

Crawley²⁰²⁹

February 2013

Preferred Strategy Consultation Report

Executive Summary

Overall respondents appeared to overwhelmingly support the planning policies within the draft Local Plan with the exception of the following:

- Whether retail development outside the town centre should be limited. Although the majority of people supported this policy there was a significant number of people, compared to other policies, who also disagreed.
- There was some disagreement about whether house building levels should be set at 240 per year from 2015 onwards. Some people thought it should be higher while others thought it was too much for such a built up area.
- Not everyone supported the idea of developing housing within the town centre. Comments suggest that people have difficulty visualising how it might look and how it would sit alongside the retail and entertainment offer.
- Respondents were divided about whether Gatwick should remain a one runway two terminal airport. Arguments for expansion focussed on the economic benefits while those against were very concerned about the impact on the quality of life of residents, particularly those in the North of the Borough.

The results of the consultation indicate that there is strong support amongst residents for limiting housing development in order to protect the town's planned open and green spaces. There was also some concern about releasing playing fields for development as well.

People supported enhancing and improving both Crawley and Three Bridges train stations but there was support for also including Ifield station within the policy. Comments suggest that the development of Kilnwood Vale on the west of the town would make this a necessity.

There was a perception that the council should be making more use of brown field sites rather than developing on green sites. It might be useful to understand whether this option is available and if it is why it isn't being pursued. Perhaps more information might improve public understanding.

There was a degree of disgruntlement about the number of empty office blocks in the town, particularly in the town centre. People did not think this was good for the economy but comments also suggested that better use could also be made of the land on which they are developed on.

Whilst there was support for varying the level of affordable or lower cost housing that should be built, people thought getting a good mix of housing in the area was important as well. People talked about having different supplies of rented accommodation, less flats and more family homes as well as aspirational housing.

There was some concern about developing the North East Sector. Comments related to questions about the possible expansion of Gatwick Airport and the impact this might have on a new neighbourhood as well as access to the site via the Balcombe Road. There was some real concern about the capacity of this single road to accommodate an additional 1900 new homes. As this development comes forward it will be important to keep people informed about any changes that might overcome these concerns.

The higher environmental standard of house building set out within the Environmental Policy raised an interesting question about its possible impact on the viability of house building in the future.

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Appendices *(Appendices to this document are separate to the main report.)*

Appendix 1: Communications & Advertising Materials

Appendix 2: Verbatim Questionnaire Responses

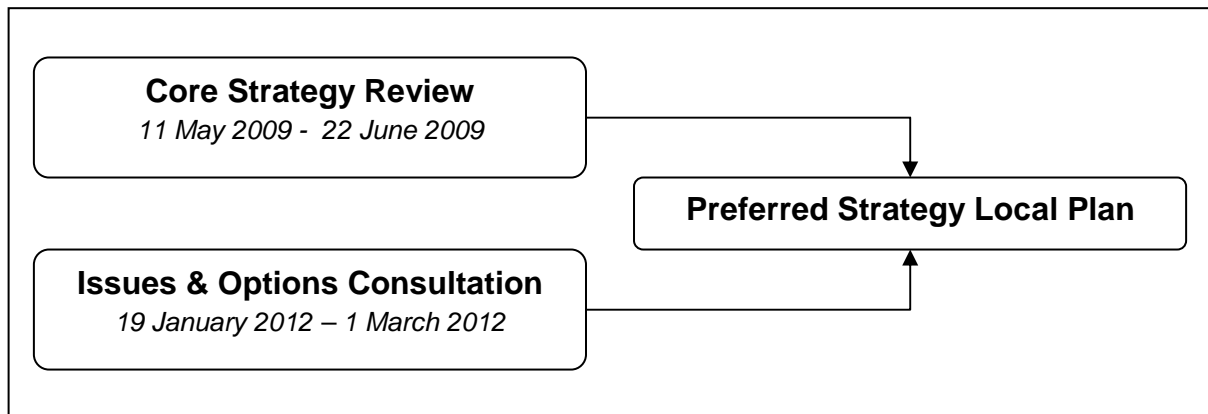
Appendix 3: Verbatim Representations

Introduction

The Local Plan is a document that outlines how the town should be planned and developed between 2014 and 2029.

