

## Crawley Borough Council

### Agenda of the Full Council

To: The Mayor and Councillors

You are summoned to attend a meeting of the **Full Council** which will be held in **Council Chamber - Town Hall**, on **Wednesday, 27 February 2019** at **7.30 pm**

Nightline Telephone No. 07881 500 227



**Head of Legal, Democracy and HR**

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Published 19 February 2019

#### **Duration of the Meeting**

If the business of the meeting has not been completed within two and a half hours (normally 10.00 pm), then in accordance with Council Procedure Rule 2.2, the Mayor will require the meeting to consider if it wishes to continue for a period not exceeding 30 minutes. A vote will be taken and a simple majority in favour will be necessary for the meeting to continue.

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The order of business may change at the Mayor's discretion

## Part A Business (Open to the Public)

	Pages
<b>1. Apologies for Absence</b>	
To receive any apologies for absence.	
<b>2. Disclosures of Interest</b>	
In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate.	
<b>3. Communications</b>	
To receive and consider any announcements or communications.	
<b>4. Public Question Time</b>	
To answer public questions under Council Procedure Rule10. The questions must be on matters which are relevant to the functions of the Council, and should not include statements.	
One supplementary question from the questioner will be allowed.	
Up to 30 minutes is allocated to Public Question Time.	
<b>5. Minutes</b>	
1) To approve as a correct record the minutes of the meeting of the Full Council held on 12 December 2018	5 – 36
2) To approve as a correct record the minutes of the meeting of the Extraordinary Full Council held on 23 January 2019 (Appendix A)	37 - 52
<b>6. Items for debate (Reserved Items)</b>	
Prior to the introduction of the Minutes of the Cabinet, Overview and Scrutiny Commission and Committees (as contained in the Book of Minutes), Members will be given the opportunity to indicate on which items they wish to speak.	
These Reserved Items will then be the only matters to be the subject of a debate.	

	<b>Pages</b>
<p><b>7. Minutes of the Cabinet, Overview and Scrutiny Commission and Committees</b></p> <p>1) To receive the minutes of the meetings of the Cabinet, Overview and Scrutiny Commission and Committees, as listed on page 53, and set out in the appendices to this item.</p> <p>2) To adopt any of the recommendations to Full Council, which have not been reserved for debate and as listed on page 53, and set out in the appendices to this item.</p>	53 - 96
<p><b>8. Reserved Items</b></p> <p>To deal with items reserved for debate including any recommendations, which have been identified by Members under Agenda Item 6</p> <p>Councillors who have reserved items for debate may speak on an item for no more than 5 minutes</p>	
<p><b>9. Notice Of Motion 1 - Motion On Reducing Plastic Waste</b></p> <p>To consider, in accordance with Council Procedure Rule 13, the following Notice of Motion to be moved by Councillor Thomas and seconded by Councillor P. Smith</p>	97 - 98
<p><b>10. Notice Of Motion 2 - Motion On Supporting The Government's Resources And Waste Strategy</b></p> <p>To consider, in accordance with Council Procedure Rule 13, the following Notice of Motion to be moved by Councillor Crow and seconded by Councillor Jaggard</p>	99 - 100
<p><b>11. Councillors' Written Questions</b></p> <p>To answer Councillors' written questions under Council Procedure Rule 11.3.</p>	
<p><b>12. Announcements by Cabinet Members</b></p> <p>An opportunity for Cabinet Members to report verbally (if necessary) on issues relating to their Portfolio not covered elsewhere on the agenda.</p>	
<p><b>13. Questions to Cabinet Members</b></p> <p>To answer questions to Cabinet Members under Council Procedure Rule 11.2.</p> <p>Up to 15 minutes is allocated for questions to Cabinet Member</p>	

**14. Questions to Committee Chairs**

To answer questions to Committee Chairs.

Up to 15 minutes is allocated for questions to Committee Chairs.

**15. Supplemental Agenda**

Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.

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# Agenda Item 5

Full Council (56)  
12 December 2018

Crawley Borough Council

## Minutes of Full Council

Wednesday, 12 December 2018 at 7.30 pm

### Councillors Present:

C Portal Castro (Mayor)

T Rana (Deputy Mayor)

M L Ayling, A Belben, T G Belben, N J Boxall, B J Burgess, R G Burgess, R D Burrett, C A Cheshire, D Crow, C R Eade, R S Fiveash, F Guidera, I T Irvine, K L Jaggard, M G Jones, P K Lamb, R A Lanzer, T Lunnon, S Malik, K McCarthy, C J Mullins, D M Peck, A Pendlington, M W Pickett, B J Quinn, R Sharma, B A Smith, P C Smith, M A Stone, K Sudan, J Tarrant, G Thomas, L Vitler and L Willcock

### Also in Attendance:

Mr Peter Nicolson                      Appointed Independent Person

### Officers Present:

Natalie Brahma-Pearl	Chief Executive
Ann-Maria Brown	Head of Legal, Democracy and HR
Chris Pedlow	Democratic Services Manager
Ian Duke	Deputy Chief Executive
Sallie Lappage	Forward Planning Manager
Clem Smith	Head of Economy and Planning
Anthony Masson	Senior Planning Officer

### Apologies for Absence:

Councillor A C Skudder

#### 1. Disclosures of Interest

The disclosures of interests made by Councillors were set out in Appendix A to the minutes.

#### 2. Communications

There were no communications.

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## 3. Public Question Time

Questions asked in accordance with Council Procedure Rule 9 were as follows:

Questioner's Name	Name of Councillor Responding
<p><i>Mr Mahmood - (Pound Hill)</i></p> <p>Why can there not be a taxi rank at Gatwick airport, as the public and especially disabled visitors, as they are waiting something like 2 hours for the right vehicle?</p>	<p><i>Councillor Lamb (Leader of the Council)</i></p> <p>As Gatwick airport is private land they have the right to decide if they wish to have a taxi rank there. The Council can only place a taxi rank on public land. A court on this matter confirmed this position. I do understand the problem, but it is out of our hands.</p>
<p><i>Mr Khan - (Bewbush)</i></p> <p>There is a nuclear bunker under the Town Hall, how many people could live in there and for how long? Will the whole of Crawley survive if there was a nuclear holocaust?</p>	<p><i>Councillor Lamb (Leader of the Council)</i></p> <p>The bunker was not built to house residents and it was never set up for that purpose. It was more for civic emergencies and the Chief Executive and her team would be based in there for that purpose only.</p> <p>The best way to ensure residents survive a nuclear holocaust is by ensuring we don't have one.</p>
<p><i>Mr Barrick - (Langley Green)</i></p> <p>My question relates to Gatwick airport and the increase in the number of planes flying over Langley Green and the Town. When did the flight path change?</p> <p><i>Supplementary Question</i></p> <p>Over the last three to four months there certainly appears to be particular planes taking off and then flying directly over Langley Green and cause significant noise and general pollution.</p>	<p><i>Councillor Thomas (Cabinet Member for Environmental Services and Sustainability)</i></p> <p>What I think you are talking about are 'go-arounds,' which is when a flight has to change due to wind for example and the nature adjustment is to fly over the town centre. I'm a member of GATCOM and I'm not aware of a change in flight paths, especially over Langley Green. Please email and I'll bring up this matter at GATCOM.</p> <p><i>Councillor Thomas (Cabinet Member for Environmental Services and Sustainability)</i></p> <p>I believe there are meteorologically reasons to what directions planes must take off in. But please contact me over this matter</p> <p><i>Councillor B Smith (Cabinet Member for Public Protection and Community Engagement)</i></p>

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Questioner's Name	Name of Councillor Responding
	I am a Langley Green resident and one of the Ward Councillors, I agree with you over the increase in flights taking off and flying over our Ward. I've tried to look into the matter and officially there has been no change in flight route.
<i>Mr Herbert (Southgate)</i>  It has taken 4 years for a piece of art work I made to be put up in the Museum along with a piece of poetry I have written for Crawley's 70 <sup>th</sup> Anniversary. Thank you all Members for your help in this matter.	<i>Councillor Mullins (Cabinet Member for Wellbeing)</i>  I know it took some time for you to be in the museum, but the old small venue couldn't put out all the pieces and many were in storage. Since the change in venue it has meant many artefacts from storage are being sorted through with the important pieces like your one finally being on display.

## 4. Minutes

The minutes of the meeting of the Full Council held on 17 October 2018 were approved as a correct record and signed by the Mayor.

On the bequest of the Mayor an apology is recorded to Councillor Boxall and Burrett over the initial draft Minutes that were published that included their names having voted during a Recorded Vote on the Motion on Tackling Homelessness and Supporting Those at Risk. However neither voted as they were not in the room, having left prior to the commencement of the Item.

The Minutes approved by the Full Council had been corrected accordingly.

## 5. Gatwick Airport Draft Master Plan 2018 Consultation

The Full Council considered report CEx/49 of the Chief Executive. The Chief Executive introduced the report as follows:

*Thank you Mr Mayor and good evening Councillors.*

*The report in front of you outlines Gatwick Airport's proposals for ongoing development and growth over the next ten to fifteen years. This is captured in their draft masterplan currently out for consultation which ends on 10 January 2019. In essence the draft Masterplan explains and tests a number of scenarios as to how Gatwick Airport, which currently handles just under 46 million passengers per annum, can expand to meet growing demand for air travel.*

*The first is to Intensifying the use of the current main runway. And increasing capacity to circa 60 million passengers per annum and doubling the cargo throughput. The second scenario is Bringing the stand-by runway into regular use once a 40 year legal agreement with WSCC falls away in August 2019 plus the lifting of a restrictive planning agreement. This would accommodate growth of up to 70 million passengers per annum and tripling of cargo throughput compared to the current day. The third*

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*process is to continue safeguarding land to the immediate south of the current runway for an additional new runway in the future.*

*It is worth explaining that the draft masterplan is set out to test the appetite of the various scenarios and as such does not have the very detailed assessments, data and studies to support it. Whilst clearly some synopsis work has taken place to provide an indication of some of the implications, the very detailed impacts and analysis work will be undertaken when a clear steer and direction is agreed. So the consultation process is structured around 11 key questions their proposals and their consultation document which we have had an opportunity to look at them.*

*I am seeking your views and agreement in how we submit our Council response. To do this we are proposing to divide our response into two clear sections. The first would form a technical response to questions 3- 11, pages 42-48 (in your papers) including our position on the future safeguarding of land which remains the same as our previous formal position taken in 2015 which is to strongly oppose this. The second is the Council's overall view on whether it supports or opposes the proposals as outlined in the draft Masterplan, given the background provided in our question 2 draft response (pages 33-41 of your papers). Your responses to these questions and to the recommendations, along with the general debate will provide me with a clear steer of the council's response to submit in the New Year.*

The Mayor then invited the Leader of the Council, then moved the report.

