extensions abutting the Manor Royal boundary where these would add to the business land supply and are consistent with countryside policies. With the Policy identifying an existing business land supply of 17.56ha, Gatwick Green is allocated as a Strategic Employment Location to meet the outstanding requirement of a minimum 24.1ha industrial land, principally within the B8 storage & distribution sector.
- 4.64 The industrial-led employment allocation at Gatwick Green is capable of supporting the diversification of Crawley's economy, providing the land and premises needed to address the identified provision gap in the storage & distribution sector, and in turn adding to the type, range and churn of employment sites within the borough. This will help to meet the growth and

locational requirements of businesses that have outgrown existing sites, and attract new investment that has not previously been able to locate in the borough due to the scale of their operations and/or lack of appropriate sites. Allocation of Gatwick Green for industrial-led employment will help to reinvigorate Crawley's economy, supporting existing businesses, attracting new and diverse growth, and reinforcing the key economic role of Crawley within the Gatwick Diamond.

- 4.65 Policy EC4 provides further detail on the requirements of a Gatwick Green Strategic Employment Location, which is anticipated to come forward in Years 6 to 15 of the Plan period. Specifically in relation to employment land supply, the policy sets out that the allocation will be required to deliver, as a minimum, 24.1ha new industrial land, predominantly for B8 storage and distribution uses. This will meet Crawley's outstanding business land requirement for the Plan period. The Policy is clear that should additional floorspace be proposed, including for any complementary uses, this should be justified by evidence.
- 4.66 Strategic employment development at Gatwick Green will be required to come forward in a manner that is complementary to the mixed-use business function of Manor Royal, the vitality and viability of Crawley Town Centre, delivery of the allocated office-led Horley Strategic Business Park in Reigate & Banstead Borough, and other planned strategic employment development in the functional economic market area. As set out by Policy EC4, an Impact Assessment will be required to demonstrate how the Strategic Employment Location will address Crawley's identified need for industrial focused business floorspace, and how its offer will be complementary to the existing and planned employment growth in the Gatwick Diamond.
- 4.67 It is anticipated that Gatwick Green will help to address identified shortages within the industrial sector, particularly the smaller scale industrial stock (sub 10,000sqft/930sqm) and industrial premises within the 75,000sqft + (6,970sqm) bracket, with these ends of the market not comprehensively catered for in Manor Royal. This will help Gatwick Green to achieve complementarity with Manor Royal. Crawley is currently meeting its quantitative office needs in full, and the office-led Horley Strategic Business Park allocation will further add to the sub-regional office supply. Given the industrial focus of Gatwick Green, its offer is also expected to complement the office-led provision at Horley.

5. CONCLUSION

- 5.1 Crawley is planning positively and pro-actively to meet its employment needs, protecting the Main Employment Areas as a focus for economic growth and maximising the efficient use of land there, whilst identifying opportunities for new business land, most significantly through the allocation of a Strategic Employment Location at Gatwick Green.
- 5.2 Through this approach, Crawley will be able to meet its employment land requirement for 38.7ha business land, within its borough boundary and in a manner that is complementary to existing and planned employment, and

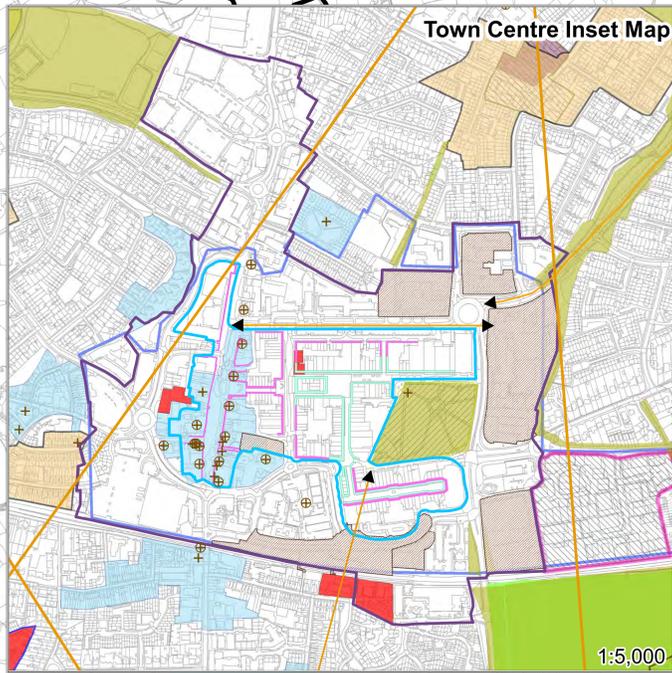
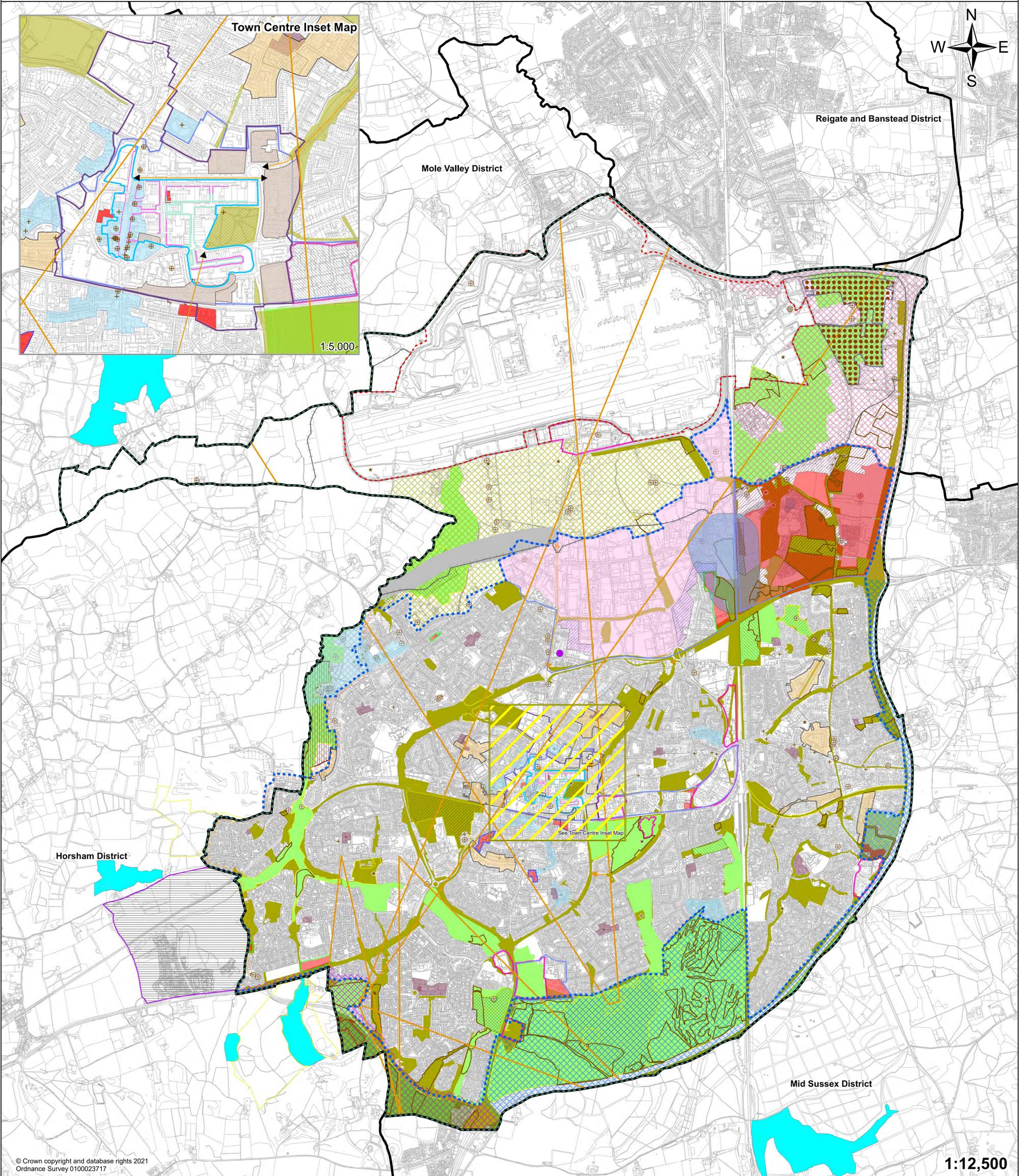
consistent with Crawley's role and function at the heart of the Gatwick Diamond and Coast to Capital LEP.