In 2009, the council began to review its current Core Strategy and carried out a consultation exercise to see what people thought of its adopted planning policies. Early in 2012, the council undertook further consultation with people living and working in Crawley to better understand how they thought the town should develop by 2029.

What people told us was used to draft the Preferred Strategy Local Plan as shown below



To ensure that local people were confident that the council had taken on board the comments made during these two previous consultations, and had interpreted them correctly, a verification exercise was undertaken between 22 October and 3 December 2012.

This formed the Preferred Strategy Consultation.

About this Consultation

What the consultation aimed to do

The consultation had a number of objectives that it aimed to achieve. These were:

1. To conduct the consultation in line with the Statement of Community Engagement.
2. To verify that the strategy outlined in the Preferred Strategy Local Plan had support, and provide people the opportunity to raise queries and objections.
3. To afford those living and working in the Borough, the opportunity to be involved in the forward planning process
4. To share with stakeholders and residents some of the dilemmas facing the council at the current time and into the future
5. To gather detailed qualitative responses to the Preferred Strategy Local Plan that can help inform amendments as we work towards our Submission Draft Local Plan.

What work was undertaken?

During this phase of the consultation, as well as accepting direct representations, the public were asked to indicate whether they agreed or disagreed with a number of draft planning policies that had been developed. These were presented in the format of a questionnaire which was available both on line and in a paper copy. The questionnaire covered six topic areas; the character of the town, economic growth, housing, the environment, infrastructure and Gatwick airport. The online form also provided space for people to comment on the overall vision for the town.

During the six week consultation period the following activities took place:-

- Public exhibitions – at K2 Crawley, the town hall foyer and County Mall where people were able to look at plans and give feedback. They were also encouraged to take away a questionnaire and return it to the council at a later date. Planning officers also attended the Better Business Debate. Approximately 500 questionnaires were distributed at these events.
- Around 500 paper questionnaires were included in regular bills that were sent out by the council during this time to a random selection of residents.
- Face to face consultation was offered to a number of forums and groups. Those that responded included Southgate Neighbourhood Forum, Broadfield Neighbourhood Forum, Question Time (a workshop specifically for young people) and Crawley's Young Person's Council. During the same period some consultation was undertaken within specific areas regarding the creation or extension of Conservation Areas as outlined in the plan; the Crawley 2029 consultation was also promoted at these events.
- Other stakeholders were also involved. 384 people on the planning database were contacted and officers met with stakeholders including Mid Sussex District Council and Gatwick Airport. A further 143 people were informed via the email alert system.

Communication played a vital part in ensuring that people knew about the consultation. Both Communications and the Web Team supported the following activity:

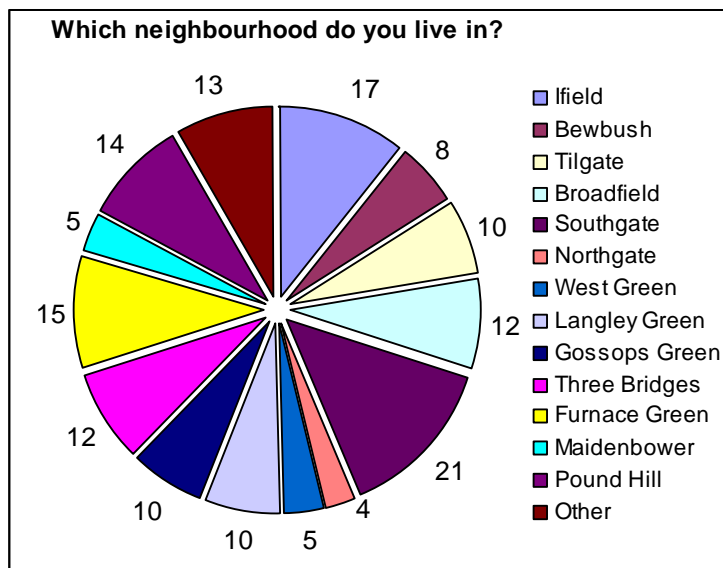
- A statement of representation procedure and notification of public consultation was placed in the Crawley Observer.
- Press releases were issued at different times throughout the period,
- The website was updated and twitter and facebook were used throughout to promote the consultation. To heighten interest different topics were chosen over the six week period,
- A short article was included in Crawley Live,
- The consultation was promoted through the GovDelivery system,
- Posters were out up in the Town Hall, the libraries and the neighbourhood parades,
- Radio broadcast with the Leader about the consultation.