## Councillor Lamb:

*Members, the report that you have before you has been produced with much forethought and care. My purpose in bringing this report forward in this format is to ensure that it no ways implies the outcome of this meeting. Both the Members of Labour Group and the Conservative Group, I understand, have a free vote and consequently every member will be making their own their mind up themselves in the Chamber tonight. The report itself has been prepared by the council's planners, they have done so so using their professional expertise to respond to each of the technical points of the consultation. What we are essentially here tonight to do is to resolve the overriding question for the local public: do we support the proposals to bring in the use of the standby runway and to show the arguments we have here tonight, we are being recorded so that a verbatim account can be supplied as part of the argument and evidence to our response.*

*I, myself, find myself somewhat split on this issue. I have no problem with the airport itself, I do not necessarily believe there is any issue with noise or particular noise bearing in mind that the standby is further away than the current runway, albeit noting the earlier comments made in relation to go-arounds or any increase of flights flying over the town which I believe has slightly increased over time.*

*My biggest concern really relates to the issue of infrastructure and, while we certainly benefit from the jobs that Gatwick supplies and with automation we need to provide additional jobs in the future if we're to keep people employed and in the standards in which they've lived so far, there is a serious question over the absence of infrastructure in the Masterplan so far. It is hard to conceive how you can increase your passenger numbers by 50% without that having a serious impact on local infrastructure. It is very hard to see how the railway can cope, even with the changes currently being introduced which is to deal with the existing passenger growth and much the same with the road structure. This raises real questions as to the viability of certainly enabling an increase in capacity.*



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*At the same time, I find myself split in to whether or not it is right to reject a proposal that would guarantee future employment, in these very uncertain times. Very serious questions remain and I believe that regardless of the outcome of this meeting, we need further assurances as to how that infrastructure would be provided. Certainly it does not bear credulity to argue that Gatwick should commit to something along the lines of what they committed to for the second runway, given that the level of infrastructure which would have been required in bringing forward the second runway would have been so very much more expensive, this appears to be a relatively low cost measure that the airport can introduce while significantly improving their revenue.*

*As a Council we are of course not ruling on this application at the end of the day but we will have a role in the DCO process that follows and the view of the members will certainly feed into that. All the three local authorities, certainly those impacted, will have a role which in that process.*

*So the decision we take here is important and I will make up my mind based on the arguments put forward in the chamber tonight.*

*I formally move the report.*

The report was then formally seconded by Councillor P. Smith who reserved his right to speak later in the debate. The Mayor then opened the debate up to the floor. The Mayor invited each Councillor individually, (in the order listed below) to express their view on the report, which is detailed below:

Councillor Thomas:

*OK It was initially unclear to me whether the three scenarios/proposals are mutually exclusive and have come to the conclusion that they are not – simply that 1 and 2 probably come before 3. This being the case, what the Masterplan seems to suggest is an expansion of flights from @47 million people per year, currently to 57 under option 1, rising to 68-70 million with use of the standby runway and then 95 million with the second/third runway in the currently safeguarded land. Frankly, this 95 million seems something of an underestimate given that it is a new runway only apparently adding an extra 25 million – nearer 50 million feels more likely bring the total to 120 million – well over double the present number – with all that that means in terms of noise (even if engines are somewhat quieter) go –arounds around Crawley, air quality concerns from gases emitted by aircraft and local traffic serving Gatwick, carbon dioxide emissions and pressure on the local environment in demands of housing, infrastructure etc etc.*

*You just have to travel to Horsham from Crawley to appreciate the diminishing gap between our towns and to see the massive expansion of Horsham westwards and soon northwards without any airport expansion. Even currently, land immediately south of Crawley and a designated area of natural beauty is being built upon.*

*Much may be said about the potential economic benefits of airport expansion especially for the present and future generations of Crawley and elsewhere. However pp 2.23 points out the limited detail in the Masterplan in terms of types of jobs and where they would be located and paragraph 5.1 questions GAL's commitment to improving social mobility in Crawley including no mention of Crawley College. Currently, higher skilled employees at Gatwick tend not to live in Crawley.*

*Future generations, whilst perhaps benefitting in terms of some sort of employment will also have to cope with increases in aircraft noise in the north of Crawley paragraphs 2.6 paragraph 2.7 refers to the importance of recent research showing the health effects of exposure to noise, e.g. increased risk of dementia. As time goes on, what were considered to be 'safe' levels of air pollutants (particularly from motor*

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vehicles) are thrown into doubt. Future generations will also have to accept increasing urbanisation and urban sprawl in an area currently blessed by beautiful landscape and designated AONB etc.

Paragraph 2.20 also refers to increased carbon dioxide emissions which are a significant concern for the council's commitment to zero carbon by 2030 and the Intergovernmental Panel on Climate Change's latest recommendations on carbon reduction targets. How can we claim to be doing our best to 'do our bit' to reduce global warming – such a threat to future generations worldwide – when we sanction/approve of the ongoing expansion of Gatwick Airport beyond 2030?

'Making Best Use of Existing Runways.' This is a government policy objective which is made much of in the Master Plan. Gatwick interpret it to mean the current and emergency runway. Clearly it does not refer to the land currently safeguarded south of the airport where there is no existing runway and which is adjacent to the neighbourhoods of Forgewood, Langley Green and Ifield. Also existing runways could just as easily be interpreted as existing runways elsewhere in UK such as Stansted, Manchester, Glasgow Birmingham etc the further development of which could go some way to spread economic prosperity more evenly across our 'United Kingdom' and avoid overconcentration in the South East.

Gatwick Airport Limited make much use of the term 'in the National Interest' particularly when referring to preserving the Safeguarding Zone. I am always suspicious when politicians refer – often glibly and perhaps as a last resort, refer to their policy as in the National Interest – and my suspicions are even further raised when this argument – or perhaps I should say assertion - is used by a commercial organization – in this case GAL. One could argue that it is in the National Interest to focus any new runway development away from SE England – or that any such development should be severely constrained for local and global environmental reasons.

Councillor McCarthy:

Thank you Mr Mayor. First of all before we get into this I think the Recommendation B on page 26 is misleading and should review the statement "by making best use of the existing runways in line with Government policy". The spirit of the government policy is to ensure airports use any unused capacity i.e. existing runways that are not utilised at 100 % of the time, rather than not bringing emergency runways into an active role. I think the way this question is worded suggests an endorsement from the Government that is clearly not the case. When this statement was originally made, during the Davis Commission investigation for an additional runway in the South East, it went on to say that using unused capacity at various locations in the UK would achieved a higher capacity than adding an additional runway at a single location.

That policy aside, there's obviously an expectation for organic growth and passenger numbers at the airport. Unfortunately using an emergency runway would give a boost to passenger numbers at the airport which far exceeds the capacity of infrastructure. A 30% increase in passenger numbers equates to 100,000 passengers per day travelling to and from Gatwick. This amounts to significant numbers on road and rail which are already at capacity, without significant investment in infrastructure I cannot see a scenario which doesn't result in gridlock around the town.

Even with significant investment in infrastructure one of the primary arguments against Gatwick led by the Davis Commission was the limited accessibility of Gatwick with its North/South access, whereas Heathrow having access from all directions is already more accessible to a high percentage of the population.

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*Job opportunities – 20,000 jobs with a town of one main employer can only be inward migration or additional commuting. Inward migration, where are the houses? Of the 20,000 jobs, 8,000 are expected to work at the airport and thus would add to the daily commute. Having been to ‘Manor Royal Matters’ conference recently there are already skills shortages in the area and a lack of people to fill these vacancies. Whilst I cannot argue that the airport has brought prosperity to the town, this prosperity has come at a cost to the environment. We are all being told that aircraft are getting quieter and the new engines have far lower emissions, however the main cause of pollution in the town is daily use of transportation and this is set to increase dramatically. I also think that the economic diversity, economic diversification is a key to long term security of the town rather than putting all eggs into one basket. Land reserves for a potential seconded or third runway would be better utilised for Manor Royal Business District as well as for finding social housing. Thank you.*

## Councillor Sudan:

*Thank you Mr Mayor. The economy in the South East and London including Crawley, is being incredibly overheated and when you have got an overheated economy, you get problems. As Councillor McCarthy said, more jobs puts more pressure not only on the infrastructure, as also mentioned by Councillor Thomas but also on the housing market we have got available. We have already got a serious shortage of housing in this town. We are the sixth maybe even the fourth now most expensive place to live in the UK and that is down to that shortage and that’s economics. You have a shortage and prices go up. People who are born in this town, who want to live in this town and see their children live in this town are being priced out of this town because of the over inflated economy that we’ve got here. Jobs do bring benefits that is true to the people who have those jobs I think we have got a duty to think about the future. If we put all our eggs in one basket, we are then vulnerable to the comings and goings and ups and downs and the fortunes of Gatwick Airport Ltd which is a business which will be having its fortunes and its misfortunes and those jobs will be having the fortunes and misfortunes along with it. We don’t want to be a town that’s only dependent on one employer and mainly on one employer and those associated employers but associated with the Airport we need a little bit more variation than that. There are lots of arguments, environmental arguments and infrastructure arguments but even if those arguments weren’t there I would be against this proposal because of the single reason that we don’t need any more inflated economy in Crawley or the South-East. Thank you Mr Mayor.*

## Councillor Lanzer:

*Thank you Mr Mayor. I would just thank the officers for their work in carrying out the technical response as clearly a good deal of effort has gone in this. It is very impressive. I would like to start by acknowledging the beneficial effect the current owners have had on Gatwick Airport since they took it over. Prior to the new owners coming along we didn’t have real competition between Heathrow and Gatwick and that changed. You can see the effect of that in terms of the investment within the airport and it’s been a catalogue of highly intelligent and creative investment where you consider it’s limited to a single runway. It’s been made more family friendly. There are questions of space in terms of check-in, arrival and security and check-in areas so I think their investments have paid off and you know this. Being any other location which had space then we would be minded to welcome much of what is in the masterplan. But we have to deal with the location that we are actually in and Crawley in many aspects of policy suffers from a lack of space to fit and act strategically in terms of housing provision and other areas of policy as well. This is assisted by the local government structure under which we operate. Yes there is the duty to cooperate in terms of housing but that is just influence over adjoining areas rather than the power, the absolute power to do something. And that brings me to the safeguarding part of what we’re debating this evening. It occurs to me that whatever*

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*happens whether it be the past operation of a single runway, or bringing into operation the emergency runway for departures only or the ultimate creation of some other additional capacity.*

*We should at least be given a bit of space back within Crawley Borough to assist with being able to act strategically whatever that space might be available to be used for. It is not just a question of taking space back to preclude a further runway which I think we should as a source of environmental consequences and infrastructure consequences from that, but it is compensation for the residents of Crawley so that we can assist our people employing industry, business and indirectly housing as well I make a very strong case of that. In terms of the detail of our response its good I think I don't see enough in the draft masterplan which implies that the proposals on the table, strike the right balance between the economy and the environment. And that's particularly the case in terms of infrastructure; we do know now that we struggle in terms of highway capacity, housing and also environmental impact. The possibility of bringing into use the emergency runway for departures only does depend on circling or the separation to make that situation operable. My instincts would be to protect this or to go for more than the minimum so you've got some contingency. I wonder if the space exists for that?*

*Reflecting back to the debate in 2002-3 to have fully operational a second wide space parallel runway at that time required that a separation of one km now I know the separation is not quite the same as the proposal is in reverse. I very much buy in to the economic argument that we do need a more diverse economy. If any of these proposals go ahead on current evidence I am not convinced that we could cope with the infrastructure impact although I will observe them. Going into the future, some increase in employment does not necessarily indicate an increase in housing provision local to us increasingly we will see people working geographically remote from their employers so that therefore would be offset to some extent. But on balance I don't think the case is made for bringing the emergency runway to full operation but I believe the case is very strongly made that we should lose the safeguarding of our land.*

Councillor B Smith:

*Thank you Mr Mayor. Obviously it has been said, actually mostly all of what I was going to say has been said. There is not enough detail in the masterplan to actually focus entirely on what will happen to Crawley if these proposals go ahead. As you all know I have always had serious concerns about increased use, especially to the use now of the second runway. It will be, I believe, devastating to the infrastructure of the town and particularly driving around, where I live, Langley Green. Gatwick Airport is actually in my division not County Council and Borough but I understand that the travel to work is at the moment is around 20,000 plus daily and I just wondered what the figures are going to be with the introduction of these extra increases?*

*We also know that employment generally is low paid and low skilled and is not something that we are in desperate need of and we all assume there are higher graded and skilled jobs but they don't usually come to Crawley, they tend to be taken by people who live outside the town and again travel into Crawley. There's never much discussion about sleep deprivation but I seriously believe that sleep deprivation does not just affect our children but all of us on a day-to-day basis. We've become used to the noise but it still is there, it's constantly there. Particularly in the summer if you live in Langley Green and want to have your windows open on a summer's evening you can hear the airport noise much more. And of course, in Langley Green again we still suffer many, many nights and evenings of the awful kerosene smell that pervades the area. We are already gridlocked in the mornings and the evenings with the traffic on the roads and I am at a loss to know how this can be improved with the situation as it*

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*is. If the airport was to consider changing the structure of the roads surrounding the airport it would mean again, devastation to the neighbourhoods that side of the town.*

*There is mention again of quieter planes but we have been hearing this for years and I have never yet heard a quiet plane. They are noisy things as far as I am concerned but it is always bought up there will be quieter planes, but when will this be? It's ironic that all the other regional airports have runway capacity and yet, there has been too many planes end up getting redirected to Gatwick. Where that means then that passengers will be travelling through Gatwick and to the Crawley area and that again just brings extra commuters. Some of the other regional airports, it could be very beneficial to them for that to happen. The concerns that I had for many years are still exactly the same and I don't see that this proposal now makes any difference. I have said it dozens and dozens of times, I do support Gatwick, I realise it is a benefit to the town and we as a town, benefit greatly from it, but it cannot be at any price. I think this could be a price to pay too far.*