DRAFT

Crawley Local Plan Map



- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> Administrative Boundaries Gatwick Aerodrome Safeguarding (Policy DD6) Built-Up Area Boundary (Policy CL8 & EC13) Long Distance View Splay (Policy CL7) Linear Contained Views (Policy CL7) Bewbush Rural Fringe (Policy CL8) North East Crawley Rural Fringe (Policy CL8) South of Broadfield Rural Fringe (Policy CL8) Tilgate/Worth Forest Rural Fringe (Policy CL8) Upper Mole Farmlands Rural Fringe (Policy CL8) West of Ifield Rural Fringe (Policy CL8) High Weald Area of Outstanding Natural Beauty (Policy CL9) | <ul style="list-style-type: none"> Archaeologically Sensitive Areas (Policy HA1 & HA7) Scheduled Ancient Monuments (Policy HA1 & HA7) Listed Buildings (Policy HA1 & HA4) Locally Listed Buildings (Policy HA1 & HA5) Conservation Areas (Policy HA1 & HA2) Areas of Special Local Character (Policy HA1 & HA3) Historic Parks & Gardens (Policy HA1 & HA6) Main Employment Area (Policy EC1 & EC2) Manor Royal (Policy EC1, EC2, EC3) Neighbourhood Parade (Policy EC12) Strategic Employment Location (Policy EC4) Employment Buffer Zones (Policy EC11) | <ul style="list-style-type: none"> Town Centre Boundary (Policy EC1, EC2, TC1-TC5 H2, H3c) Primary Shopping Area (Policy TC1-TC5) Primary Shopping Frontage (Policy TC1 & TC5) Secondary Shopping Frontage (Policy TC1 & TC5) Broad Housing Locations (Policy H2) Forge Wood Neighbourhood (Policy H2) Key Housing Sites (Policy H2) Indicative Key Housing Site (Policy H2) Biodiversity and Heritage Enhancements (Policy H2) Housing and Community Facilities (Policy H2) Housing and Open Space (Policy H2) Housing for Older People and those with Disabilities (Policy H2) Town Centre Key Opportunity Site (Policy TC3, H2, H3c) | <ul style="list-style-type: none"> Gypsy, Traveller & Travelling Showpeople Site (Policy H8) Indicative Search Corridor for a Western Link Road (Policy ST4) Gatwick Airport Boundary (Policy EC1, EC2, GAT1 - GAT4) Gatwick Airport Safeguarded Land (Policy GAT2) Biodiversity Opportunity Areas (Policy GI2 & GI3) Sites of Special Scientific Interest (Policy GI2) Local Nature Reserve (Policy GI2) Local Wildlife Site (Policy GI2) Ancient Woodland (Policy GI2) Local Green Space (Policy GI4) Priority Areas for District Energy Networks (Policy SDC2) Kilnwood Vale (Joint Area Action Plan) Safeguarded Railheads and Buffer (WSCC & SDNPA Joint Minerals Local Plan 2018) |
|--|--|--|--|



Horley East division proposals

The county councillor for this division is [Mr Graham Knight](#).

Horley

Albert Road

Change the times of operation of the parking bays outside the Regent House Community Centre to Monday to Saturday from 8am to 6pm with a maximum stay of 30 minutes and no return within 30 minutes. This is just amending the traffic regulation order to match what is on the ground, as the bays have always been signed like this. This proposal is shown in drawing 68.

Brighton Road

Introduce double yellow lines in front of numbers 26-48, except for small gaps next to the longer stretches of raised kerb. This proposal is shown in drawings 69 and 70.

Brookfield Drive

Introduce double yellow lines on the inside of the bend opposite the entrance of Meadow Way, from the junction with Newman Road to the dropped kerb access for the parking area behind Marigold Court (86 Brookfield Drive) in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 61.

Carlton Tye

Introduce double yellow lines at the junction with Wheatfield Way and on the bend from the junction with Oaklands round to the lay by alongside number 9. This proposal is shown in drawing 63.

Church Road

Change the layout of the parking bays and single yellow line in the traffic regulation order so that it matches what is on the ground. This proposal is shown in drawing 69.

Clarence Way

Introduce double yellow lines in Clarence Way from the junction with Carlton Tye, on the western side as far as in line with the southern building line of 1 Hilton Court and on the eastern side as far as in line with the southern building line of 1 & 2 Clarence Court, in order to improve sightlines for drivers, road safety and access into Clarence Way. This proposal is shown on drawing 62.

Crescent Way

Remove the parking bay in front of number 46 and replace with a single yellow line, operating during the controlled parking zone times (Monday to Friday, 10am to Noon) in order to accommodate a new vehicle crossover. This proposal is shown on drawing 75.

Oldfield Road

Introduce double yellow lines, replacing the existing single yellow lines, over the whole length of Oldfield Road and Woodroyd Avenue, in order to stop obstructive parking and improve traffic flow. This proposal is shown on drawing 79.

Park View

Introduce double yellow lines on Park View either side of the junction with Parkway, up to in line with the main southern building line of number 3 to the north of the junction and to in

line with the northern building line of number 45 Parkway to the south, in order to improve sightlines for drivers, road safety and access. This proposal is shown on drawing 69.

Silverlea Gardens

Remove the single yellow line between numbers 33 to 41, in order to provide more on street parking space. Remove the single yellow line from in front of numbers 19 to 25 – this bit of yellow line has never been installed, so this is just changing the traffic regulation order to match what is on the ground. This proposal is shown on drawing 65.

Smallmead

Introduce double yellow lines along whole of eastern side of Smallmead and extend double yellow lines opposite number 1 northwards to 5 metres past northern entrance to Smallmead House, in order to improve traffic flow, access and road safety. This proposal is shown on drawing 64.

The Crescent

Replace the parking bay outside number 30 with a single yellow line, from 2 metres north of the southern building line of number 28 to the boundary of numbers 30 and 32, in order to accommodate a new dropped kerb. This proposal is shown on drawing 75.

Upfield

Remove the disabled parking bays outside numbers 62 and 64 and numbers 74 and 76 and replace them with permit holder parking bays, in order to increase the amount of permit holder parking available. The disabled bays are no longer needed. This proposal is shown on drawing 74.

Victoria Road

Change the times of operation of the parking bay outside numbers 50 to 58 (where Iceland is) to Monday to Saturday from 8am to 6pm with a maximum stay of 30 minutes and no return within 30 minutes. This is just amending the traffic regulation order to match what is on the ground, as the bays have always been signed like this. Change the single yellow line outside numbers 67 and 69 and up to the bus stop outside Sovereign Court into double yellow lines. This is also just a change to the traffic regulation order to match what is on the ground. These proposals are shown in drawing 68.

Woodroyd Avenue

Introduce double yellow lines, replacing the existing single yellow lines, over the whole length of Oldfield Road and Woodroyd Avenue, in order to stop obstructive parking and improve traffic flow. This proposal is shown on drawing 73.

Horley West, Salfords & Sidlow division proposals

The county councillor for this division is [Mrs Kay Hammond](#).

Horley

Church Road

Introduce double yellow lines at the junction with Church View Close in order to improve sightlines and access. This proposal is shown in drawing 73.

Court Lodge Road / Manor Drive

Extend the double yellow lines on the west side from the junction with Manor Drive up to the bus cage and on the east side from the bend up to the same point on the opposite side of the road. Introduce double yellow lines on the southern side of the junction with Manor Drive, extending along the southern side of Court Lodge Road to opposite the entrance to the Gracewell care home in order to improve traffic flow, access and road safety. This proposal is shown in drawing 71.

Court Lodge Road / Littlefield Close

Introduce double yellow lines across the front of numbers 293-295 and 297-299 Court Lodge Road, both sets going round to the back of the footway at the entrance to Littlefield Close, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 71.

Lumley Road

Change the times of operation of the parking bay outside numbers 20 and 22 to Monday to Saturday from 8am to 6pm with a maximum stay of 30 minutes and no return within 30 minutes. This is just amending the traffic regulation order to match what is on the ground, as the bays have always been signed like this. This proposal is shown in drawing 67.

Manor Drive / Sangers Drive

Introduce double yellow lines on the inside of the bend outside number 6 Manor Drive, from in line with the boundary of numbers 5 and 6 round into Sangers Drive as far as in line with the rear wall of number 6 Manor Drive, in order to improve sightlines for drivers, access and road safety. This proposal is shown in drawing 71.