How many people took part in the consultation?

Over the six week period there were 1006 visits to the Crawley 2029 webpage. 513 visits were made to the background documents page and a further 30 visits were made to the progress web page. Public exhibitions proved popular particularly at County Mall with a constant flow of people between 10am and 4pm.

In terms of actual questionnaires returned 130 paper questionnaires were returned while 33 were completed online. 52 representations were received either by email or in hard copy from stakeholders, organisations, and residents. In total 215 people took part in the consultation. This represents a significant improvement since this exercise was last undertaken in 2005 when only 113 people and organisations responded to the exercise.

Who took part in the consultation?

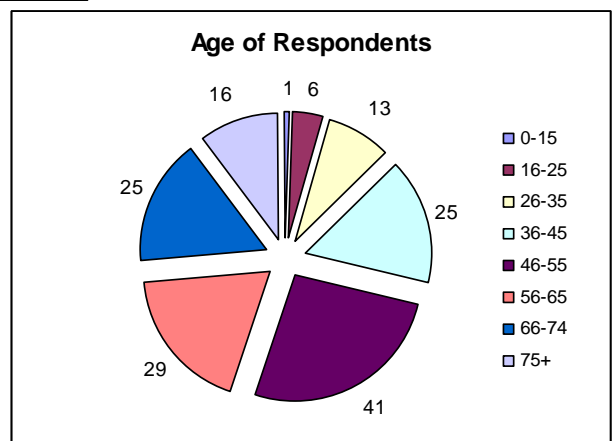


Whilst a wide group of people took part in the consultation white older people were more likely to take part in the consultation than others.

All neighbourhoods were represented although representation from people living in Northgate, West Green and Maidenbower were lower when compared to others. Southgate had the largest number of respondents.

70 respondents were aged between 46-65 years, 41 were aged 66 years or over, 38 people were aged between 26 and 45 years and 7 people were 25 or younger.

Whilst the majority considered themselves to be White British, other ethnic groups were also



represented. Slightly more men completed the survey than women.

Representations were received from a wide range of organisations which are listed below:

Barton Willmore on behalf of Bellway Homes Ltd, Devine Homes PLC and Reside Developments Ltd.
Barton Willmore on behalf of Mayfield Market Towns Ltd
Barton Willmore on behalf of SEGRO
Brighton & Hove City Council
Civil Aviation Authority
Crawley Young Persons Council
Dalton Warner Davis LLP on behalf of the Airport Industrial Property Unit Trust (AIPUT)
Development Planning & Design Services Ltd on behalf of Private Landowner
Drivers Jonas Deloitte on behalf of Shearer Property Group
Eastern Stream Association
Environment Agency
Gatwick Airport Ltd.
Home Builders Federation Ltd
Horsham District Council
Hunter Page Planning Ltd on behalf of Private Landowner
Ifield Village Conservation Area Advisory Committee
KTI Energy Limited
Lewis & Co Planning on behalf of Flint Cottage and Kilravock
Michael Simkins LLP on behalf of Private Landowner
Mid Sussex District Council
Miller Homes
Mobile Operators Association
Mole Valley District Council
Montagu Evans LLP on behalf of Rydon Homes, Wates Developments Ltd and Welbeck
Natural England

NHS Sussex
Pegasus Group on behalf of Persimmon Homes and Taylor Wimpey
Pegasus Group on behalf of Persimmon Homes South East
Rapleys LLP on behalf of T&L Crawley LLP
Reigate & Banstead Borough Council
RPS Planning & Development on behalf of Costco Wholesale Limited
Savills on behalf of Crest Strategic Projects
Savills on behalf of Homes and Communities Agency
Savills on behalf of Wilky Group
Shireconsulting on behalf of Barclays Bank plc
Sport England
Stanhope plc
Surrey County Council
Tandridge District Council
Thames Waters
The British Horse Society
The Theatres Trust
Tinsley Lane Residents Association
Tony Fullwood Associates on behalf of Mr M Robinson
Tony Fullwood Associates on behalf of Mrs J Williams
UK Power Networks
West Sussex County Council
West Sussex County Council
West Sussex Local Access Forum
WYG Environment Planning Transport Ltd. on behalf of Sainsbury's Supermarkets Ltd.

What people told us...