## Councillor Stone:

*Thank you Mr Mayor. I must say I support all being said by Councillors Kevan McCarthy, Brenda Smith, Geraint Thomas, and Karen Sudan. The use of the standby runway is a second runway by the back door. My concern is that this will increase noise and emissions. We have been told when Gatwick Airport Limited lobbied us that the runway and would give them 30% extra passengers would not increase noise or emissions which is basically ridiculous. We have had complaints from all over Sussex and Kent of increased noise since the change in the way the aircraft come into land and in areas that were previously unaffected by aircraft noise. Now they do which will be worse with the 30% extra capacity. We are told that we cannot build on land safeguarded for a second runway even though Gatwick Airport say they are not considering a second runway at this time. The 30% capacity would stretch the already inadequate infrastructure. We have talked about the infrastructure already and I think that's one of the problems our small roads around Crawley are not coping they are already stretched. The infrastructure within the airport, the pickup and drop-off is a nightmare. I understand also the amount of freight would double. The freight village is full now. Where would it go outside the airport perimeter? It would add to congestion and extra issues. I will be voting against this proposal. Thank you.*

## Councillor Sharma:

*Thank you Mr Mayor. Thank you my other members here for presenting the facts and figures and working out who would be affected. In my other job as a youth worker I have the opportunity to talk to young people. Young people who live in Crawley and it just so happens I was talking to some people and they were very concerned and one of the young men who put it very simply and very clearly and he asked me, Raj, he said, I was born in Crawley, grew up in Crawley, educated in Crawley, all my family and friends live in Crawley, I love Crawley and everything about it. I left school at 16, took an apprenticeship, and after three years got a good job I am earning a decent amount of money, I have a girlfriend, I am living in rented accommodation and I have a plan in the next 8 years I will be Regional Manager for the firm I am working for. I will raise my family in Crawley, near all my friends and all the people I love. Yet I am completely out of the housing market in Crawley. Already the housing crisis, to get a place is very, very hard. So the way I see it, if this plan was allowed to take place I could not help people living in Crawley and my family, my future lives, help me. I think it was simple what he said, help me, how can I be part of the community that I live in. He wasn't alone, I think the young people I was talking to, this is what we are all about. Yes we like the idea of more and different jobs at the airport, but the money that we are earning, the money people are earning is not enough for us to be able to buy a house. We want to have the quality that my parents, my grandparents had and we do not have that and we simply ask that our views be heard, the real voice of the*

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*young people, the real voice of what we are saying and talk about that and give me an answer that is favourable to the young people of Crawley because we are the future*

## Councillor R Burgess:

*Thank you Councillor. One of the things that we as Councillors have responsibility for is to try and make sure that the quality of life of the residents of Crawley, is the best it can be. I know that sounds a bit highbrow, but I genuinely believe we are here to try and serve the best interests of the people of Crawley and so I am very pleased that we have been given the opportunity to respond to the Gatwick Airport draft masterplan this evening. However there are some concerns. First of all there is not enough detail in the consultation process. One stage that came to mind reading I can't remember exactly which paragraph it's on, is that there is no plans to build a second runway at present. There means that somewhere in somebody's mind there are plans to build a second runway. Also, I attended one of the consultation presentations and I was not at all convinced by the many responses given by the people from Gatwick Airport Ltd who were there. There are three areas that keep coming up. One is noise, we are told quieter aircraft – when? We are told there is an increase in go arounds, not only in Langley Green but also in Three Bridges at least 2 a week regularly over Three Bridges cricket ground. I see them, most of them have got a red nose on them by the way.*

*The second point is the current infrastructure in Crawley and around about Crawley leading up to the airport. There is already a lot of congestion not only on the roads but also on the trains. If we have an increase in runway capacity there's going to be more passengers travelling to the airport. Presumably that means there will be some passengers travelling by train or by road, very few of them will be walking and even fewer will be cycling but there will be more passengers, therefore there will be more emissions and this is particularly concerning to me. We are told by David, sorry forget his name for a moment, by David Attenborough, that when he talks about emissions in the next few years, the world as we know it, won't be here anyway. I know I am getting involved and I probably won't be around to see it but many people who live in and work in Crawley will be around and I don't want that sort of world given to them. I think that the proposal to expand to increase the use of the emergency runway is a bad idea and I will be voting against. Thank you.*

## Councillor Tim Lunnon:

*I think there might be a slight change of opinion here. I will start going through, addressing some of the negative points that people have brought up and my view on it and I'll move on to what I think are the more positive points. I would like to start with noise and I understand it must be frustrating and annoying and be detrimental to those people living in especially Langley Green and Ifield to suffer from aircraft noise. Of course, Crawley has been an airport town since it was a town nobody moved in to Langley Green and Ifield or indeed Crawley without knowing there was an airport situated immediately adjacent to this. One of the things you will hear when you move to a town immediately next to an airport is of course aircraft. So my sympathy is limited to a degree because you must have known there was an airport there when you moved there, and of course aircraft noise is one of the obvious by-products of moving next to an airport. Transport infrastructure we talked a lot about an increase in transport infrastructure but of course over about 90 to 95% of people going to London Gatwick Airport will of course be going on to London so have not entered in to the Crawley infrastructure to get to Gatwick Airport, they will get to the railway station or come down the A23 to get to car parks there so they won't actually be having an impact on our transport infrastructure. Of course, if we move on to safeguarding land, if you release say part of the safeguarded land for business use or houses, that will naturally increase the number of car movements coming into the town and into that area. That would be actually be a much greater impact to the surrounding area of the*

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*town than if you just keep that land safeguarded, as you would have nothing there. So actually keeping that land safeguarded is probably the best prospect for Crawley because we won't see an increase in impact on our infrastructure. We talk also about the geographic equality some people are doing, we should develop the runways at other airports like Glasgow or Edinburgh but of course these airports are vast and have already got enough space for aircraft to come in and the passengers have spoken they don't want to go to these towns they want to come to Gatwick they want to come to Crawley. So why are we saying to them that they have made those choices, they are wrong.*

*The environment is actually a legitimate concern, I've my own concerns about what would happen to the environment but of course, by 2040 all cars will have to have electric engines, so they will have less impact. Aircraft are getting cleaner all the time so we have to balance out the environmental impact and of course I am sure we are all making our own measures if we are opposed to the impact of the planes so not to take any plane journeys ourselves. After all Councillors here will not be making plane journeys, as I am presuming they will be making their own personal efforts to reduce the amount of aircraft emissions. The most toxic argument I've heard is that Crawley has too many jobs so therefore we can't accept any more. So the obvious logic for this is that any planning application that comes forward now that has a job impact if you say that Gatwick can't be accepted because we've already got enough jobs, then any planning application that comes forward that has an increase in jobs, we have to object because this Council has already got enough jobs. I think that that message is clearly not sensible and is not going to be conducive to those businesses who want to develop in Crawley but it is something to consider. Of course the upside of having more jobs in a town, by basic economic argument, is there is a demand on workforce and job supply means of course pay will go up for Crawley residents and I'm sure most Councillors will be happy to support decent pay for Crawley residents.*

*Public support is another issue I thought I would touch on quickly. When we had the last second runway debate on Gatwick I and no doubt others also as well, were contacted regularly by residents getting in touch with us for an opinion one way or another. I have to say at this time I have received zero correspondence from residents about this issue suggesting maybe no outrage over the second runway, as last time the majority of residents who did get in touch were against the second runway maybe this recommendation carries more support.*

*I come onto my last point very quickly because time is running out. The main reason I want to support is that I am actually proud to live in a town that has the second biggest airport in the United Kingdom. We could rightfully say that this town has the second most visitors anywhere in the country after London because most people come through here. I want to say to them I am proud that they come to our town and continue their journey I want to see them continue to come to our town and more people come to our town and continue their ongoing journey and I also want to say to businesses that we support them when they want to grow and rejoice. That was also our motto for the town 70 years ago because for some of us it's still our motto now for our town. Thank you.*

Councillor Burrett:

*Thank you Mr Mayor. As many members of this Chamber will know I've always been opposed to a full second runway, I voted against it when it was debated in this Chamber in 2003 and in January 2015. Like Councillor Smith said, I support Gatwick and the area to the north of the town and I'm certainly not opposed to the airport. I think it's done a great deal to Crawley but not at any price and I think that's the balance we need to strike. Certainly the effects of Gatwick Airport deeply affects, the area I represent Pound Hill North and the new neighbourhood Forge Wood which*

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*obviously is very close to Gatwick. The proposal we see in the current master plan is a reduction of what was put forward at the time of the Davis Commission, and obviously it's about the new proposal.*

*I continue to have concerns about the environmental impact, the noise, the air quality and carbon emissions. There are particular references in paragraph 2.5 and 2.7 about the northern part of my Ward, the fact that the use of the standby runway will increase the number of over flights experienced by residents along the Balcombe Road in Tinsley Green and Fernhill , because by using this standby runway, for departures an increase in arrivals can be achieved on the main runway and obviously that's a concern and I do have to say that a number of members of the community have referenced the increase in go arounds in recent years. I have to say in the last two years, I have probably received more complaints about the number of go-arounds from residents in Pound Hill North than probably the last 20 years put together and it's interesting that Councillor Burgess said over the go-arounds planes have red noses that's the same comment I am getting from my residents as well about one particular area where that seems to be a particular issue. It is clear to me from the Masterplan that there are certain levels of mitigation certainly we are told in the future there will be quieter aircraft and the air quality improvements will arrive to a standstill level in terms of the environmental effect.*

*But not all the answers are in the document. It is very thin on the infrastructure planning which I have to say is my greatest concern here. There is little about housing, school provision, medical services etc. In terms of employment we are told this will create 20,000 jobs, 8,000 of which will be on the airport. Of course that means another 12,000 will be outside the airport. I've asked the question several times where those 12,000 jobs will go and where would the land to be able to provide those jobs be, and I've never received a satisfactory answer and of course even if you take those 20,000 jobs if that work is in Crawley they will need houses, they will need schools to send their children to and they will need medical facilities, they will need shop facilities, they will have cars to get them from A to B. Clearly a ground surface access is a huge issue here and again I have to say that's not fully addressed in the document to my satisfaction. On the one hand we're told that a lot of people who will work and stay at the airport will live some distance away in Croydon and Brighton and they will travel in, but of course if that's going to happen that means an increase in surface access from that longer distance, an increase in pollution, an increase in vehicular movement, etc. they won't all be using public transport. So really, I suppose that the conclusion is that, whilst I support incremental expansion at Gatwick on the single runway model as detailed. I don't know if I can be sure of the proposed master plan and the negative effects of that proposal in this case without all the details needed provided so on that basis I am proposing against the plan on the grounds of the unsure environmental and infrastructure concerns, the effect that that would have on my residents.*

## Councillor Mullins:

*Thank you very much. I am going to take the position similar to yours, Tim, really in that I even cast my mind back to when we moved to Crawley and the town was stuffed with engineering companies and there used to be masses of apprenticeships for young people, this was a skilled, engineering skilled town. As time went on, we lost our engineering industry and we came to rely heavily on the airport for jobs. And it is true many of them are not skilled, they are certainly not skilled like the old engineering jobs that we used to have. We lost APV, MEL, Duracell, three companies you can think of that no longer exist in Crawley and along with that the training for our young people that left school and apprenticeships. I regret that happening and I don't want to see young people going into unskilled, semi-skilled jobs and people are talking much about what young people in Crawley could afford. Well*



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*of course they can afford very little on very unskilled jobs, that's just the reality of it and if people were still allowed to develop their skills and their full potential in the workplace then they would earn more. We have a housing problem and I am the first person to recognise that but we had a housing problem then, we had a housing problem regardless of whether the airport plans go forward or not and Crawley needs desperately to burst its boundaries. We need to become a bigger town and we need to work outside of the town and buy and/or own land outside of the town and at some time in the future the Government has got to recognise that our town now is too small for its needs here in the South East.*