Mill Close

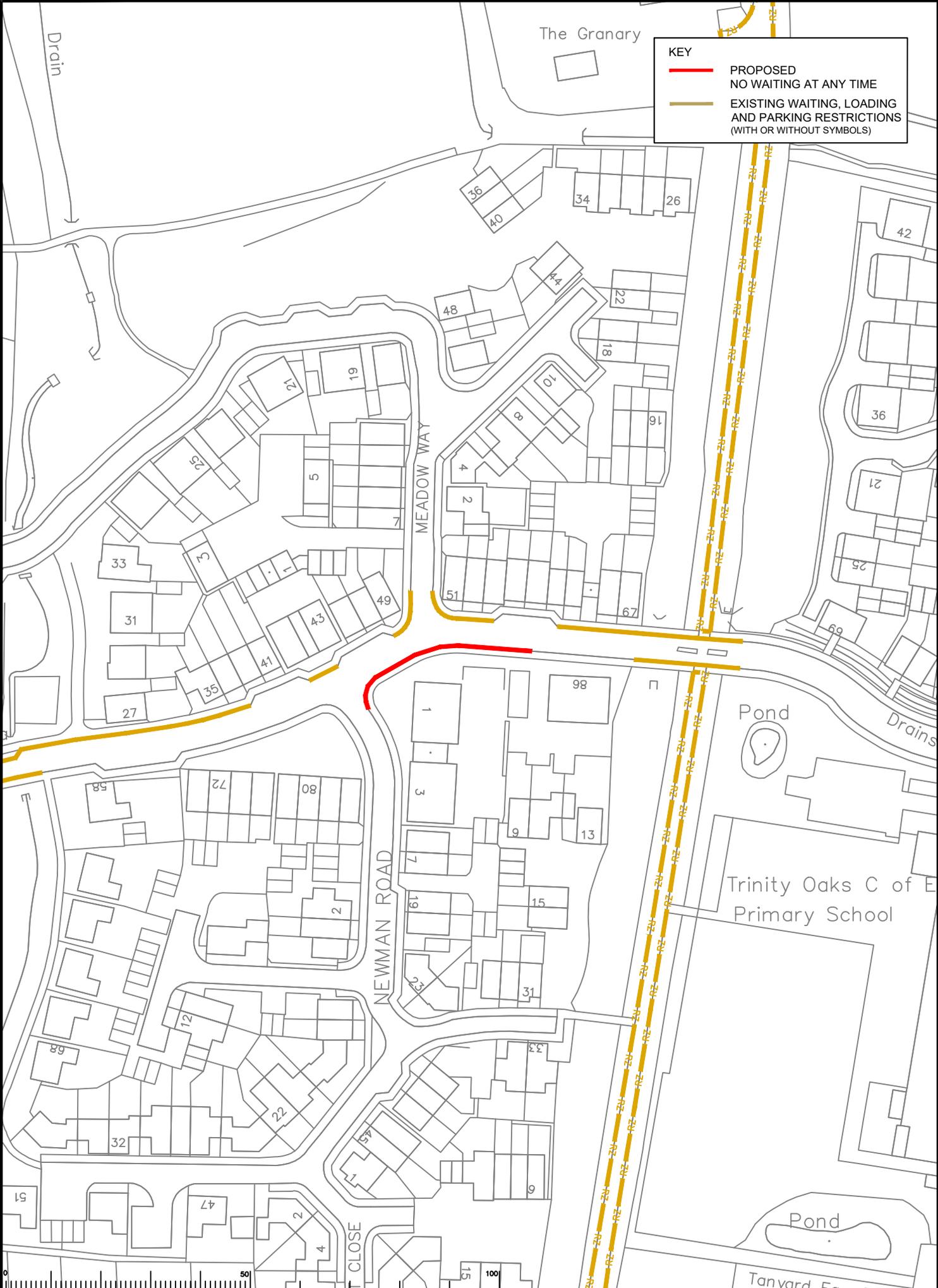
Extend double yellow lines to cover dropped kerbs at pedestrian crossing points, so in western spur, extend lines on southern side by 5 metres and on northern side to the same point opposite, and in the main part of the road, extend the double yellow lines on both sides by 10 metres in order to improve road safety and access for users of the pavements. This proposal is shown in drawing 72.

Oakwood Road

Introduce a residents permit parking bay from in line with the southern building line of numbers 7 and 9 up to in line with the southern building line of numbers 23 and 25. Introduce a disabled parking bay, with no time limit, from in line with the southern building line of numbers 23 and 25 northwards for a length of 6.6 metres. Introduce a resident permit parking bay from the disabled parking bay northwards as far as the double yellow lines on the bend outside numbers 27 and 29. Residents eligible to apply for permits will be those living in numbers 7 to 29 and maximum permit allocation will be based on the number of vehicles registered to a property minus the number of off street parking spaces available.

The residents permit bays will operate on Monday to Saturday, from 8am to 6pm. This is to improve parking amenity for residents.

Introduce double yellow lines from in line with the northern building line of number 20 northwards to in line with the southern building line of number 26. Extend the double yellow lines on the outside of the bend in front of number 52A southwards as far as a point in line with the northern building line of number 48. Extend the double yellow lines on the inside of the bend in front of number 52A northwards to in line with the boundary of numbers 31 and 33. Extend the double yellow lines on the western side in front of the entrance to Yattendon School southwards to the boundary of numbers 33 and 35. Extend the double yellow lines at the entrance of the road providing access to numbers 39 to 43 southwards to the build out in front of number 39 and northwards to in line with the boundary of numbers 43A and 45. Extend the double yellow lines on the eastern side in front of number 70 southwards to in line with the boundary of numbers 70 and 68. Introduce double yellow lines on the western side from in line with the boundary of numbers 53 and 55 southwards to a point in line with the southern building line of number 74. These are to provide extra passing places to improve traffic flow and road safety. These proposals are shown in drawings 66 and 67.



KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

SURREY Traffic and Local Planning Team (REGATE & BANSTEAD) 2020 Review Drawings Committee Drawing 61.dwg

Rev	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



Scale: 1:1250

Drawn by: SDC
 Checked by: RH
 Approved by: DC

Sig. Date: 10/20
 Sig. Date: 10/20
 Sig. Date: 10/20

Project Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

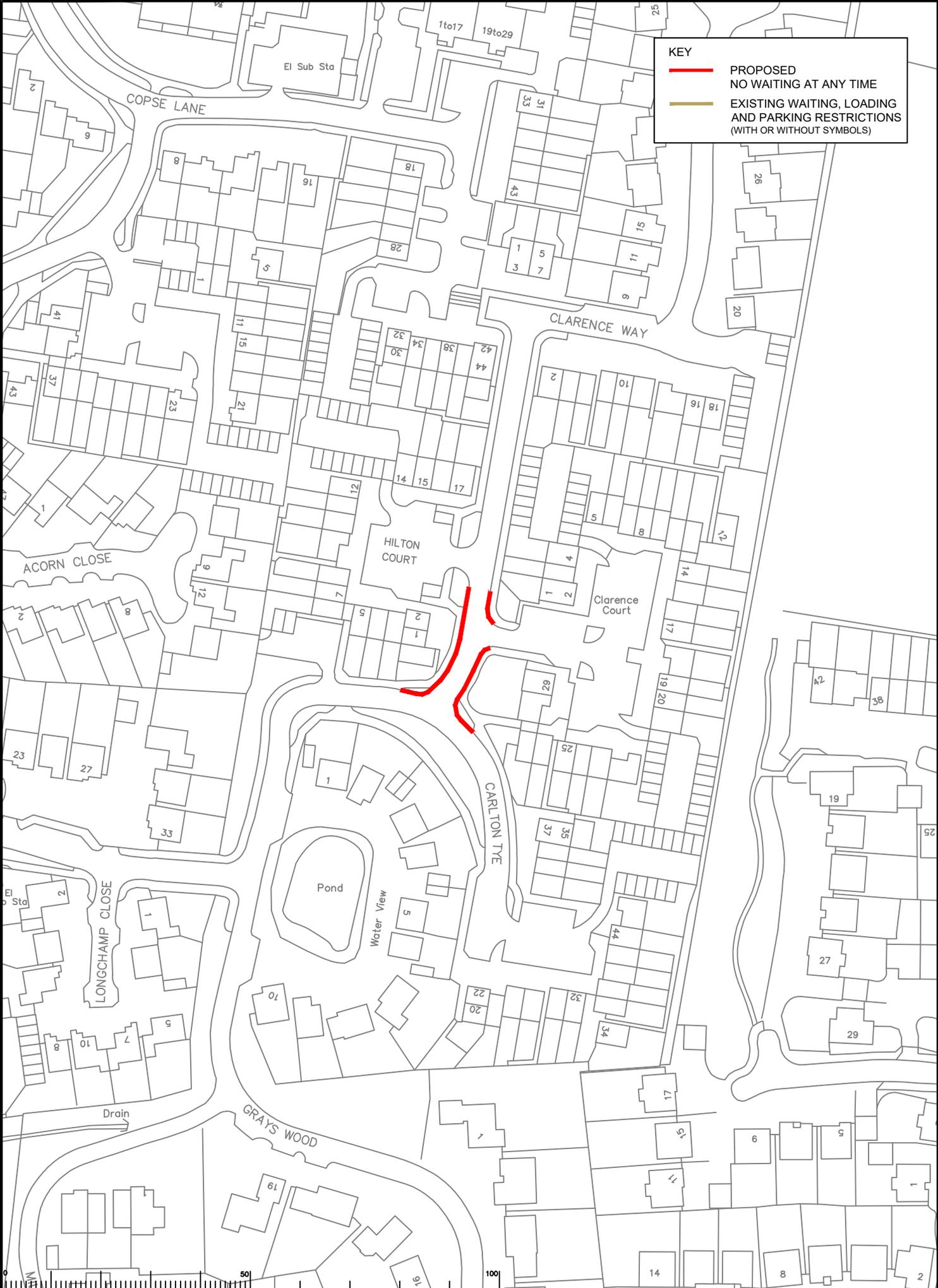
Drawing Brookfield Drive / Newman Road
 Horley

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Drawing No. 61
 Classification: COMM

KEY

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Checked by	RH	Sig.	RH	Date	10/20
Approved by	DC	Sig.	DC	Date	10/20

Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

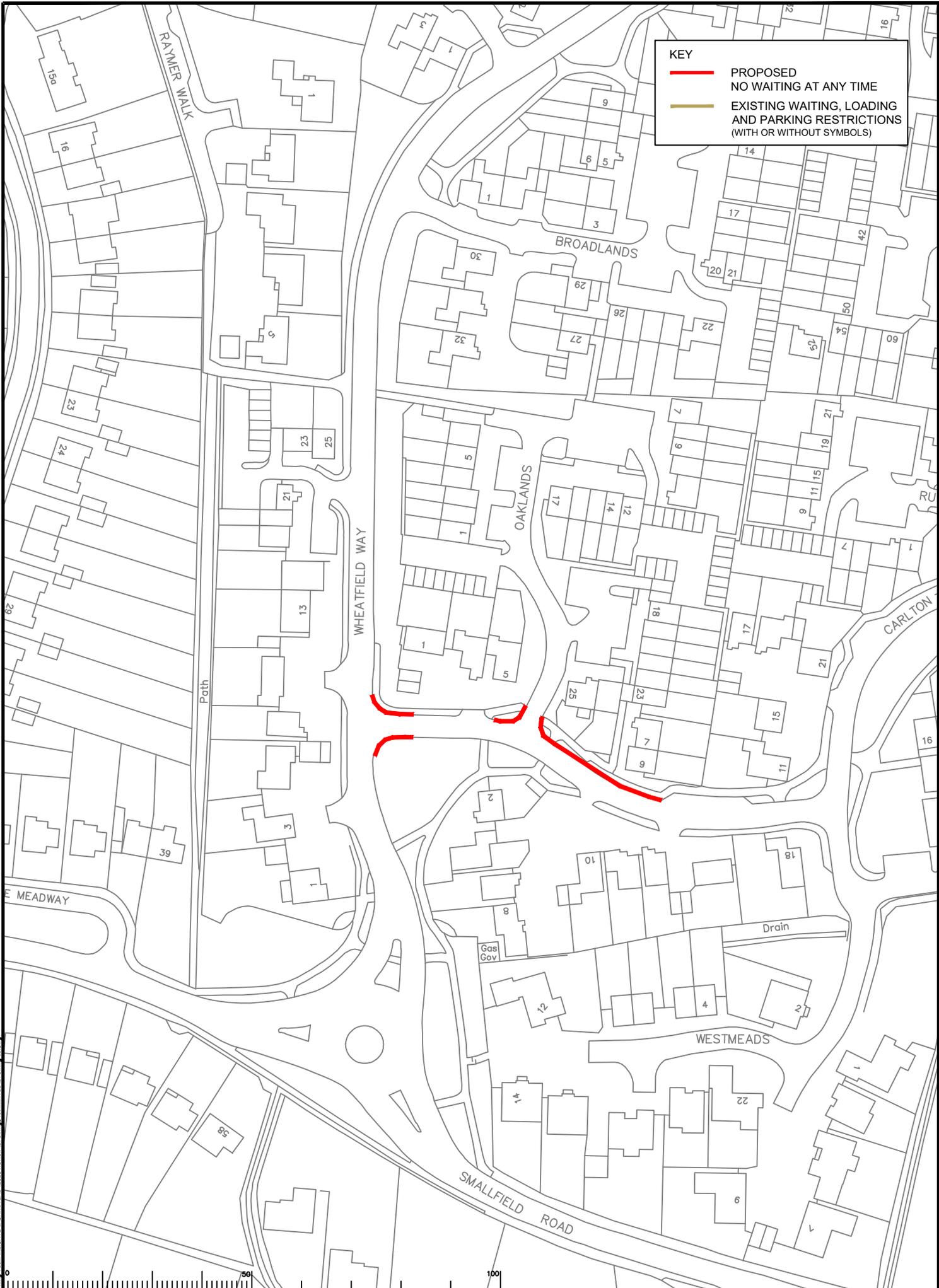
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 Horley

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 62
 Rev. Classification COMM

KEY

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Rev	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



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 Approved by DC Sig. DC Date 10/20

Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

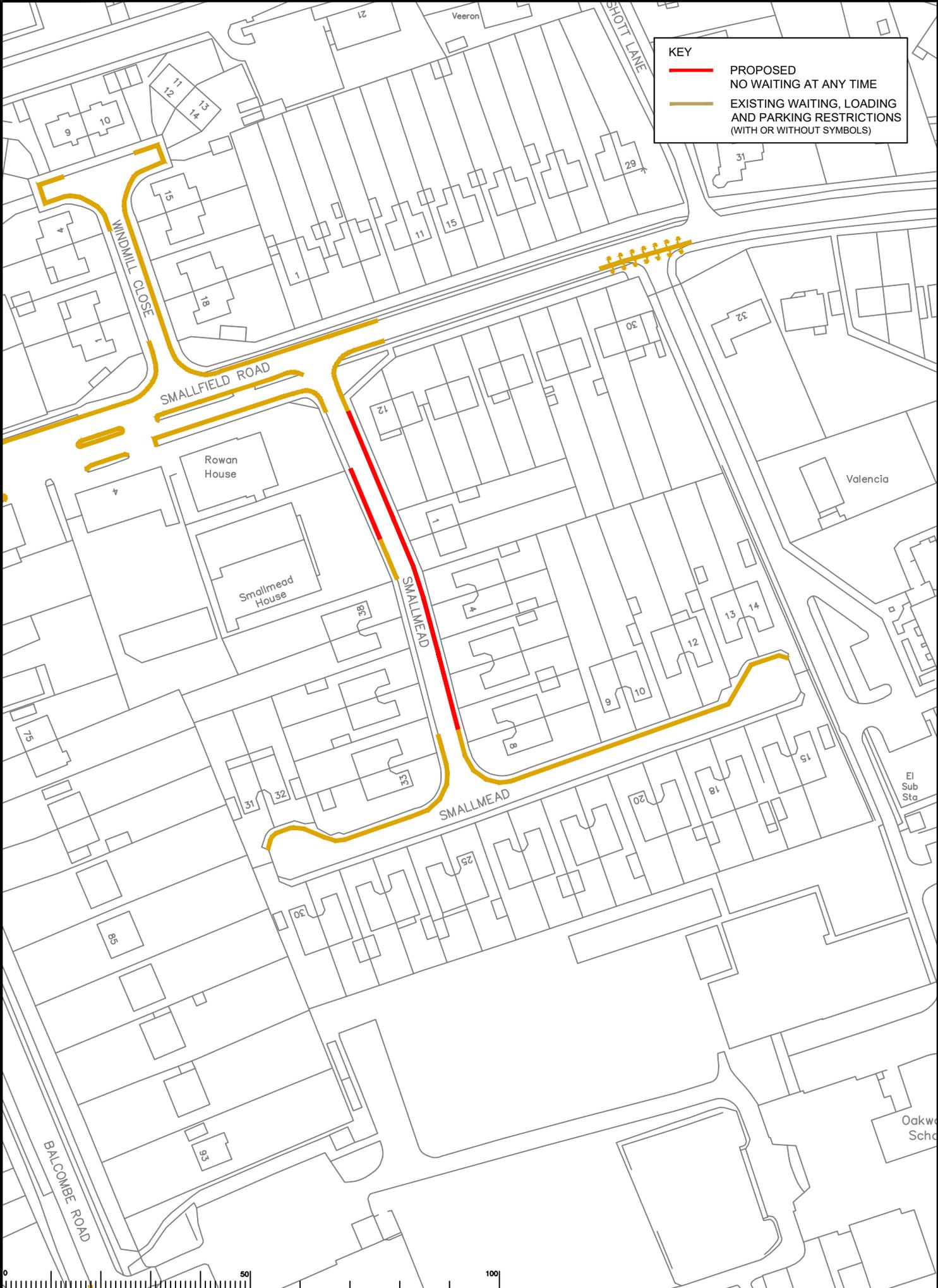
Drawing: Carlton Tye / Oaklands
 Horley

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 63
 Rev. Classification COMM

KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Approved by	DC	Sig.	DC	Date	10/20

Project Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

Drawing Smallmead
Horley

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

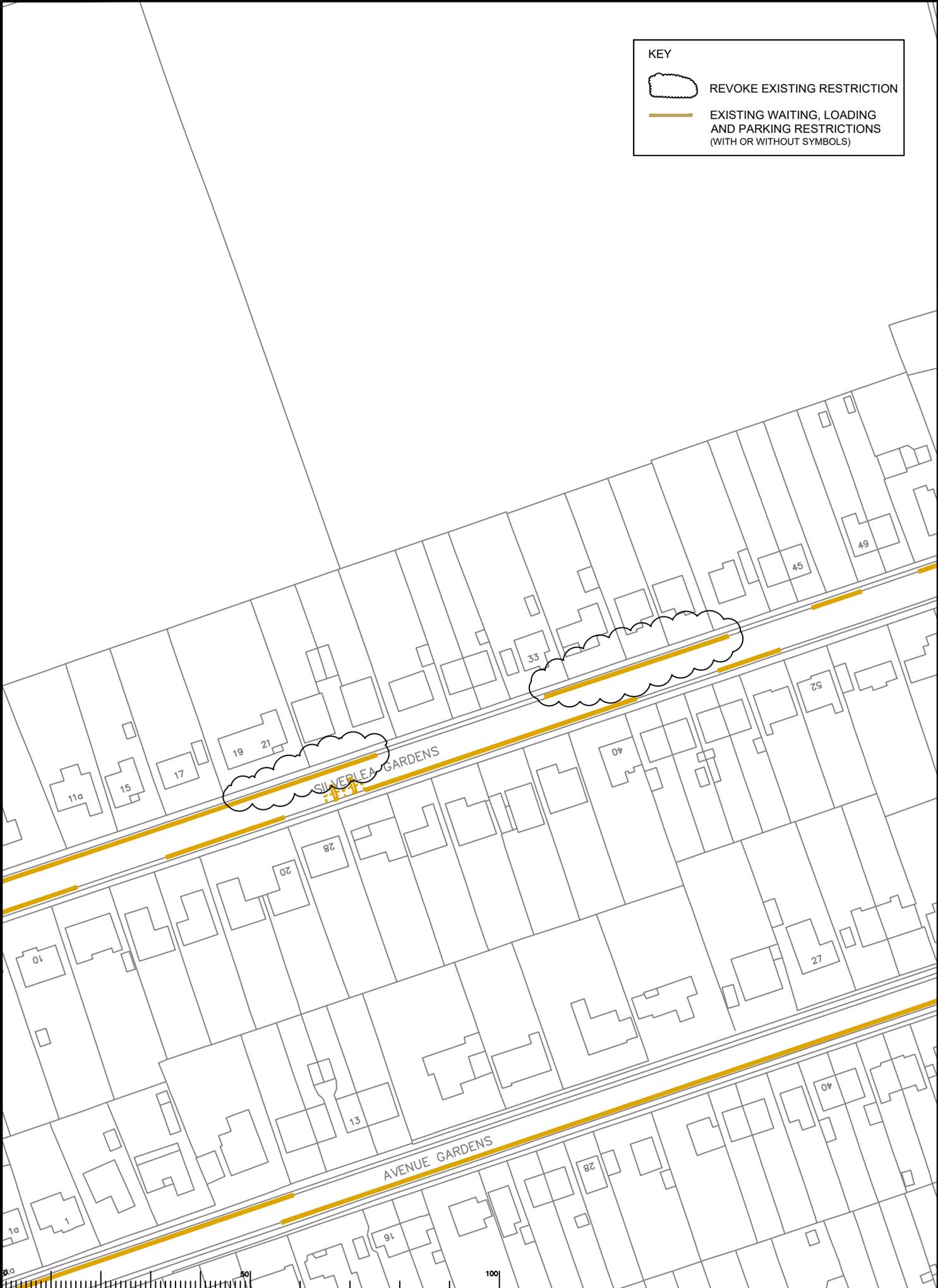
Project No. 3282
Contract Sheet No. 64
Rev. 1
Classification COMM