This part of the report is split into three sections, one looks at the feedback from those that completed and returned a questionnaire, the second provides an overview of the key points gathered from direct representations, and the third brings everything we have been told together.

Section 1 is divided into the relevant sections and looks at each question asked individually. It indicates the numbers of people agreeing or disagreeing with the draft policies as well as outlining some of the issues raised in the comments that people were making.

Section 2 provides an overview of the main comments from direct representations by chapter.

Section 3 brings together Sections 1 and 2 to highlight the main themes that have emerged during this consultation and outlines the next steps in the Local Plan programme.

Section 1: Questionnaire Responses

similar to current structures.”

Several areas have been identified in the Local Plan because of their “*special architectural interest or character*”. It is important to protect these areas by designating them as Conservation Area.

119 people agreed with the draft policy regarding conservation areas, 11 disagreed and 10 neither agreed nor disagreed.

Comments generally agreed that buildings and areas of historical importance should be preserved. One or two did not agree with this because of economic reasons and the need to bring jobs to the area. There were a few specific points raised by people:-

- The policy should explain what size of development can be brought forward in a conservation area; it needed to be more explicit,
- The policy should include village greens as well as parks and gardens,
- The policy should include crown commission areas such as trees,
- There was a question asked about the exclusion of ‘areas of special environmental quality’ and whether this was covered elsewhere.

Within the town there are specific views and landscapes which the council believes should be protected for future generations. These are thought to add character to the town and any new development should not obstruct them.

130 people agreed with the policy to protect specific views and landscapes, with only 4 people disagreeing and 7 people neither agreeing nor disagreeing.

Only two comments were received; one person agreeing with the policy and the other suggesting that it really depends on what is being built and how a building can in fact enhance a view.

agreed nor disagreed.

As the results suggest people were more divided about the idea of developing retail outside the town centre. Some thought the town centre should be the focus of investment and that anything that drew attention about from it should be avoided. There were also many comments about how poor the town centre was looking with too many pound shops being cited as a problem. Some people suggested looking at Horsham and Chichester for inspiration. For others the idea of shopping out of town had its advantages. Some thought it was needed while some thought having it all in the town centre would make the area too busy. There were a couple of comments about big store names coming to the town. One person thought John Lewis was better placed out of the town centre while another person thought more should be done to support existing retailers rather than just focussing on accommodating the needs of the bigger businesses.

“Retail development outside the town kills off the shops in the town centre.”

“With the proposed NE sector the town centre will not be suitable in its present format.”

“Do not kill the retail out of town. It is needed.”

The council should continue to protect neighbourhood parades for uses that serve the needs of the local community?

The majority of people (132) supported protecting neighbourhood centres with only 4 people disagreeing and 4 people neither agreeing nor disagreeing.

Comments about neighbourhood parades were strong. There was a perception that rents are high and that there are too many take-ways and betting shops. People strongly believed they should support the needs of local communities and should be a place for local businesses rather than some of the bigger chains. Overall, while people supported protecting them in the future there was a definite sense they are not currently meeting expectations.

“Local parades must not just become a collection of take-way food outlets. These parades will only thrive through diversity. We do not want outdoor food courts.”

“Our feelings are our neighbourhood parades should mainly serve the needs of their local communities and at present we are overwhelmed with fast food outlets especially at Furnace Green and Tilgate...”

The Local Plan recognises that alongside the Manor Royal Business District there are other areas which support the economy of the town. These include Three Bridges, Maidenbower Business Park, Tilgate Forest Business Centre and Broadfield Business Park. In the future these areas should be protected for employment purposes.

114 people supported protecting the additional business areas through the draft policy with only 10 people disagreeing and 13 people neither agreeing nor disagreeing.

Comments were generally supportive of the other business areas in the town with most supporting protecting them. However, there were a number of comments which strongly indicated that they should not be expanded, particularly Tilgate Business Park. Any changes to the areas should be contained within existing boundaries.

“I agree with the proviso that there should be no more development or enlargement of the Tilgate Forest Business Centre. Tilgate Forest has already been encroached upon and is a natural resource not only for Crawley people but also for visitors to the area.”