*I regret that they closed the railway link over to East Grinstead. It now seems the most stupid thing to have done. We have got so many very poor roads between Crawley and East Grinstead where they could be travelling here by train over to here for the jobs in Crawley. So, yes, we will be travelling to work to the area in the way many people travel into Brighton or some other major areas or cities for work and that won't stop. So actually refusing this, or not having this at all, won't change very much in with those things. Geraint talked about the environment and I have got empathy with him on that but whatever emissions come out of the airport, if you move them, that extra movement, those extra facilities go to Luton or Stansted, that is still going into the atmosphere, that won't change that, that pollutant will still be there whether you put it in Gatwick, if you put it in Luton or Stansted. Well what I am worried about is that Luton and Stansted are desperate to go forward into development. They are desperate to have more runways and they could be direct competition for Gatwick. I didn't want the privatisation of the Airports so I think we were better off where the airports were under the Airports Authority but the Tories decided to privatise the airports and that's what they've done and you get the result of it, so instead of working together in unison, we compete with another. So if we've got to compete with one another then I will compete. I want to make sure that Gatwick is successful even as I referred to when we lost our engineering industry, this Council survived okay because we had the airport then. The airport has been vital to Crawley's history all the way through and right into the future but we cannot pretend to ourselves that the airport can't go forward. That is very naïve thinking and the airport does need to go forward, it does need to develop and I would love to see more jobs here but I want to find out of those 20,000 how many of those are skilled jobs and I want to find out how we can work with the Airport Authority to bring skills to our young people. I want to be asking the Airport management that our young people should be getting apprenticeships at the airport so they don't need to come out of school and become fork lift truck drivers that people do now but they come out and they can get mechanical engineering work at the airport. I would much sooner that we put the position that we will negotiate with the Airports Authority to see what we can get out of this for Crawley because if we oppose this and it goes ahead we will lose out because they will do what they want. We should be in there, we should be arguing with them.*

## Councillor Guidera:

*Thank you Mr Mayor. Since the 1950's the passenger fuel efficiency has improved by 80% that is a huge improvement. Obviously CO<sup>2</sup> emission reductions are focussed now with our Government or previous Governments talking about noise. I once had the pleasure of working at Astral Towers when I don't know if you remember, when there was a Concorde stuck at Gatwick and it had to wait for the engineers to come and nobody else could work on Concorde aircraft and I actually witnessed it taking off and I didn't witness it at first I was busy at work and I felt the entire Astral Towers building shake as it started to rumble up the runway. Obviously Concorde sadly no longer flies is a tragedy but we are in a better place now certainly Heathrow is in a better place now than when they had Concorde regularly flying over their roofs. They will continue to improve and you know I am sure Tim, more than any of us that look into future fuel, fossil fuels are running out and they are not viable forever and that*

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*energy efficiency is constantly being improved upon. We recently approved the only Boeing maintenance hangar in Europe in this room to serve the 787's and 737 aircrafts. They picked Gatwick, they told us they were looking at other options but they decided to go with Gatwick Airport. So I am a little concerned that we may be sending very mixed messages out to them. Come and invest a bit more aircraft maintenance hangar here but please don't fly here very often. I agree with Councillor Mullins we need to get a lot out of this. Housing, the infrastructure and dare I say it, hospital, you know there is going to be more flights, there's going to be incidents. I doubt we will get a new hospital and I know Laura was going to stop it from closing. But we can all agree that it would be great to have a better hospital in this area with such a busy and increasingly busy International Airport. It's a difficult one for me because I think where we are at the moment I don't support or not support it but I will say this, those of us who grew up here and all of us will surely have knocked on the door of an older person who will have said I remember when all this was fields and lastly, I think you've done all this again, but the town motto is 'We grow and we rejoice'. I think we should. You can grow without breaking things. I think we just need to grow carefully that's all.*

## Councillor Rana:

*Thank you Mr Mayor. I was in two minds about the Gatwick proposal. I was talking to my son a few days ago and I asked him what he thought. He was born and brought up in Crawley and he was totally against the second runway through the use of the emergency runway, because it's going to be more pollution in the town, the NHS, the schools are already overcrowded and it's going to be more people coming to live in the town. Those who go to Gatwick Airport would bring money in to the town. Also freight businesses, they will be of benefit but it will be at the cost for the Crawley residents. The Crawley residents they don't really want a second runway because they know, I mean there is so much traffic now coming that way, all the time especially at 9 o'clock in the morning, 6, 7, 8, 9 like it's almost like it's gridlock there. Even in the evening at 7pm there is always the same loud planes, so I don't think Crawley is very happy with that. I think, like I am probably against it now but I wasn't at first and not only that but because he gave me the advice to always listen to the town, the people that you represent and that's true for all of us. We represent Crawley we should listen to the people what they want and I think the people of Crawley don't want a second runway or even enhancing the emergency runway and another clear advice he gave me don't be like Theresa May, she doesn't listen, she does what she pleases. Thank you.*

## Councillor B. Burgess:

*Thank you Mr Mayor. I will be very brief. Everyone has said pretty much what I wanted to say and I particularly agree with Councillor Thomas in what he said. But I have to take umbrage with the objection about living next to an airport because take that argument. Well in the 1950's people moved into Crawley lived next to a road, they didn't ask the road to get jam packed with emissions fuelled vehicles. So you can't always say you chose to live next to an airport, the airport was there and that's it but what I am concerned about more than anything is this, in paragraph 2.20 on page 36 it sets out very clearly the problem with emissions and how they would grow and develop and yet, yes we do need fuel that will be sustainable aviation fuels but no-one has developed in harmony I mean someone has just developed this aircraft or a flying machine but that's many years down the road, maybe we should put first a motion forward putting pressure on the airline companies to develop sustainable aviation, I don't know who but the thing is that it's not being done and we haven't got time, it has to be done now, you know, this is it folks, last chance saloon, we have to do something now to cut back emissions and poisons in this area and if we move it to other areas, quite rightly, it will go okay can't stop Luton and Stansted but if all the airports, everybody looked at this idea of sustainability and cut back emissions it is not*

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*a good idea for Crawley. We've looked at the infrastructure, we've looked at emissions, we've looked at housing problems, it doesn't seem to fit anywhere. So I am sorry but with all the arguments going on, I am minded to go against the proposal. Thank you.*

## Councillor Cheshire:

*Thank you Mr Mayor. Thank you to all who have spoken before me so I will try not to repeat a lot of the things many of which I thoroughly agree with. I think everyone in this Chamber has probably flown in recent times and is grateful for having the opportunity down the road to easily get a plane and fly off to wherever, and we don't want to be hypocritical about this because somebody has to live near an airport, somebody has to take the downsides and as I thought this through I tried to keep that in mind and be glad about it. I am also grateful for the benefits that were brought to Crawley by Gatwick Airport. Its existence in our Borough is a major reason for the economics that started the new town over the past decades. Far, far more success rate economically than many of those new towns but I believe that very success is in danger of reaching a tipping point as far as Crawley is concerned. It's at the point where it's bringing downsides that we are already experiencing. The high cost of land and demand for Council housing, the lack of infrastructure, the things that other speakers have already described. They are only going to get worse if more investment goes into the airport and it expands in any of the ways proposed. I too am cynical about the national interest of it. The whole picture of transport to me is already South-East centric. The investment in HS2 would be better spent in improving the connectivity between towns and cities in the Midlands and the North and I feel the same about airport investment. I think we would be far better to invest in regional airports and perhaps in some way towards rebalancing our lopsided economy and make us in the end more successful. I thought it from all angles and I think that the best one is by saying that under these proposals I can see that Crawley will take most of the pain and very little gain and therefore I oppose.*

## Councillor Quinn:

*Thank you Mr Mayor. I will be very, very, very short. I am not going to do a speech. To do a speech with a good beginning and good ending they would sit very close together so I am going to do that. We have got a lot of assets in Crawley so it's about Gatwick Airport, actually the second runway. So has been spilt down the middle and it has been for many, many years. We were told some years ago that having second runway would mean knocking down houses, knocking down Charlwood and all over the local area would be knocked down. It's not happening it's only the emergency runway. We have spent hours here tonight it's been a great debate, everybody has a great input but it's down to the Secretary of State and he will make his mind up. Thank you.*

## Councillor P. Smith:

*Thank you. I would like as well to thank the officers led by Sallie Lappage, who is here this evening, who have to produce such a clear report in only 25 pages I think its outstanding work. I've spoken to some of my residents about the airport and what they think about it. Not many people here tonight have mentioned residents. It's instructive to talk to them but of course as an Ifield member I have had quite a few people in the north who have made it very clear to me since I was first elected 7 years ago what they think about the airport and the prospect of a new boundary fence at the bottom of their garden. But equally there are plenty of people in Ifield who want to see the airport expansion for all the obvious reasons, there are jobs for themselves and for their children and their children's children and of course, to increase prosperity in town. The airport provides something like a third of the employment in the town so we already do have a diverse economy and it's important to keep it that way, and we*

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*all want to live in a prosperous town that we've built, and even those who doesn't work anymore realise that.*

*I won't repeat the aspects that already spoken about, but it seems to me there are two key issues we have here. Infrastructure – you come to Ifield with me in the morning or evening and you will see it is already log jammed down the Rusper Road with people rat-running into our town. And I think it's a sign of prosperity people coming to work in the town but my residents have suffered long enough with that, it's time we had a western relief road and its time Gatwick put their hand in their pocket and help fork up for all of it. Similarly, the employment and skills, there's high technology jobs at the airport but we don't get enough Crawley people into those jobs. These are people that don't have to travel to work, we need Gatwick again to come up and work with us on our employment skills programme to actually deliver more Crawley people into well paid jobs at the airport. The point I would like to make next is related to safeguarding but of course some of the issues over releasing the safeguarding also have downsides similar to the airport expansion or the increased use of the standby runway, in that more people come into work to Crawley to support the increased use of the airport and there are also more demands for housing so it has some concerns as increased use of the standby runway. So I think we need to think about that impact when people talk about the release of safeguarding. Finally I would like just to make a message to Gatwick that whatever happens to Crawley, it suffers a lot of the downside of the airport expansion and Crawley deserves a better share of the upside. Please can Gatwick help us with that. Thank you.*

The Mayor then invited Councillor Lamb to have the right to reply and move the report in advance of the votes.

Councillor Lamb:

*Thank you Mr Mayor. Well I will try and sum up my point of view of this debate. I won't spend too long on the areas where there appears to be clear agreement, I'll instead just focus on the real issue at the heart of it.*

*My viewpoint is much along the lines of that of Councillor Cheshire. When you look at these proposals I try to undertake a cost-benefit analysis of what the impact and benefits for the town are. When the last discussions on the second runway occurred, my viewpoint was that if Heathrow was granted another runway it would be to the detriment to the town and ultimately my preference was to have the second runway at Gatwick, via a cost benefit analysis. When we discuss this proposition, it appears as though Heathrow would not be growing at the cost of Gatwick, so we have to ask ourselves what the benefit of the proposal is. This proposal would enable the very rapid growth of the airport. So we're not looking at long-term increase in jobs and work, as we were with the second runway.*

*At the same time, it comes with no real commitment to support the infrastructure which poses very big questions when we're considering the increase in passengers we're talking about, both at the airport itself and the catalytic growth we are likely to see coming out of it.*

*So it's hard to see how any locals can benefit from this initiative. Much like Councillor Lunnon I share some pride in Gatwick and some pride in being a net producer of employment to the rest of the area. For those living locally, you can't get much further from the edge of the town for a runway, so this noise issue doesn't seem to be a big one given its location.*

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*The failure of Gatwick to make explicit commitments to the improvement of infrastructure as part of the proposal means that we are confronted with an offer which presents more downsides than there are upsides.*

*So, I'm going to move the recommendation that we state our opposition to the additional runway proposal in its current form. Simply because, having spent much of the last 4-5 years trying to do something to improve rail capacity, trying to secure some improvements to major road capacity, trying to secure improvements to the infrastructure around housing, trying to secure improvements to local services and consistently finding things coming up short, I'm not convinced unless real money is put into those, in this case from the main beneficiary of an additional runway, we're not going to see those services struggle, we're not going to see as a town poorer service levels and as a representative for the local population that not is something I can support at this time.*

*Had Gatwick Airport put a proposal to us which included those commitments there might have been a very different outcome.*

Following the conclusion of the debate, the Mayor invited the Head of Legal, Democracy and HR to lead the voting process on the three recommendations.

A vote was then called on Recommendation A, relating to the approval of the technical responses to the consultation Questions 3-11 which was carried unanimously.

A vote was then taken on Recommendation C, relating to approval of the technical response to Question 2, and the submission of this item's verbatim Minute to substantiate the Full Council's response to Question 1. The vote was carried unanimously.