SHEET OF

KEY

 REVOKE EXISTING RESTRICTION

 EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



S:\CORE\Traffic and Legal\Parking Team\REIGATE & BANSTEAD 2020 Review\Drawings\Committee\Drawing 65.dwg

Rev	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



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Project Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

Drawing Silverlea Gardens
 Horley

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 65
 Drawing No. 65
 Rev. Classification COMM

KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Yattendon School

El Sub Sta

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Approved by	DC	Sig.	DC	Date	10/20

Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

Drawing: Oakwood Road
 Horley

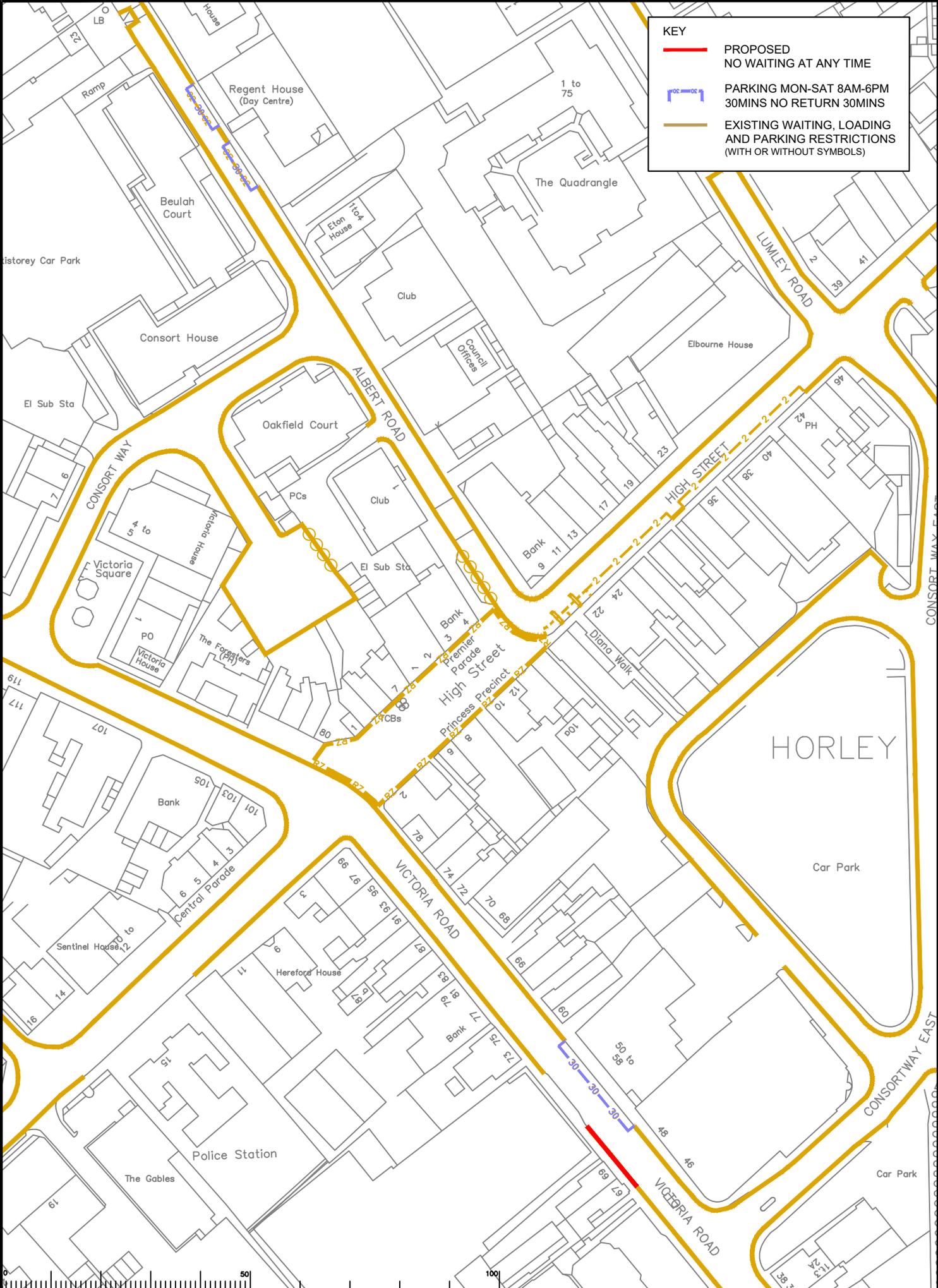
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 COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 66
 Rev. 66
 Classification COMM

SHEET 07

KEY

- PROPOSED NO WAITING AT ANY TIME
- PARKING MON-SAT 8AM-6PM 30MINS NO RETURN 30MINS
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

Albert Road / Victoria Road
 Horley

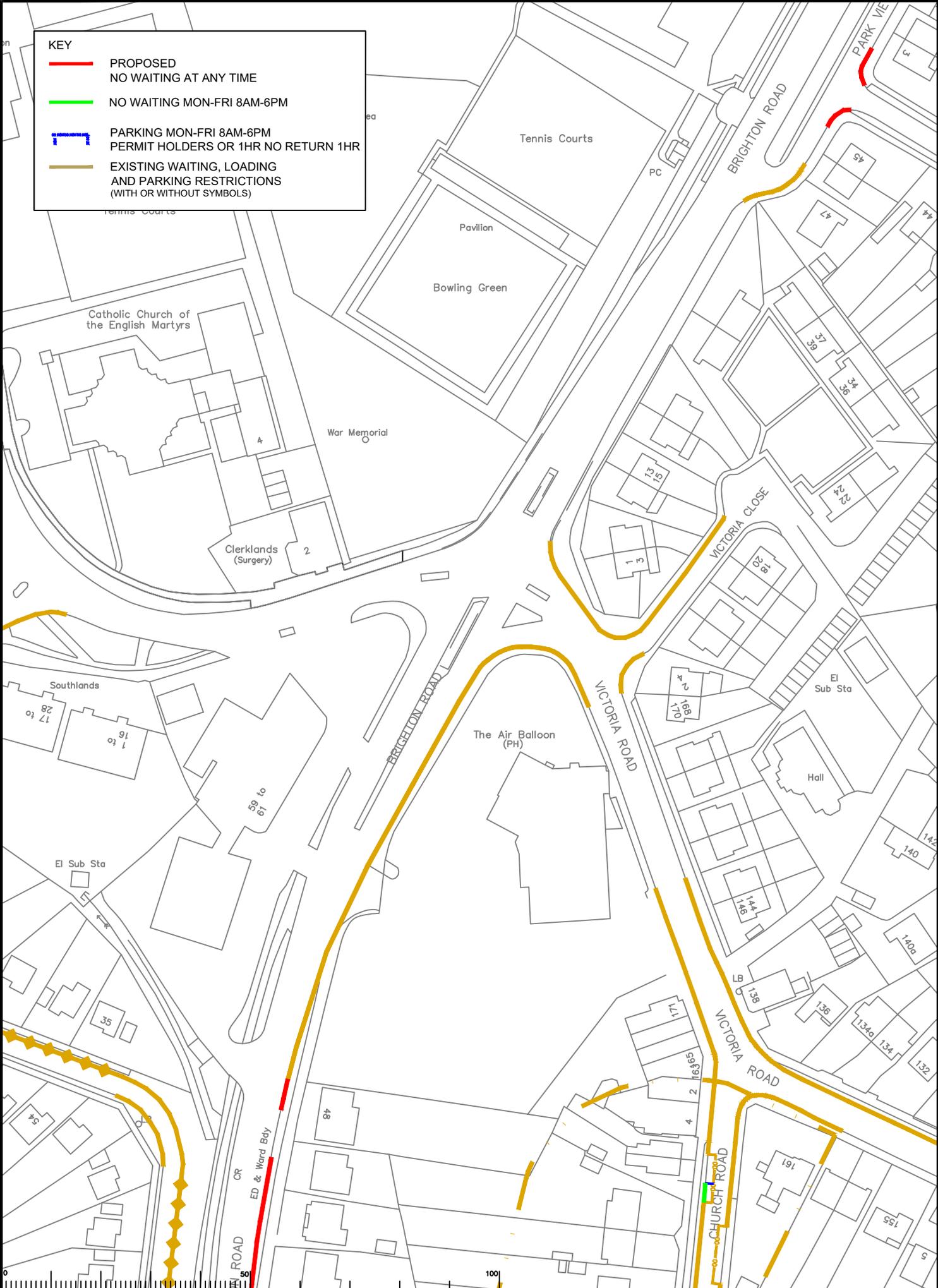
SHEET OF

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 68
 Rev. COMM

KEY

- PROPOSED NO WAITING AT ANY TIME
- NO WAITING MON-FRI 8AM-6PM
- PARKING MON-FRI 8AM-6PM PERMIT HOLDERS OR 1HR NO RETURN 1HR
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