Within this section of the questionnaire there were a number of comments that generally talked about the need to support the economy in the town. There were also a number of specific comments about development:-

- Office blocks should not be built unless existing one are filled,
- Development should be located in brown field sites with green sites being avoided,
- More large companies should be actively encouraged into the area,
- There was also a word of caution that development should be managed in a sensitive way. It was suggested there should be a move away from ‘sprawling’ industrial areas and a more creative use should be made of the existing land available for development.

agreed nor disagreed.

People had very mixed views about developing housing in the town centre. There were people who were strongly opposed to it mainly because it would affect the look and feel of the area and essentially it should be a retail centre. Others could see the benefit of housing people there and there was some disgruntlement about the number of empty office blocks within the area. Comments would suggest that people find it difficult to visualise what housing in the town centre would look like and how potentially it might complement what is currently available there.

“Not in favour of housing in town centre. It’s over crowded already. Keep housing and commerce separately.”

“We have too much empty office space in this town. Empty offices lay where people could live.”

Strategic Housing sites

Site	Agree	Disagree	No who took part
North East Sector	71	35	106
Town Centre North	75	27	102
Ifield Community College	80	29	109
Southern Counties	86	18	104
Telford Place	77	19	96
Thomas Bennett	81	27	108
Fairfield House	82	16	98
Breeze Drive	82	17	99

Not all 163 respondents answered the questions which asked whether people agreed or disagreed with the strategic housing sites. Of those that did, most agreed with the sites.

Comments raised a number of concerns about specific sites:

- There were concerns about the size and scale of the development in the North East and whether the Balcombe road has the capacity to deal with additional demand. Not surprisingly the impact the expansion of Gatwick would have on the development was also mentioned.
- People were also concerned about developing on what they perceived to be playing fields and felt this should not be allowed.
- More specifically there was a request for sheltered housing to be developed at Tilgate.

Every development that includes housing should include some ‘affordable housing’,

which is lower cost. The proportion of 'affordable housing' will vary according to the scale of development.

103 people agreed with the draft policy, 24 people disagreed and 14 people couldn't agree or disagree.

While the majority of people supported the draft policy of bringing forward a variable rate of affordable and low cost housing comments covered a number of specific issues that may need to be addressed in the future:

- Some people didn't think it was clear by what was meant by affordable or lower cost housing with some suggesting it reflected a poorer standard of build quality.
- For some people there was a concern that any such housing should be council owned while for others it was more about having a good supply of rented accommodation in the area in order to give people choice about whether they owned or rented their home.
- Some considered that affordable housing wasn't suitable for all areas and suggested that it can have a detrimental affect on areas.
- Rather than focusing on one type of housing some people suggested that the council should not forget about aspirational housing. Getting a mix of housing was more appropriate for the town.
- Some people questioned who housing was being built for and requested that in future it should be built for the needs of people living in the town.
- Less flats and more houses was requested.
- Some people suggested maximising the potential of existing properties and reduce the number of empty homes.

"The more affordable housing lowers the areas..."

"There is never enough affordable housing."

"The emphasis must be placed on council housing for rent..."

"Not every development that includes housing should include affordable housing. Such housing is not suitable in areas where larger, detached houses are built."

nicer to live in. I saw a green woodpecker along the brook the other day..amazing!"

Alternative energy sources

- Four comments were received that supported developing a district heating system locally.
- Two people were very much against the development of wind farms in the area.

- A number of people thought the policy needed to acknowledge the value of Ifield station particularly as Kilnwood Vale comes forward,
- There needed to be better connectivity between Three Bridges station and transport links to Manor Royal,
- For some, Crawley train station was not giving visitors a good impression of the town because of the building it was located in.

A number of other comments were received in this section of the questionnaire:

- Two people asked for a clearer definition of what the council meant by 'community facility', with one person not being entirely clear where 'experiencing Crawley' was reflected in the draft policies,
- Some people thought there needed to be a better and more frequent bus service,
- Two people talked about improving cycling in the town. One comment was quite general while the other talked about improving the safety of cycling in order to encourage use,
- Someone suggested that another reservoir should be built to support a growing population while another person talked about the importance of agreeing utilities before planning is approved,
- There were a number of comments received that raised the issue of getting parking requirements right at the planning stage of development.

Section 2: Direct Representations

Local Plan Preferred Strategy

- General comments were received on the overall readability and content of the document itself.
- A number of representations were received in relation to the Duty to Cooperate and ensuring cross-boundary working is effective.
- Representations were received on the strategic approach to the future development of Crawley, and the development strategy and policies.