Finally a recorded vote on Recommendation B was called. It was noted that Councillors had 4 options to vote upon, either *Support, Neither Support or Oppose, Oppose, or Abstain* in response to the Question 1 of the consultation, 'Given the contents of the master plan, to what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy.'

## **Support**

T Lunnon, M W Pickett and B J Quinn. (3)

## **Neither Support or Oppose**

M L Ayling, A Belben, T G Belben, D Crow, C R Eade, F Guidera, M G Jones, C J Mullins, A Pendlington, C Portal Castro, P C Smith and L Vitler. (12)

## **Oppose**

N J Boxall, B J Burgess, R G Burgess, R D Burrett, C A Cheshire, R S Fiveash, I T Irvine, K L Jaggard, P K Lamb, R A Lanzer, S Malik, K McCarthy, D M Peck, T Rana, R Sharma, B A Smith, M A Stone, K Sudan, J Tarrant, G Thomas and L Willcock. (21)

## **Abstain**

None. (0)

The Council decision of Oppose by 21 votes, to Support 3 votes and Neither Support or Oppose 12 votes, with no abstentions, was then read out.

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## RESOLVED

That the Full Council

- a) approves the technical responses to the consultation Questions 3-11, as set out in Appendix A to report CEx/49, noting that the response to Question 3 is based on the Council's previous position that it strongly disagrees that the land be safeguarded for the future construction of an additional second runway.
- b) in response to Question 1 of the consultation, 'Given the contents of the master plan, to what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy', the Full Council opposes the principle.
- c) that to substantiate its response to Question 1 of the consultation (Resolution b ) a that a copy of this item's verbatim Minute, be submitted along with the technical response to Question 2, as set out in Appendix A to report CEx/49.

## 6. Items for debate (Reserved Items)

Councillors indicated that they wished to speak on a number of items as set out in the following table:

<b>Minute Book Page no.</b>	<b>Committee/ Minute no. (and the Member reserving the item for Debate)</b>	<b>Subject (Decisions previously taken under delegated powers, reserved for debate only).</b>	<b>Subject (Recommendation to Council, reserved for debate)</b>
p.64	Cabinet – 31 October 2018, Minute 6  <i>Labour Group</i>		<b><u>Recommendation 1</u></b> Budget Strategy 2019/20 - 2023/24.
p.67	Cabinet – 31 October 2018, Minute 9  <i>Conservative Group</i>		<b><u>Recommendation 2</u></b> District Heat Network (Part B)
p.102	Cabinet – 21 November 2018, Minute 9  <i>Conservative Group</i>	Public Space Protection Order	

## 7. Minutes of the Cabinet, Overview and Scrutiny Commission and Committees

- 1) Moved by Councillor Rana (as the Deputy Mayor):-

### RESOLVED

That the following reports be received:

- Planning Committee – Monday 22 October 2018
- Overview and Scrutiny Commission – Monday 29 October 2018
- Cabinet – Wednesday 31 October 2018
- Licensing Committee – Monday 5 November 2018
- Governance Committee – Tuesday 13 November 2018
- Overview and Scrutiny Commission – Monday 19 November 2018
- Planning Committee – Tuesday 20 November 2018
- Cabinet – Wednesday 21 November 2018
- Audit Committee – Tuesday 27 November 2018

- 2) That the recommendations contained in the reports on the following matters, which had not been reserved for debate, be adopted:-

Station Gateway Programme Update – Cabinet – 21 November 2018  
(Recommendation 3)

The Full Council considered report PES/307 of the Head of Economy and Planning.

### RESOLVED

That Full Council approves:

1. the inclusion of the Scheme within the capital programme, funded by the Local Enterprise Partnership (LEP) and WSCC through the Crawley Growth Programme.
2. the increase of £5.2 million to the capital programme for the Station Gateway Scheme within the Crawley Growth programme, to be funded from contributions from the LEP and WSCC, subject to formal agreement with WSCC of a revised funding protocol

## 8. Budget Strategy 2019/20 - 2023/24 (Recommendation 1) - Cabinet - Wednesday 31 October 2018

The Full Council considered report FIN/417 of the Head of Corporate Finance, which had been previously considered at the meeting of the Cabinet - Wednesday 31 October 2018.

Councillor Lamb moved and presented the report which set out the projected financial position for 2019/20 – 2023/24 for the General Fund and the underlying assumptions

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The report was seconded by Councillor P. Smith.

## **RESOLVED**

That Full Council:

- 1) approves of the Budget Strategy 2019/20 to 2023/24
- 2) notes, for the purpose of projections, the current budget deficit of £225,000 for 2019/20, on the basis of a Council tax increase of £4.95 on a Band D in 2019/20.
- 3) work towards balancing this over a three year period, including putting back into reserves when the Budget is in surplus.
- 4) approved the transfer of £1m from the Business rates equalisation reserve to the General Fund reserve; and in addition any in year and future surplus are to be transferred to the General Fund reserve in order to fund the short term additional costs due to the investment in the New Town Hall build as outlined in section 7.6 of report FIN/417
- 5) instructs Corporate Management Team to take action to address the long term budget gap and to identify policy options for consideration by Cabinet Members and the Budget Advisory Group, which will include areas where additional resources need to be redirected.
- 6) notes that items for the Capital Programme are driven by the need for the upkeep of council assets and environmental obligations and schemes will also be considered that are spend to save or spend to earn whilst not precluding the initial consideration of capital projects that could deliver social value.
- 7) notes that the Budget is aligned to the Council's Corporate Priorities.

## **9. District Heat Network (Recommendation 2) - Cabinet - 31 October 2018**

The Mayor informed the Full Council that it was his intension to hold the discussion on the Recommendation 2 – District Heat Network (report HPS/015) from the Cabinet held on 31 October 2018, in Open - Public Session (Part A), noting that the report was an exempt report. In response Councillor T. Belben requested that the discussion actually be moved to Private Close Session – (Part B) discussion as there were elements she and other of her colleagues wish to raise would be related to commercially sensitive matters and thus it would not be appropriate to discuss in an Open – Public Session.

As such the Mayor, with the support of the meeting, agreed to move the discussion to a Private Close Session – (Part B) discussion and the item later on the agenda.

## **10. Public Space Protection Order - Cabinet - 21 November 2018**

Councillor Guidera on behalf of the Conservative Group, explained the rationale for bringing forward this item. He commented that he welcomed this decision and was pleased that it had finally been brought forward. He was hopeful it would make



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Crawley a quieter place. It was not a method to punish car enthusiasts and that message should be quite clear, rather to stop those who use their cars and vehicles as a method to cause disturbance and nuisance to others.

Councillor Irvine spoke on this item, also commenting how the Commission recommended that item should have been debated and the decision made at Full Council, as it was a Borough wide issue. He also raised as to whether any Public Space Protection Orders could be a Council function.

Councillor B. Burgess, Mullins, Lamb and B. Smith also spoke on this item.

## **11. Notice of Motion 1 - Motion on the Closure of Crawley's Crown Post Office**

The Council considered the Notice of Motion 1 'Motion on the Closure of Crawley's Crown Post Office' as set out in the Full Council's agenda. The Motion was moved and presented by Councillor Jones and seconded and supported by Councillor P Smith.

Councillor Crow moved and presented the Conservative amendment, (*as shown in Appendix B to these minutes*). The amendment was seconded and supported by Councillor McCarthy.

During the debate both on the original Notice of Motion and on the proposed amendment, Councillors, Guidera, Lunnon, B Burgess, Cheshire, Pendlington, Mullins, Willcock, A Belben, Quinn, Pickett, R Burgess and Thomas all spoke during the debate on the merit on the two options before the Full Council. Councillor Jones exercised his a right to reply to speak at the end of the debate.

The Mayor then called for the vote on the amendment:

The Mayor declared the proposed amendment to the Notice of Motion had as fallen – votes in favour 16, and 18 votes against with no abstentions.

## **12. Duration of the Meeting (Guillotine)**

As the business had not been completed within the scheduled 2 hours 30 minutes a vote on continuation, and in line with Council Procedure Rule 2.2, was held. The Mayor required the Full Council to consider if it wished to continue with the meeting.

Having put it to the vote, the Council agreed that the meeting be continued for an additional period not exceeding 30 minutes.

## **13. Notice of Motion 1 - Motion on the Closure of Crawley's Crown Post Office (Continued)**

The Mayor then called for the recorded vote substantive Notice of Motion:

Voting in Favour: *M L Ayling, A Belben, T G Belben, N J Boxall, B J Burgess, R G Burgess, C A Cheshire, R S Fiveash, F Guidera, I T Irvine, M G Jones, P K Lamb, T Lunnon, S Malik, C J Mullins, D M Peck, A Pendlington, M W Pickett, C Portal Castro, B J Quinn, T Rana, B A Smith, P C Smith, M A Stone, K Sudan,*

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*J Tarrant, G Thomas, and L Willcock. (28)*

Voting Against: *None. (0)*

Abstentions: *R D Burrett, D Crow, C R Eade, R A Lanzer. K L Jaggard and K McCarthy. (6)*

The Mayor declared the Notice of Motion as carried – votes in favour 28, and no votes against with 6 votes of abstentions.

## **RESOLVED**

This Council notes with concern that:

- On 11 October 2018 it was announced that 74 crown post offices across the UK, including Crawley's crown post office, will be franchised to WH Smith. Taken together, successive franchise announcements mean the loss of 60% of the crown office network since 2013.
- These privatisations are financed using millions of pounds of public money, despite the fact that the public has never endorsed the closures, indeed they have only ever protested against them. Indeed, despite considerable campaigning over recent years with huge local public support, many nearby crown post offices have all closed despite the overwhelming will of the public that they remain open.
- In 2014/15 alone, £13 million of public money was used to pay compensation to get rid of post office staff, and the CWU estimates the staff compensation cost of the latest privatisation will be at least £30 million, affecting as it does, 800 staff.
- Reports by Consumer Focus (2012) and Citizens Advice (2016) have identified issues with the franchising of post offices to WH Smith including poor accessibility for people with mobility impairments, longer queuing times, and inferior service and advice on products.
- Franchising means the loss of jobs with good terms and conditions at the Post Office. WH Smith replaces experienced post office staff with new employees in typically minimum wage part time roles. This is clearly bad for jobs in Crawley and Post Office workers, many of whom are our local residents.
- The closure of our Crown post offices and relocation to a WH Smith, also means the loss of prime high street stores and this contributes to the demise of our town centres. No explanation has been given as to why the profit-making Crown post offices such as Crawley's are being handed to WH Smith.
- All Crown post offices are under threat of closure and/or franchising in future, if the latest round of privatisations are allowed to go ahead, it could prove the tipping point for the viability of the entire post office network.

This Council believes that:

- Our post offices are a key asset for the community, and the expertise and experience of staff there is invaluable.

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- The relentless franchising and closure programme of the profit-making Crown post Offices, points to a lack of vision rather than the plan for growth and innovation that is needed.
- Government should therefore halt these closures and bring together stakeholders, including the CWU, and industry experts to develop a new strategy that safeguards the future of the Post office.

This Council resolves to:

1. Ask the Leader of the Council to write to Government to raise concern about the apparent managed decline of the post office network and the impact on high streets across the UK as well as the service in the franchised premises, and the poor quality jobs that result.
2. Calls on the Overview and Scrutiny Committee to scrutinise the issue and (separately) the Leader of the Council to meet with WH Smith and the Post Office to urge a stop to the planned franchise in Crawley.
3. To join local campaigning to raise awareness of the value of our Post Office and the need for it to remain an asset of and for the people.

## 14. Councillors' Written Questions

Councillors' written questions, together with the answers, were published in advance of the start of the Meeting. The questions were as follows:-

Questioner                      Councillor Lanzer  
Addressed to                      Leader of the Council  
Subject(s)                          Council's use of Consultants

Questioner                      Councillor Jaggard  
Addressed to                      Cabinet Member for Planning and  
   Economic Development  
Subject(s)                          The water feature in Queens Square.

Questioner                      Councillor Crow  
Addressed to                      Cabinet Member for Resources  
Subject(s)                          Expenditure of new Town Hall Project

## 15. Announcements by Cabinet Members

Cabinet Member	Subject
<i>Councillor Thomas – (Cabinet Member for Environmental Services and Sustainability).</i>	<p>Announced the new established partnership between the Council and LEAP to offers a free energy and money advice service to people most in need of support, especially during winter as cost of fuel increases.</p> <p>Eligible households will be able to benefit from a complimentary home visit from a qualified home energy advisors. They check if residents were on the cheapest energy tariff, advice on mould, damp and draughty</p>

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<b>Cabinet Member</b>	<b>Subject</b>
	prevention, and support on other related matters.