SURREY Traffic and Local Planning Team (REGATE & BANSTEAD) 2020 Review Drawings Committee Drawing 69.dwg

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Approved by	DC	Sig.	DC	Date	10/20

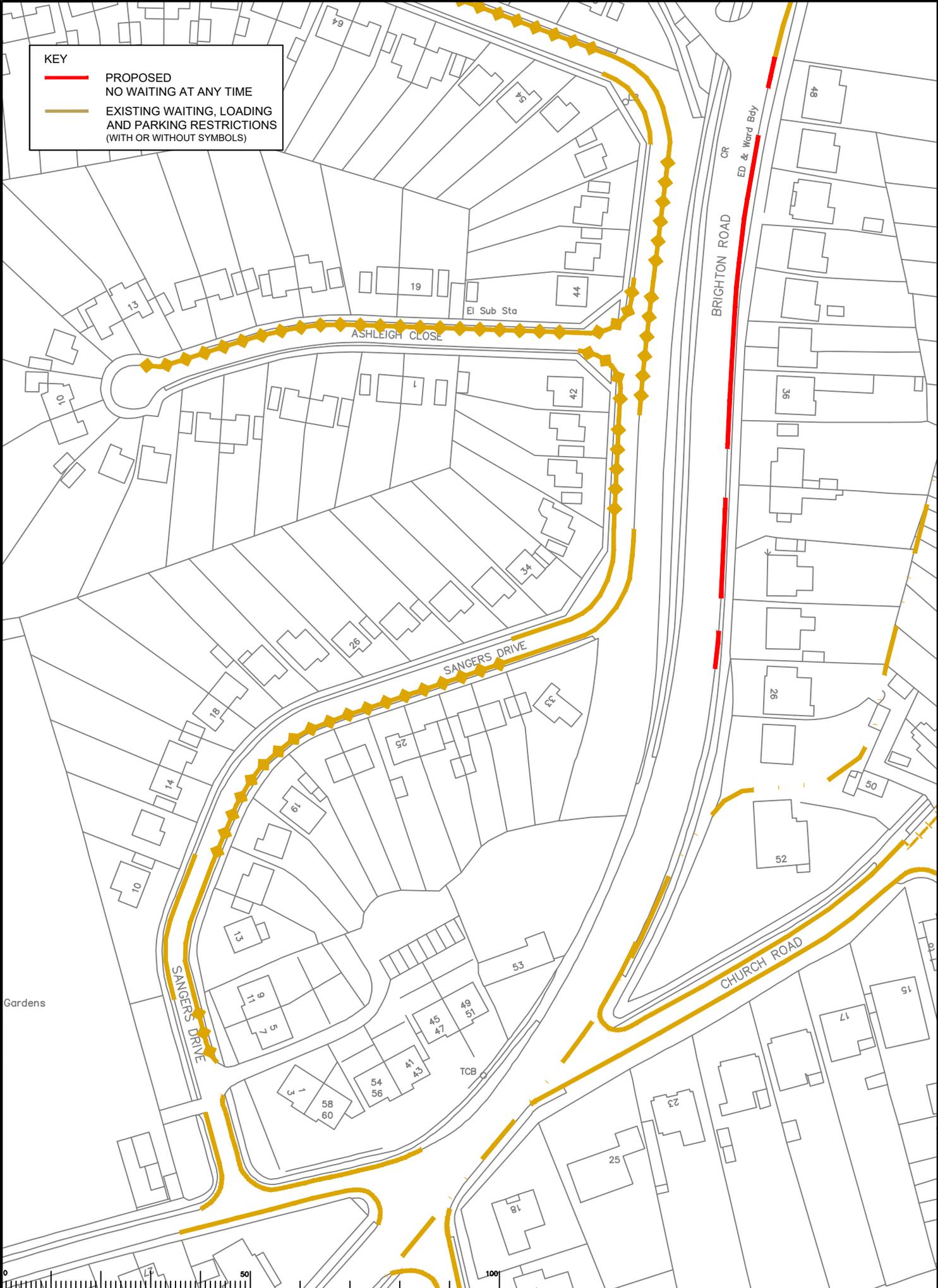
Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions
 Park View / Park Way / Brighton Rd / Church Rd
 Horley

SURREY
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Sustainable Development
Surrey Highways

Project No. 3282
 Contract Sheet No. 69
 Rev. 1
 Classification COMM

KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



SURREY Traffic and Local Parking Team (REGATE & BANSTEAD) 2020 Review (Drawings Committee Drawing) 17.4.20

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Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

Drawing: Brighton Road
 Horley

SURREY
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 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 70
 Rev. Classification COMM

KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



SURREY Traffic and Land Planning Team (REGATE & BANSTEAD) 2020 Review Drawings Committee Drawing Title

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Project Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

Drawing Court Lodge Road / Manor Drive / Sangers Drive
 Horley



Project No. 3282
Contract Sheet No. 71
Rev. 1
Classification COMM

BULLFINCH

KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Project Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

Drawing Mill Close
 Horley

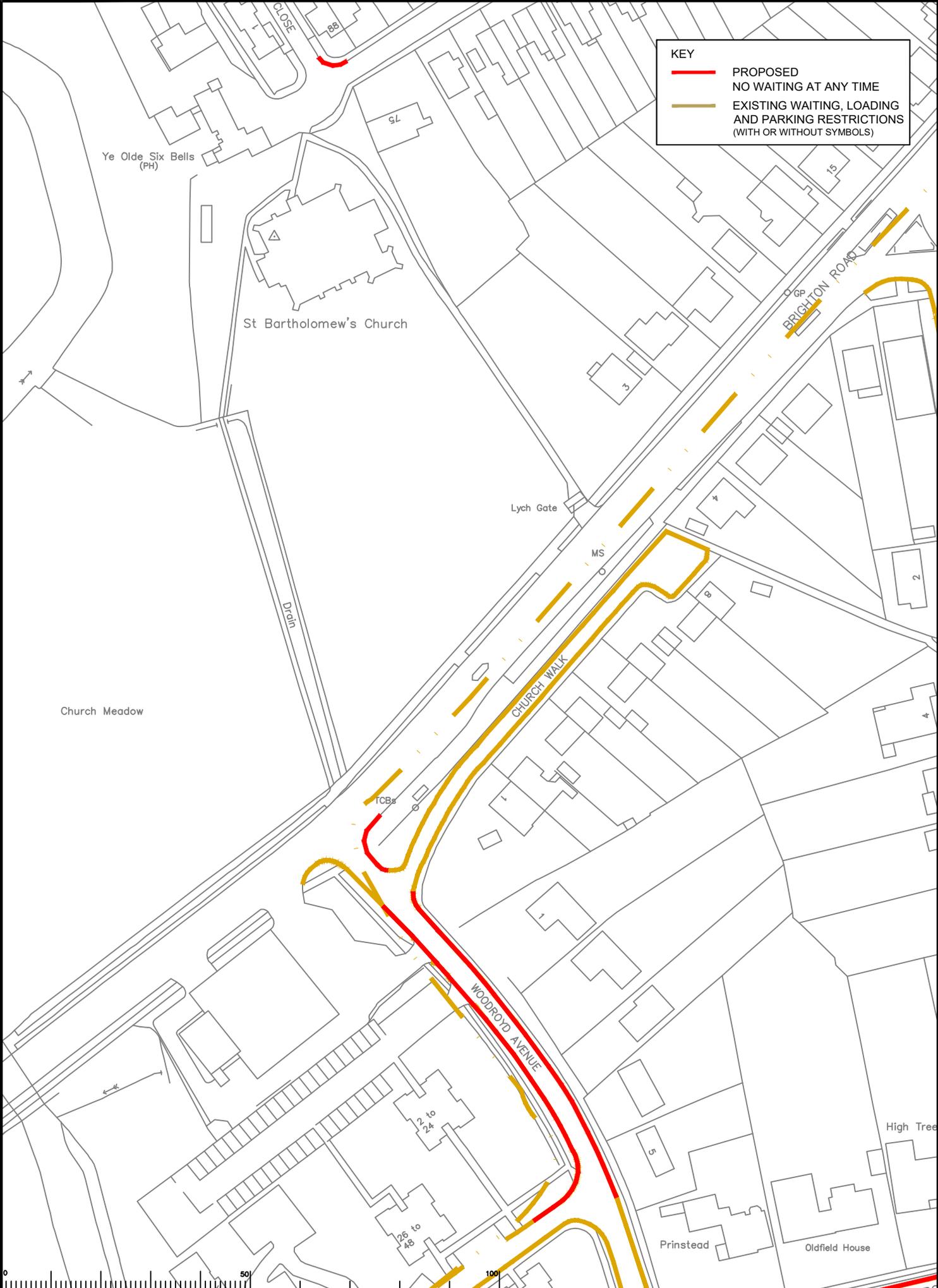
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 Sustainable Development
 Surrey Highways