Character

- There was an overall support for protection of the historic environment and heritage assets. There was overall support for the new Conservation Areas. Representations were received suggesting that some specific buildings should be given protection for historical reasons; locally listed buildings should be mentioned; and some concern was raised over the loss of an area of Special Environmental Quality in Ifield. It was suggested that the Historic Record and Extensive Urban Survey be incorporated within the Plan.
- However, some representations suggested that the current wording around Conservation Areas is over-restrictive.
- Representations were received recommending that maximising recycled materials, and secondary aggregate waste should be incorporated within the Plan.
- Support for the landscape character approach but recognising 'sustainable development definition in the NPPF'.
- Some objections to the Built-Up Area Boundary recommendations received particularly from landowners.

Economic Growth

- Concern raised that the Plan does not provide guidance as to the level and location of employment floorspace required over the Plan period, nor does the Plan consider the need for any future strategic level employment provision. Support has been expressed for a further strategic level employment allocation to support Crawley/Gatwick's role as a strategic economic hub.
- Some concern that the definition of economic growth set out under Policy EC1 does not reflect the broader National Planning Policy Framework (NPPF) definition.
- Support for Town Centre North (TCN) from Homes and Communities Agency (HCA) and Stanhope, who would like to see the TCN boundary amended to include 2-16 The Boulevard and 12-14 Broadway. Both Horsham District Council and Reigate and Banstead Borough Council have expressed broad support for TCN, but have outlined that this should be planned in a manner which is complementary to, and supports the function of, other centres in the sub-region.

- Differing views on proposals to direct retail development to the town centre. Stanhope has expressed clear support for 'town centre first' as per the requirements of the NPPF. However, other representation have raised concerns about proposed limits placed by the Plan on non-central retail, in particular the 300m² threshold identified under Policy EC6 (considered to be unjustified and without evidence) and limits on additional retail at the edge-of-centre. In both cases, representations are clear that it is the role of the sequential assessment and impact testing to determine the suitability of any non-central retail proposals. Potential conflict between Policies EC5 and EC6 is noted in this regard. Stanhope has also commented that the Town Centre should be viewed as an appropriate location for leisure development, in addition to the established non-central leisure sites.
- Some concern that a percentage threshold based approach to managing town centre change of use is overly prescriptive and inflexible.
- HCA suggests that the Plan should recognise the land availability constraints placed by Gatwick Safeguarding.

Housing

- There was wide acknowledgement of the extent of housing need and the difficulty of meeting this need.
- Concern was raised at the amount of infill housing which has taken place and concern about the two planned new neighbourhoods. Concerns was cited in relation to a lack of supporting infrastructure (education, health, transport) in new housing development.
- In terms of locations for housing developments, there was mixed public support for town centre housing, although concern was raised about town centre office vacancy; and concern was raised about the loss of open space (including surplus educational land) in meeting housing needs.
- In contrast to these representations, others were received raising concern that the housing figure (240 dwellings per annum) is too low and will not meet housing needs at all.
- There was acknowledgement by the development industry and adjoining planning authorities of the nature of supply-side land constraints in Crawley and the need to maximise housing capacity where possible, including the Town Centre.
- Several new sites were promoted for strategic housing development (including land north of North East Sector at Steers Lane and Heathy Farm, Tinsley Lane, Land East of Brighton Road, New Market Town (between Sayers Common and Henfield), West of Ifield.
- However, it was suggested that any unmet housing needs of Crawley will need to be accommodated across the wider Housing Market Area and that agreement will need to be achieved with adjoining local authorities to accommodate this need in order for the Plan to be found sound (in compliance with the NPPF).

- There was mixed opinion on the need for affordable housing. Many residents believe that affordable housing should be secured in all new housing developments whilst others felt that certain areas of the town are not appropriate for affordable housing (such as the town centre and adjoining neighbourhoods).

Environment

- Concern was raised that some of the detail and text in the Low Carbon policies is overly complicated and it would be beneficial to amplify the approach with an SPD/technical document, and/or simplify the language in the policy.
- There was some concern that the policies seem to ask for information over and above national guidance and that this should be avoided or clearly justified. Working alongside existing regulations and requirements were considered to be the most appropriate form of assessment.
- Suggestions were received recommending references should be made to embedded carbon, sustainable construction and waste reduction, and that cross-boundary working should be continued.
- Support was expressed for the preferred strategy approach to open space i.e. protecting unless studies indicate surplus to requirements; and there was support for the policy requirements for integrating improvements to the natural environment into new development.
- A few representations support conserving and enhancing the natural environment with particular mention of the importance of trees for Crawley's character and tackling climate change.
- A couple of open space designations were queried.
- A couple of representations raise multifunctional public rights of way and the need for improve cycling routes.