## 16. Questions to Cabinet Members

<b>Name of Councillor asking Question</b>	<b>Name of Cabinet Member Responding</b>
<p><i>Councillor Crow to the Cabinet Member Housing</i></p> <p>When is the Council going to update the Homelessness Strategy?</p>	<p><i>Councillor Jones – (Cabinet Member for Housing).</i></p> <p>Because of the changes to the Homelessness Reduction Act we are soon beginning the process of updating and amending the Homelessness Strategy. This has already started to a certain extent as back in November officers began looking at the Rough Sleepers Strategy which falls into that Strategy. If Councillor Crow is interested in further details I'll ask officers to provide them.</p>
<p><i>Councillor Jaggard to the Cabinet Member for Planning and Economic Development.</i></p> <p>Thank you very much for your comprehensive reply to my question regarding the fountain in Queens Square. I agree it's proven very popular particularly with children running in and out of the water. I understand from your answer there have been daily checks to ensure no immediate safety risks for the surrounding area of the water feature. However in the instruction booklet p.20 it states that 'manual checking of levels of chlorine and PH balance is required particularly in the first season of operation. This should be done twice a day". I wondered if you could kindly please explain why these checks were not taken twice a day as per the instruction book.</p>	<p><i>Councillor P Smith – (Cabinet Member for Planning and Economic Development).</i></p> <p>Thank you very much for your question. I don't have a copy of the instruction book with me. But what I will do is I'll review the question and get an answer to you.</p>
<p><i>Councillor Peck to the Cabinet Member for Planning and Economic Development.</i></p> <p>Crawley Boulevard East, Crawley Boulevard West and Cross Keys Car Park are managed by a private car</p>	<p><i>Councillor P Smith – (Cabinet Member for Planning and Economic Development).</i></p> <p>Thank you Councillor Peck. We have not lost control of Planning, quite the opposite in fact. We already have officers investigating these breaches you are</p>

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<p>parking company called NCP. For over a year nor NCP have been using newly installed ANPR cameras and signage without planning permission.</p> <p>Why are there so many increasingly retrospective planning permissions are submitted in all areas has the Cabinet Member lost control of the situation and is just happy for the development to happen without any oversight of the planning department?</p> <p>This planning proposal should not be happening and as a responsible authority we should not be rubber stamping these applications.</p>	<p>alleging. I can't give advice on how residents should deal with the situation. It is a work in progress as people are currently investigating. I hope you reported it yourself to the appropriate Planning Officers.</p>
<p><i>Councillor B Burgess to the Cabinet Member for Planning and Economic Development.</i></p> <p>How does the Cabinet Member feel about having Queens Square dug up and I hope it's going to be returned to its original standard?</p>	<p><i>Councillor P Smith – (Cabinet Member for Planning and Economic Development).</i></p> <p>I'm not sure which part you're referring to, if you're referring to the gas works, we had to permit access for maintenance.</p>

## 17. Questions to Committee Chairs

<b>Name of Councillor asking Question</b>	<b>Name of Committee Chair Responding</b>
<p><i>Councillor Crow to the Chair of the Overview and Scrutiny Commission</i></p> <p>We heard earlier that Cabinet rejected the Commission's request over PSPO being sent to Council. I was there and Cabinet strongly shot this down. What was her view in response to how Cabinet deals with this matter?</p>	<p><i>Councillor Cheshire – (Chair of the Overview and Scrutiny Commission).</i></p> <p>I was struck by urgency over the need expressed by Cabinet, during their discussion, to put the PSPO in place for our residents. This aspect was not really an area the Commission fully touched upon during our debate. Yes I put forward to Cabinet the Commission's view as it was a Borough wide matter Council might be more appropriate, but Cabinet emphasising the urgency and they also noted that there was cross party support for the PSPO being introduced. So I do understand their decision.</p>

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## 18. Duration of the Meeting (Guillotine)

As the business had not been completed within the additional 30 minutes a vote on continuation, and in line with Council Procedure Rule 2.2, was held. The Mayor required the Full Council to consider if it wished to continue with the meeting.

Having put it to the vote, the Council agreed that the meeting be continued for an additional period not exceeding 30 minutes.

## 19. Questions to Committee Chairs (Continued)

Name of Councillor asking Question	Name of Committee Chair Responding
<p><i>Councillor Lunnon to the Chair of the Governance Committee</i></p> <p>A question was raised during the debate on the procedure of what a Councillor can do if they were unhappy with a decision or approach taken by Cabinet on a matter. So I thought I would ask the Chair of Governance what was the procedure?</p>	<p><i>Councillor Lunnon – (Chair of the Governance Committee).</i></p> <p>The procedure would be the Call-In procedure, which I believe was initially used on the PSPO item earlier.</p> <p>Also there is currently a constitutional review taking place so if any Councillors have any suggestion on procedures that might need amending please send through those suggestions?</p>
<p><i>Councillor Lamb to the Chair of the Governance Committee</i></p> <p>Would The Chair of Governance consider a request that all PSPO decisions be taken by the Full Council rather than by Cabinet?</p>	<p><i>Councillor Lunnon – (Chair of the Governance Committee).</i></p> <p>Personally I think it would be incredibly prescribed to put in the Constitution every Borough wide matter such as PSPOs, being required to be taken by the Full Council. It would also lengthen the Constitution and the Full Council meetings.</p> <p>But also Councillor Lamb as the Chair of the Constitutional Review Working Group, please feel free to incorporate your thoughts into the process, to ensure all our processes run efficiently.</p>
<p><i>Councillor Irvine to the Chair of the Governance Committee</i></p> <p>I thank the Chair of Governance for his response mentioning the Constitutional Review Working Group, which I am a member of. But does he believe there would be a merit in the Working Group having a meeting to debate matters, rather than an electronic based approach?</p>	<p><i>Councillor Lunnon – (Chair of the Governance Committee).</i></p> <p>Since I am not a member of the Working Group, I think it would be remiss of me to dictate how they should be working. I suggest you speak to the Chair of the Working Group if you have some concerns.</p>

## 20. Exempt Information - Exclusion of the Public

### RESOLVED

That in accordance with Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information)

## 21. District Heat Network (Recommendation 3)- Cabinet - 31 October 2018 (Exempt Discussion)

The Full Council considered report HPS/15 of the Head of Mayor Projects and Commercial Services, which had been previously considered at the Cabinet on 31 October 2018. Councillor Thomas presented the report which detailed the business case to progress with Phrase 1 of the District Heat Network and sort approval of the budget and funding for the project.

Councillor T. Belben then spoke on behave of the Conservative Group, she raised several concerns over the business case and the associated risks. Councillor Thomas responded to this and requested if she email him her questions and concerns he'll ensure responses were provided by officers.

Councillor Jaggard also spoke on the item.

Moved by Councillor Lamb, seconded by Councillor Thomas.

The Mayor declared the proposed recommendation as carried – votes in favour 19, and votes against 11 with 3 abstentions.

### RESOLVED

That Full Council approves

- i) the budget and funding for the District Heat Network scheme as shown in paragraph 4.9 of report HPS/15.
- ii) the virement from the K2 Crawley Combined Heat and Power (CHP) project, as outlined in paragraph 4.9 report HPS/15.

### Closure of Meeting

With the business of the Full Council concluded, the Chair declared the meeting closed at 10.48 pm

C Portal Castro (Mayor)  
**Mayor**

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## Appendix A

<b>Councillor</b>	<b>Item</b>	<b>Meeting and Minute</b>	<b>Type and Nature of Disclosure</b>
Councillor J Tarrant	Planning Application CR/2018/0549/FUL - Goffs Park, Horsham Road, Southgate, Crawley	Planning Committee 22 October 2018 Minute 4, page 54	Personal and Prejudicial Interest – as the Chair of the Friends of Goffs Park Group.  Councillor Tarrant left the meeting before consideration of this application and took no part in the discussion or voting on the item.
Councillor R Burrett	Health and Adult Social Care Select Committee (HASC)	Overview and Scrutiny Commission 29 October 2018 Minute 9, page 61	Personal and Non-Prejudicial Interest as a Member of West Sussex County Council; Personal and Prejudicial Interest as a trustee of Crawley Open House
Councillor R Lanzer	District Heat Network	Overview and Scrutiny Commission 29 October 2018 Minute 7, page 59	Personal and Non-Prejudicial Interest as a Member of West Sussex County Council
Councillor P Lamb	Adopting the Unite Construction Charter	Cabinet 31 October 2018 Minute 7, page 66	Personal and Non-Prejudicial Interest as a Member of the Unite Union
Councillor T Lunnon	Adopting the Unite Construction Charter	Cabinet 31 October 2018 Minute 7, page 66	Personal and Non-Prejudicial Interest as a Member of the Unite Union
Councillor Malik	Adopting the Unite Construction Charter	Cabinet 31 October 2018 Minute 7, page 66	Personal and Non-Prejudicial Interest as a Member of the Unite Union
Councillor A Skudder	Adopting the Unite Construction Charter	Cabinet 31 October 2018 Minute 7, page 66	Personal and Non-Prejudicial Interest as a Member of the Unite Union



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Councillor P Smith	Adopting the Unite Construction Charter	Cabinet 31 October 2018 Minute 7, page 66	Personal and Non- Prejudicial Interest as a Member of the Unite Union
Councillor R Lanzer	District Heat Network	Cabinet 31 October 2018 Minute 9, page 67	Personal and Non- Prejudicial Interest as a Member of West Sussex County Council
Councillor D Crow	Abandoned Shopping Trolleys	Overview and Scrutiny Commission 19 November 2018 Minute 5, page 84	Personal and Non- Prejudicial Interest as a Member of Crawley Town Centre Partnership
Councillor R A Lanzer	Station Gateway Programme Update	Overview and Scrutiny Commission 19 November 2018 Minute 6, page 85	Personal and Non- Prejudicial Interest as a Member of West Sussex County Council
Councillor S Malik	Scrutiny Suggestions – Impact and Implementation of the Deregulation Act	Overview and Scrutiny Commission 19 November 2018 Minute 9, page 87	Personal and Non- Prejudicial Interest Hackney Carriage and Private Hire Driver
Councillor R Burrett	Health and Adult Social Care Select Committee (HASC)	Overview and Scrutiny Commission 29 October 2018 Minute 9, page 61	Personal and Non- Prejudicial Interest as a Member of West Sussex County Council; Personal and Prejudicial Interest as a trustee of Crawley Open House
Councillor T Lunnon	Crawley Borough Council Response to the Gatwick Airport Draft Master Plan 2018 Consultation	Full Council Agenda Item 6 12 December 2018	Personal Interest – Employee at a Local Airways Company.
Councillor T Rana	Crawley Borough Council Response to the Gatwick Airport Draft Master Plan 2018 Consultation	Full Council Agenda Item 6 12 December 2018	Personal Interest – Employee at a Local Airways Company.

## Appendix B

### Full Council

12 December 2018

#### CONSERVATIVE AMENDMENT TO NOTICE OF MOTION 1 - MOTION ON THE CLOSURE OF CRAWLEY'S CROWN POST OFFICE

*Mover Councillor Crow and Seconder Councillor McCarthy.*  
*(Those words struck through it is proposed be deleted and in **BOLD** are to be added)*  
**This Council notes with concern that:**

- On 11 October 2018 it was announced that 74 crown post offices across the UK, including Crawley's crown post office, will be franchised to WH Smith. Taken together, successive franchise announcements mean the loss of 60% of the crown office network since 2013.
- ~~These privatisations are financed using millions of pounds of public money, despite the fact that the public has never endorsed the closures, indeed they have only ever protested against them. Indeed, despite considerable campaigning over recent years with huge local public support, many nearby crown post offices have all closed despite the overwhelming will of the public that they remain open.~~
- ~~In 2014/15 alone, £13 million of public money was used to pay compensation to get rid of post office staff, and the CWU estimates the staff compensation cost of the latest privatisation will be at least £30 million, affecting as it does, 800 staff.~~
- Reports by Consumer Focus (2012) and Citizens Advice (2016) have identified issues with the franchising of post offices to WH Smith including poor accessibility for people with mobility impairments, longer queuing times, and inferior service and advice on products.
- ~~Franchising means the loss of jobs with good terms and conditions at the Post Office. WH Smith replaces experienced post office staff with new employees in typically minimum wage part time roles. This is clearly bad for jobs in Crawley and Post Office workers, many of whom are our local residents.~~
- The closure of our Crown post offices and relocation to a WH Smith, also means the loss of prime high street stores and this contributes to the demise of our town centres. No explanation has been given as to why the profitmaking Crown post offices such as Crawley's are being handed to WH Smith.
- ~~All Crown post offices are under threat of closure and/or franchising in future, if the latest round of privatisations are allowed to go ahead, it could prove the tipping point for the viability of the entire post office network.~~

**This Council believes that:**

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- Our post offices are a key asset for the community, and the expertise and experience of staff there is invaluable.
- ~~The relentless franchising and closure programme of the profit-making Crown post Offices, points to a lack of vision rather than the plan for growth and innovation that is needed.~~
- Government should therefore ~~halt these closures and~~ bring together stakeholders, including the CWU, and industry experts to develop a new strategy that safeguards the future of the Post office.