Project No. 3282
 Drawing No. 72
 Classification COMM

KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Approved by	DC	Sig.	DC	Date	10/20

Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

Brighton Rd / Woodroyd Ave / Longbridge Rd
 Horley

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 73
 Rev. 1
 Classification COMM



KEY

-  PROPOSED PARKING MON-FRI 10AM-NOON PERMIT HOLDERS HY1 ONLY
-  REVOKE EXISTING RESTRICTION
-  EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

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Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

Upfield
 Horley

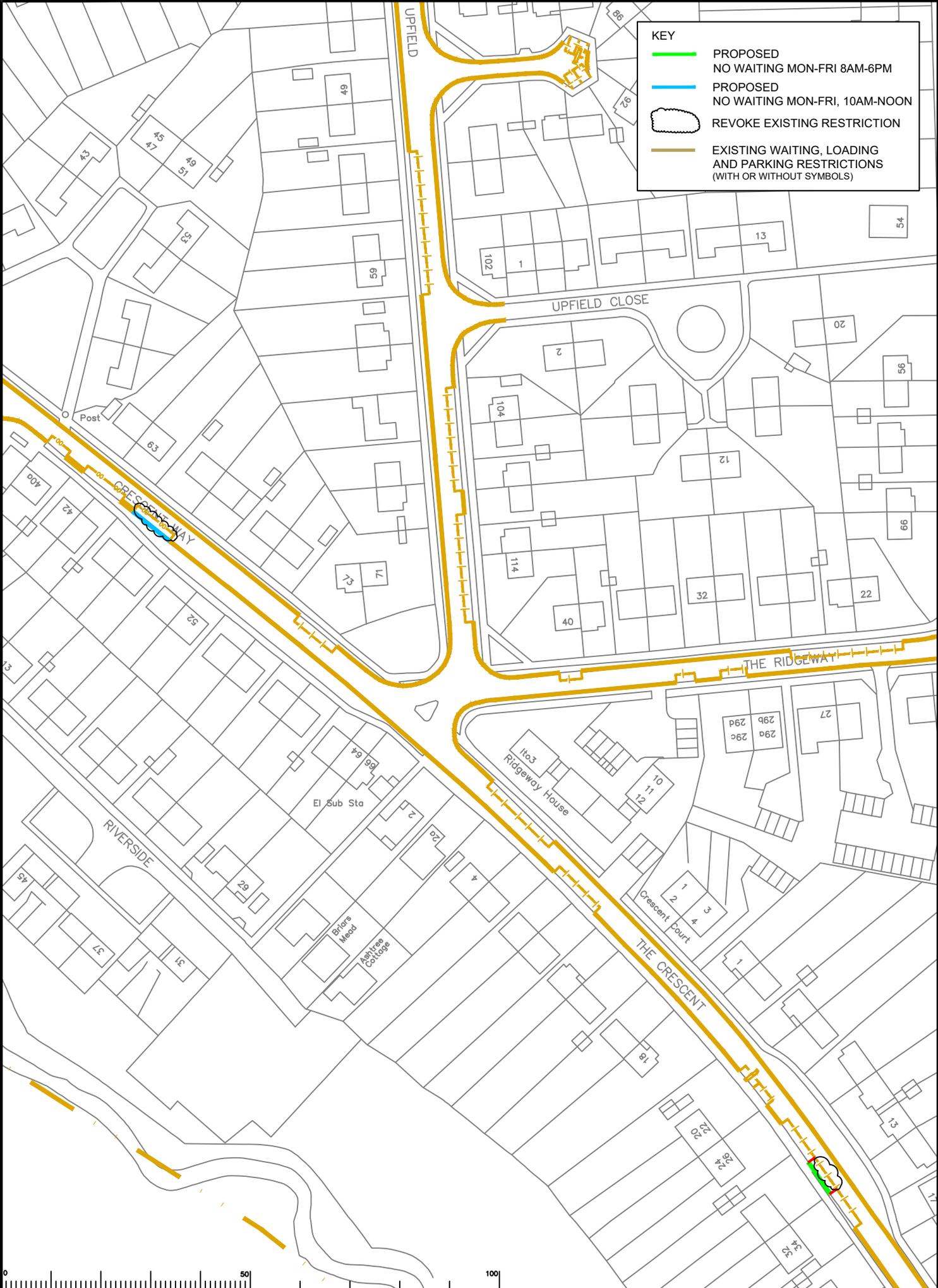
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 Surrey Highways

Project No. 3282
 Contract Sheet No. 74
 Rev. 1
 Classification COMM

SHEET OF

KEY

- PROPOSED NO WAITING MON-FRI 8AM-6PM
- PROPOSED NO WAITING MON-FRI, 10AM-NOON
- REVOKE EXISTING RESTRICTION
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Project Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

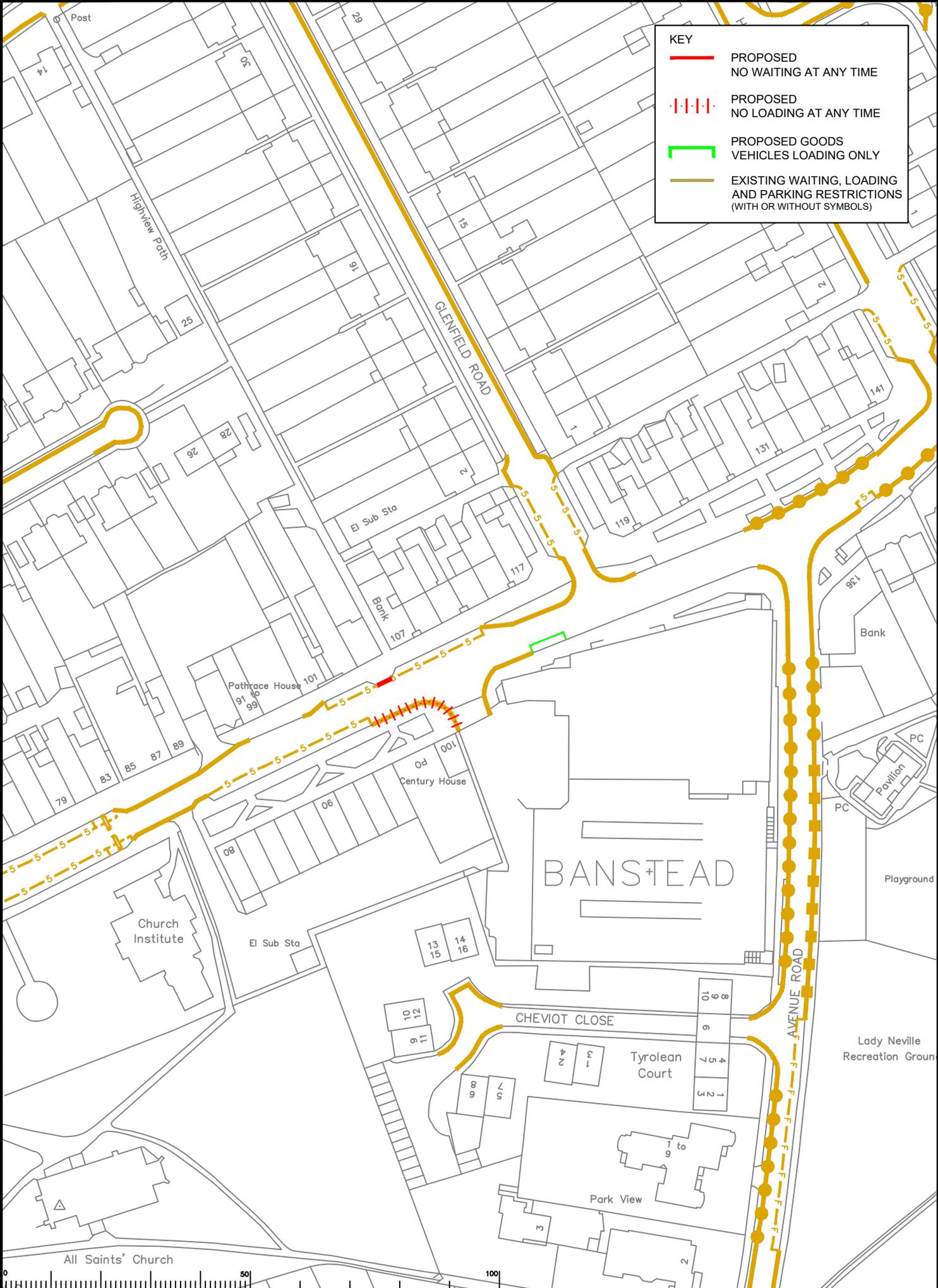
Drawing Crescent Way / The Crescent
 Horley

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 3282
 Drawing No. 75
 Classification COMM

KEY

-  PROPOSED NO WAITING AT ANY TIME
-  PROPOSED NO LOADING AT ANY TIME
-  PROPOSED GOODS VEHICLES LOADING ONLY
-  EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Approved by	DC	Sig.	DC	Date	10/20