Infrastructure

- Comments were received supporting the need to provide sufficient infrastructure to serve new development and considered the impact of new development on existing infrastructure.
- The need to consider the impact on infrastructure outside the Borough, particularly transport infrastructure, was highlighted.
- Specific suggestions included a new telecommunications policy from the Mobile Operators Association and the need for a Tree Strategy.

Gatwick Airport

- A range of comments were received from both individuals and organisations either supporting or opposing the construction of a second runway at Gatwick Airport. The comments highlighted the economic benefits or the environmental impacts.

- A number of issues were raised relating to the impact of safeguarding land for a second runway and the need to continue to do so in light of the forthcoming work of the Airports Commission. Once the Airports Commission had reported, a number of respondents highlighted the need to review the area of safeguarded land and consider the potential of the land for other forms of development.

Crawley's Neighbourhoods

- Comments were received relating to specific neighbourhoods (including Ifield, Northgate, Three Bridges, and Tilgate).

Supporting Documentation

- Representations were received commenting on a number of the supporting documents, including the Sustainability Appraisal, Infrastructure Plan, Built-Up Area Boundary Review, Draft Urban Capacity Study, Strategic Housing Land Availability Assessment and the draft Proposals Map.

Section 3: Main Themes and Next Steps

Main Themes

All of the comments received through the consultation will be considered in detail in working towards the Submission Version of the new Local Plan. However, it is clear from this summary report of the consultation that the evolution and development of Crawley over the medium-long term offer both opportunities and challenges, which are recognised by those people with an interest in the future of the town, whether as local resident, business or other stakeholder.

Crawley's challenge to maximise its capacity to meet the future development needs of a growing town whilst respecting elements of the built and natural environment which enhance the quality of life it offers to its residents, businesses and visitors is acknowledged. Understanding the current capacity of existing infrastructure within the town is critical to ensure new development doesn't cause further detriment and the question of viability and deliverability whilst seeking to build in protection for the future global and local environment is raised for further investigation and justification.

The issues relating to the future development of Gatwick Airport are unique for the borough, in particular the current timing of national aviation considerations in relation to its future; representations to the consultation reflect both sides of the argument in almost equal measures.

Next Steps

Representations received will be considered and responded to directly and the influence they have on the emerging Local Plan as it continues to be prepared will be highlighted. This detailed piece of work will form part of the submission Consultation Statement which will be published alongside the Submission Local Plan document for consultation (currently anticipated to be November-December 2013).

In some cases the representations received will lead directly to changes to the Local Plan, whether changes to policy content, detailed wording or general additional contextual information or clarification. Other representations may influence the content of supporting documents, such as Supplementary Planning Guidance (produced to amplify and explain policies within the Local Plan); some representations may result in further information gathering, through the consideration of issues raised or carrying out of additional evidence studies. The other types of planning documents to be produced by the council to support the Local Plan are set out in its Local Development Scheme.

The critical issues raised between the demographic housing need figure and the housing land supply is one area which is being considered in more detail, along with some of the other challenges for future needs arising within the town. Following further evidence studies there may be an additional stage of consultation in spring 2013 should further sites be identified for their potential to meet any of Crawley's future development needs. This will not revisit the preferred strategy consultation, but will be used to feed into the Submission version of the Local Plan alongside the preferred strategy document and consultation.

The Local Plan Submission Version will be made publicly available for consultation during the winter of 2013; any representations made as part of this formal stage of consultation will

be submitted to the independent Inspector as part of the submission documentations for its Examination in Public.

Stage	Date
<i>Issues and Options consultation</i>	19 Jan – 1 Mar 2012
<i>Preferred Strategy consultation</i>	22 Oct – 3 Dec 2012
Additional Site Allocation consultation	Spring 2013
Submission consultation	Nov/Dec 2013
Submission	January 2014
Examination in Public	May/June 2014
Adoption	Dec 2014/Jan 2015