## **This Council resolves to:**

1. Ask the Leader of the Council to write to Government to raise concern about the apparent managed decline of the post office network and the impact on high streets across the UK as well as the service in the franchised premises, and the poor quality jobs that result.
2. Calls on the Overview and Scrutiny Committee to scrutinise the issue and (separately) the Leader of the Council **and the Leader of the Opposition** to **jointly** meet with WH Smith and the Post Office to urge a stop to the planned franchise in Crawley.
3. To join local campaigning to raise awareness of the value of our Post Office and the need for it to remain an asset of and for the people.

## **Proposed Amendment Motion would now read:**

### **This Council notes with concern that:**

- On 11 October 2018 it was announced that 74 crown post offices across the UK, including Crawley's crown post office, will be franchised to WH Smith. Taken together, successive franchise announcements mean the loss of 60% of the crown office network since 2013.
- Reports by Consumer Focus (2012) and Citizens Advice (2016) have identified issues with the franchising of post offices to WH Smith including poor accessibility for people with mobility impairments, longer queuing times, and inferior service and advice on products.
- The closure of our Crown post offices and relocation to a WH Smith, also means the loss of prime high street stores and this contributes to the demise of our town centres. No explanation has been given as to why the profitmaking Crown post offices such as Crawley's are being handed to WH Smith.

### **This Council believes that:**

- Our post offices are a key asset for the community, and the expertise and experience of staff there is invaluable.
- Government should therefore bring together stakeholders, including the CWU, and industry experts to develop a new strategy that safeguards the future of the Post office.

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12 December 2018

## **This Council resolves to:**

1. Ask the Leader of the Council to write to Government to raise concern about the apparent managed decline of the post office network and the impact on high streets across the UK as well as the service in the franchised premises, and the poor quality jobs that result.
2. Calls on the Overview and Scrutiny Committee to scrutinise the issue and (separately) the Leader of the Council and the Leader of the Opposition to jointly meet with WH Smith and the Post Office to urge a stop to the planned franchise in Crawley.
3. To join local campaigning to raise awareness of the value of our Post Office and the need for it to remain an asset of and for the people.

Crawley Borough Council

**Minutes of Full Council**

Wednesday, 23 January 2019 at 7.30 pm

**Councillors Present:**

C Portal Castro (Mayor)

T Rana (Deputy Mayor)

M L Ayling, A Belben, T G Belben, N J Boxall, B J Burgess, R G Burgess, R D Burrett, C A Cheshire, D Crow, C R Eade, R S Fiveash, F Guidera, I T Irvine, K L Jaggard, M G Jones, P K Lamb, R A Lanzer, T Lunnon, K McCarthy, C J Mullins, D M Peck, A Pendlington, M W Pickett, B J Quinn, R Sharma, A C Skudder, B A Smith, P C Smith, M A Stone, K Sudan, J Tarrant, G Thomas and L Willcock

**Also in Attendance:**

Mr Peter Nicolson                      Appointed Independent Person

**Officers Present:**

Natalie Brahma-Pearl                      Chief Executive  
Ann-Maria Brown                      Head of Legal, Democracy and HR  
Chris Pedlow                      Democratic Services Manager  
Heather Girling                      Democratic Services Officer

**Apologies for Absence:**

Councillor S Malik and L Vitler

**1. Disclosures of Interest**

No declarations of interests were made.

**2. Communications**

The Mayor invited representatives from each party to pay tribute to the sad passing of Rianna Humble, who served as Councillor Hull, from 2000-2010. Councillors Lamb, Crow, B. Smith, Sudan, Mullins and the Mayor himself, paid their respects and touching tributes.

### 3. Polling District Review 2018/2019 – Final Proposals - Recommendation 1

The Full Council considered report LDS/148 of the Head of Legal, Democracy and HR which was to consider the final proposals on future polling arrangements for Crawley. The review had been required to take account of ward boundary changes made by the Local Government Boundary Commission for England review of electoral arrangements in Crawley as well as being combined with the statutory review of Polling Districts. The report had been previously considered at Governance Committee held on 14 January 2019. Councillor Lunnon moved and presented the Constitutional change, which was seconded by Councillor Lamb.

#### RESOLVED

That the Full Council the polling arrangements namely the Maps of Polling Districts including Polling Places as set out in Appendix A to these minutes.

### 4. Constitutional Change - Recommendation 2

The Full Council considered report LDS/147 of the Head of Legal, Democracy and HR which proposed a change to the Guillotine process within Council Procedure Rules. The report had been previously considered at Governance Committee held on 14 January 2019. Councillor Lunnon moved and presented the Constitutional change, which was seconded by Councillor Burrett.

#### RESOLVED

That the Full Council approves following change to the Constitution detailed below:

<u>Function</u>	<u>Proposed amendment</u>	<u>Reason for amendment</u>
<p>Council Procedure Rules – Page165  (Councillors Burrett and Lunnon)</p>	<p>Where appropriate:</p> <ul style="list-style-type: none"> <li>• Deleted wording is shown as crossed through</li> <li>• <b>Additional wording is shown in bold</b></li> </ul> <p>Amend paragraph 2.2(a) “Duration of Meeting: Guillotine (Concluding the Meeting)” as follows:</p> <p>“(a) <i>Concluding the Meeting</i></p> <p>If the business of the Council meeting has not been concluded within two and a half hours, unless the majority of Members present vote for the meeting to continue for a period up to 30 minutes if required, the following procedure will be implemented. Following the meeting’s initial</p>	<p>When Full Council meetings are held at the Town Hall there is no requirement to conclude the meeting by a certain time. However, the current guillotine is required for other venues such as the Charis Centre as the building closes at 11.30pm.</p>

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Appendix a  
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23 January 2019

<u>Function</u>	<u>Proposed amendment</u>  Where appropriate: <ul style="list-style-type: none"><li>Deleted wording is shown as crossed through</li><li><b>Additional wording is shown in bold</b></li></ul>	<u>Reason for amendment</u>
	extension, consideration will be given to extending the meeting by further periods of up to 30 minutes if required. <b>However, if the Full Council is held outside of the Town Hall</b> no further extensions may be called to extend the meeting beyond 11.00pm when the guillotine will come into effect”.	

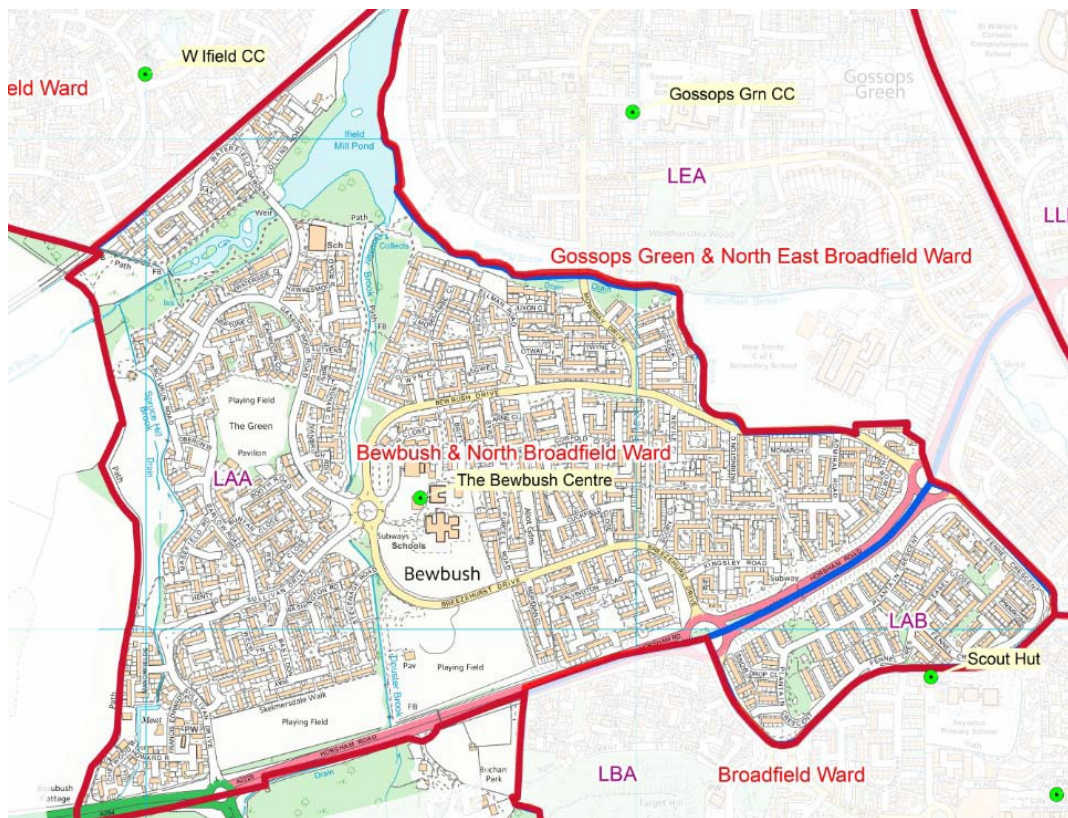
## Closure of Meeting

With the business of the Full Council concluded, the Chair declared the meeting closed at 7.52 pm

C Portal Castro (Mayor)  
**Mayor**

**Appendix A: Maps of Poling Districts Including Polling Places**

Ward Name			Bewbush & North Broadfield			
Proposed Polling District 1 <sup>st</sup> February 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LAA	LA	3372	6291	904	5387	Bewbush Centre
LAB	LBA (part)	483	1018	124	894	Broadfield Scout Hut

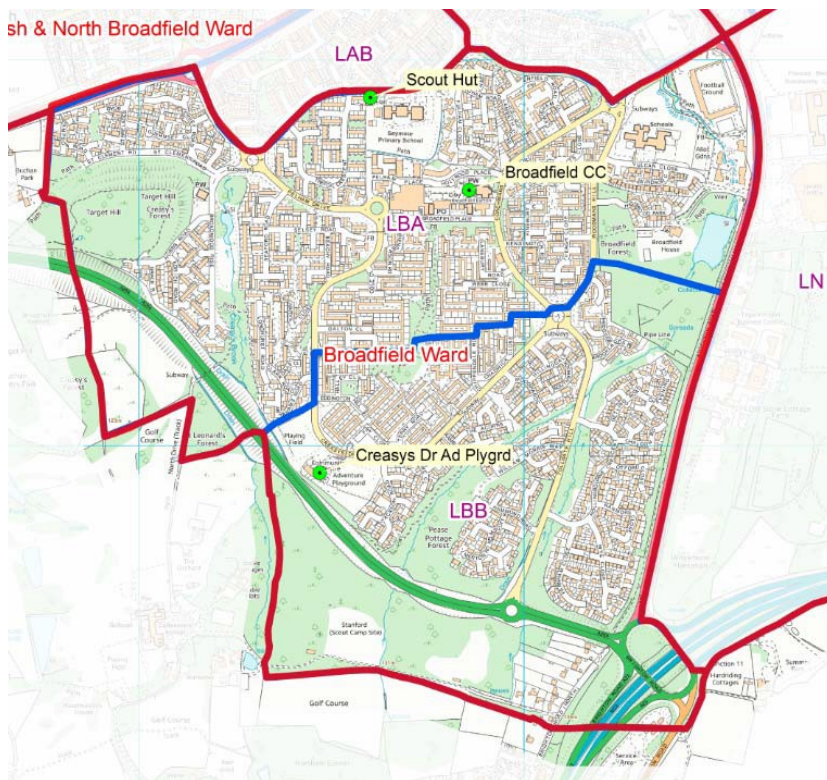


**Changes Proposed:**

The North Broadfield part of the ward to be designated polling district LAB and to continue to vote at The Scout Hut, Seymour Road