Project Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

Location High Street
Banstead



SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.	3282
Contract Sheet No.	76
Rev.	
Classification	COMM



KEY

- 1 **PARKING MON-SAT 8AM-6.30PM
30 MINS NO RETURN 2 HOURS**
- **EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)**

S:\CORES\Traffic and Loading\Parking Team\REIGATE & BANSTEAD\2020 Review\Drawings\Committee\Drawings 71.dwg

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Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

A217 Brighton Road
Lower Kingswood

SHEET **07** OF **07**

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. **3282**
 Contract Sheet No. **77**
 Rev. **1**
 Classification **COMM**



KEY

- REVOKE EXISTING RESTRICTION
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

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North Point

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Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions

Drawing: Taynton Drive Merstham

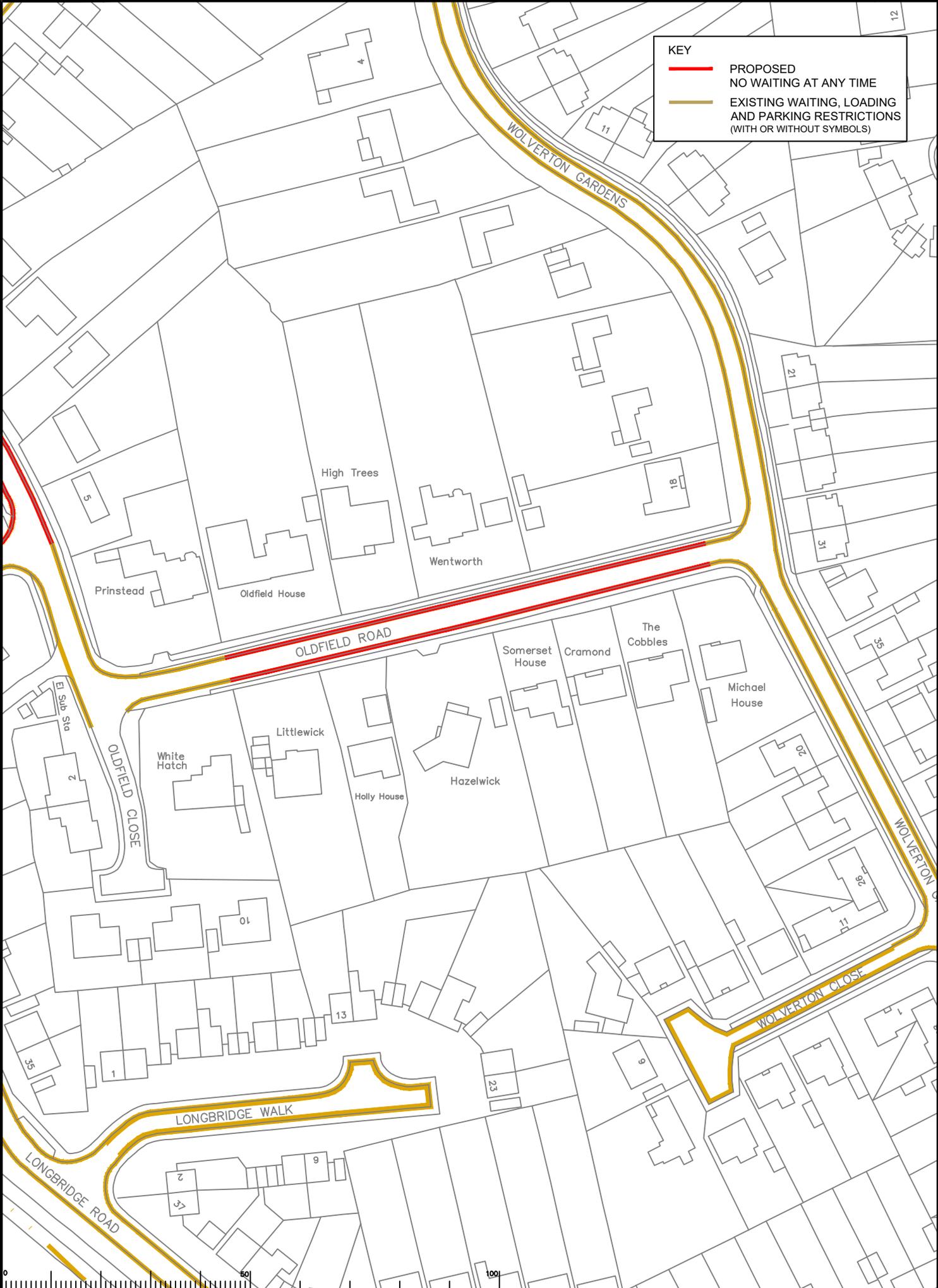
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 Surrey Highways

Project No. 3282
 Contract Sheet No. 78
 Rev. No. 1
 Classification: COMM

KEY

- PROPOSED
NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)



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			10/20
Approved by	Sig.	DC	Date
			10/20

Project Reigate and Banstead 2020 Parking Review
Proposed waiting, parking, and loading restrictions

Drawing Woodroyd Ave / Oldfield Rd
Horley

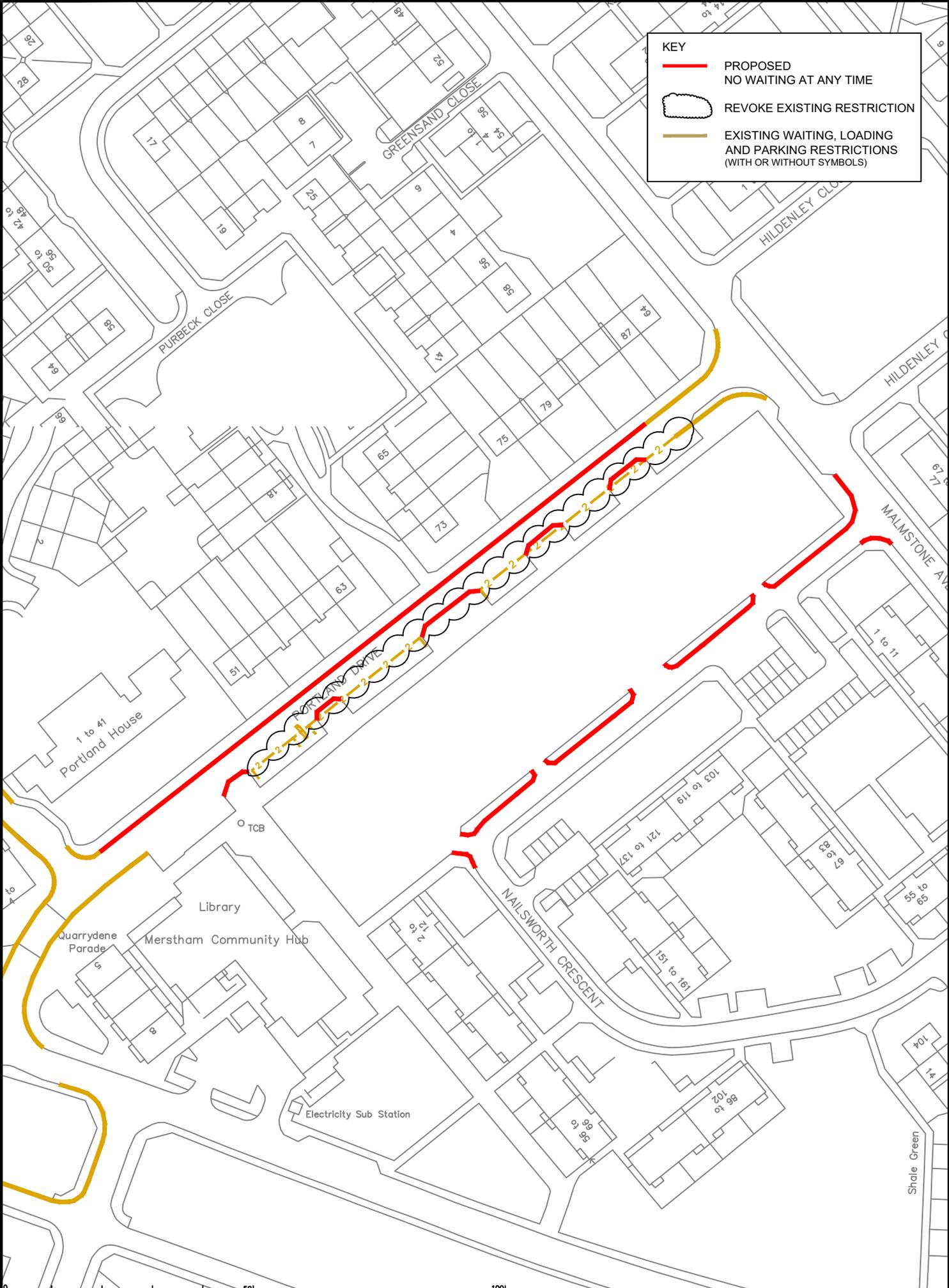
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Sustainable Development
Surrey Highways

Project No. 3282
Contract Sheet No. 79
Drawing No. 79
Rev. 1
Classification COMM

KEY

- PROPOSED
- NO WAITING AT ANY TIME
- REVOKE EXISTING RESTRICTION
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Project: Reigate and Banstead 2020 Parking Review
 Proposed waiting, parking, and loading restrictions
 Drawing: Portland Drive / Nailsworth Crescent
 Merstham

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 Sustainable Development
 Surrey Highways

Project No. 3282
 Contract Sheet No. 80
 Rev. No. 1
 Classification COMM