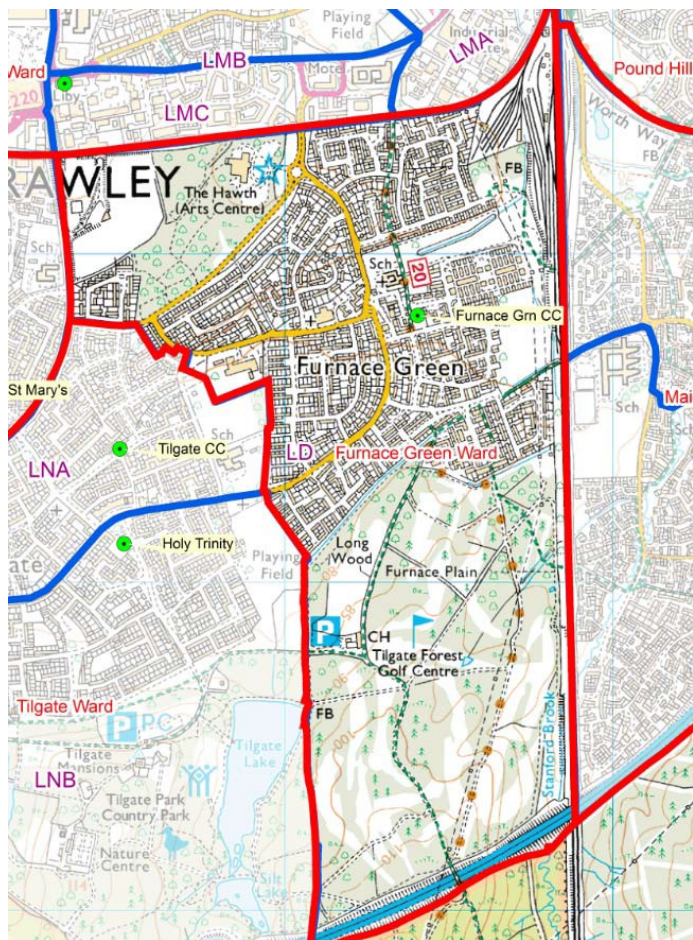
Ward Name			Broadfield			
Proposed Polling District 1 <sup>st</sup> February 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LBA	LBA(part) LBB LCA	2658	4431	706	3725	Broadfield Community Centre
LBB	LCB	1676	2743	493	2250	Creasys Drive Adventure Playground



**Changes Proposed:**

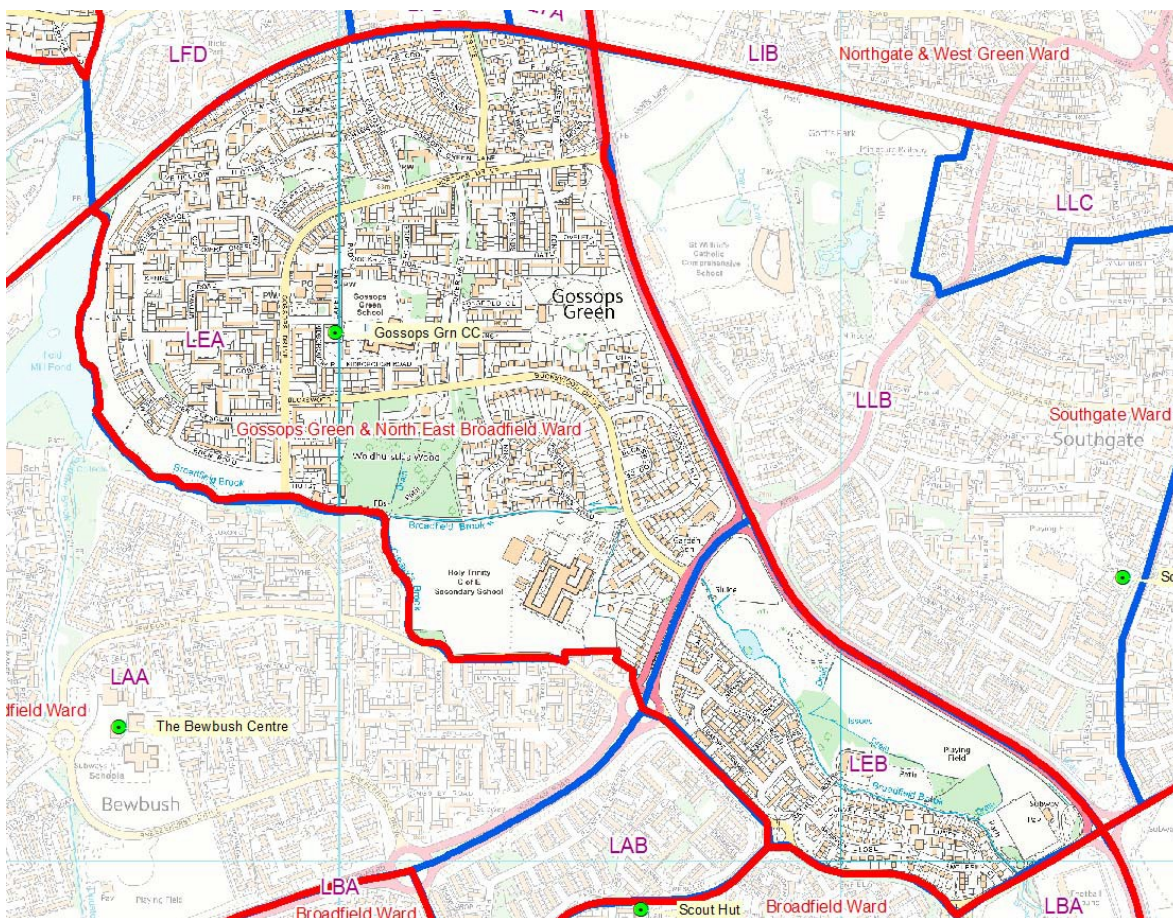
No changes for voters in LBB. The Cottesmore Green area of LBA to vote at Broadfield Community Centre instead of the Seymour Road Scout Hut

Ward Name			Furnace Green			
Proposed Polling District 1st February 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LD	LD	2389	4540	979	3531	Furnace Green Community Centre



**Changes Proposed:**  
No changes proposed

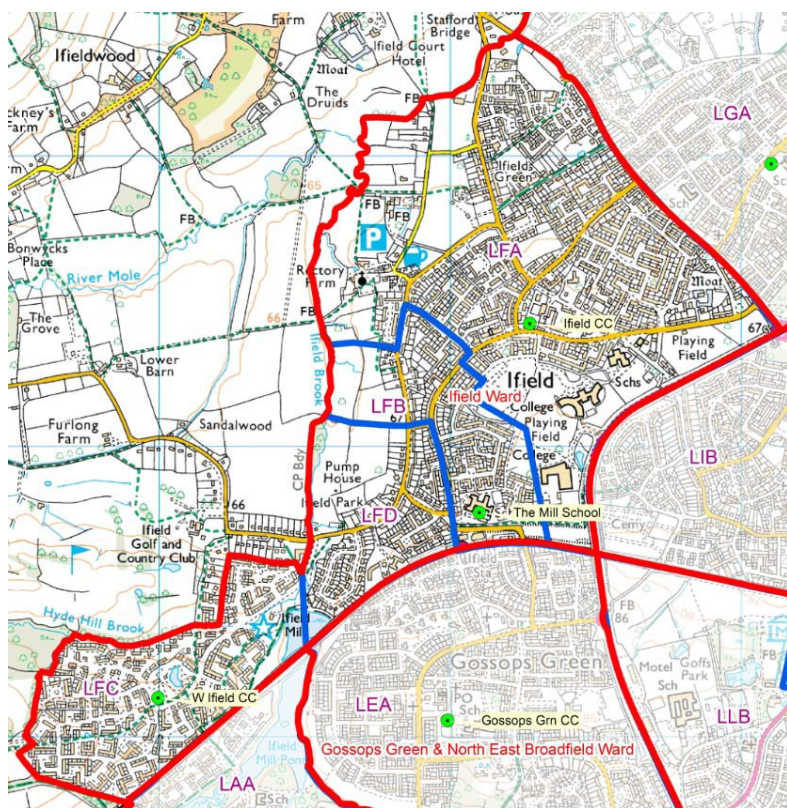
Ward Name			Gossops Green & North East Broadfield			
Proposed Polling District 1 <sup>st</sup> February 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LEA	LE	2092	3932	707	3225	Gossops Green Community Centre
LEB	LBA (part), LBB (part)	402	844	191	653	Broadfield Scout Hut, Seymour Road



**Changes Proposed:**

The North Broadfield part of the ward to be designated polling district LEB and to vote at The Scout Hut, Seymour Road

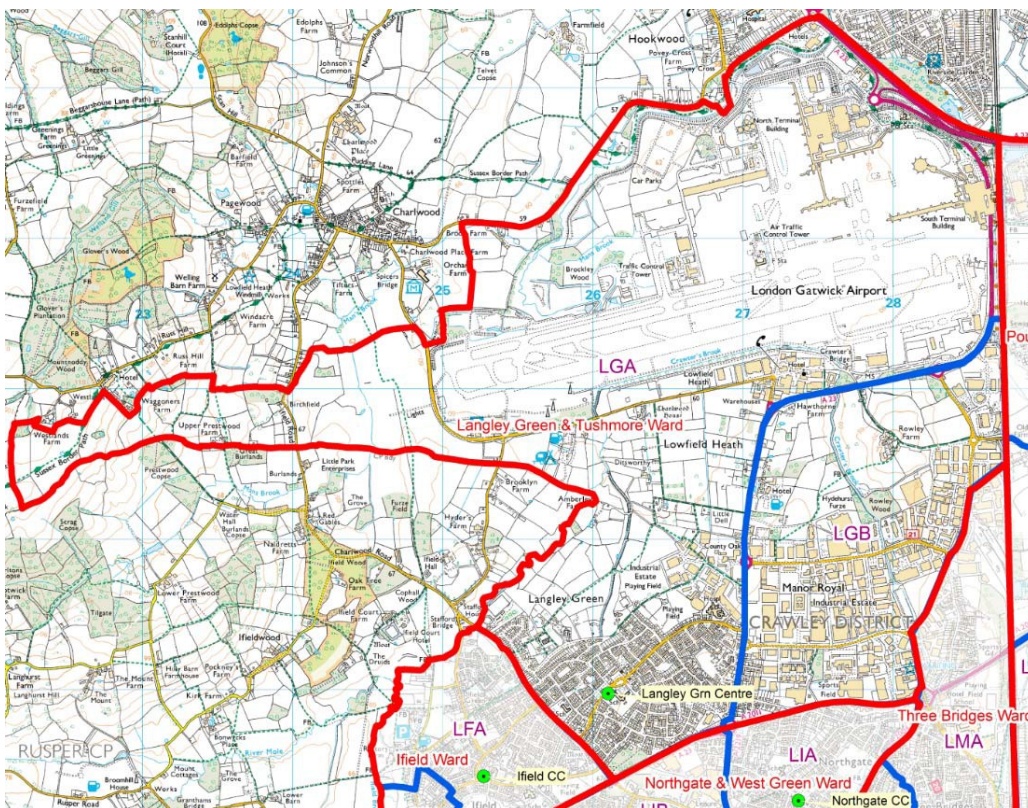
Ward Name		Ifield				
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LFA	LFA, LG (part)	2040	3453	783	2670	Ifield Community Centre
LFB	LFB	424	783	177	606	The Mill Primary School
LFC	LFC	1319	2204	339	1865	Ifield West Community Centre
LFD	LFD	276	607	147	460	The Mill Primary School



**Changes Proposed:**

The Orchards to vote at Ifield Community Centre instead of Langley Green Centre

Ward Name			Langley Green and Tushmore			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LGA	LG	3042	5767	952	4815	Langley Green Centre
LGB	LI (part)	354	440	86	354	Northgate Community Centre



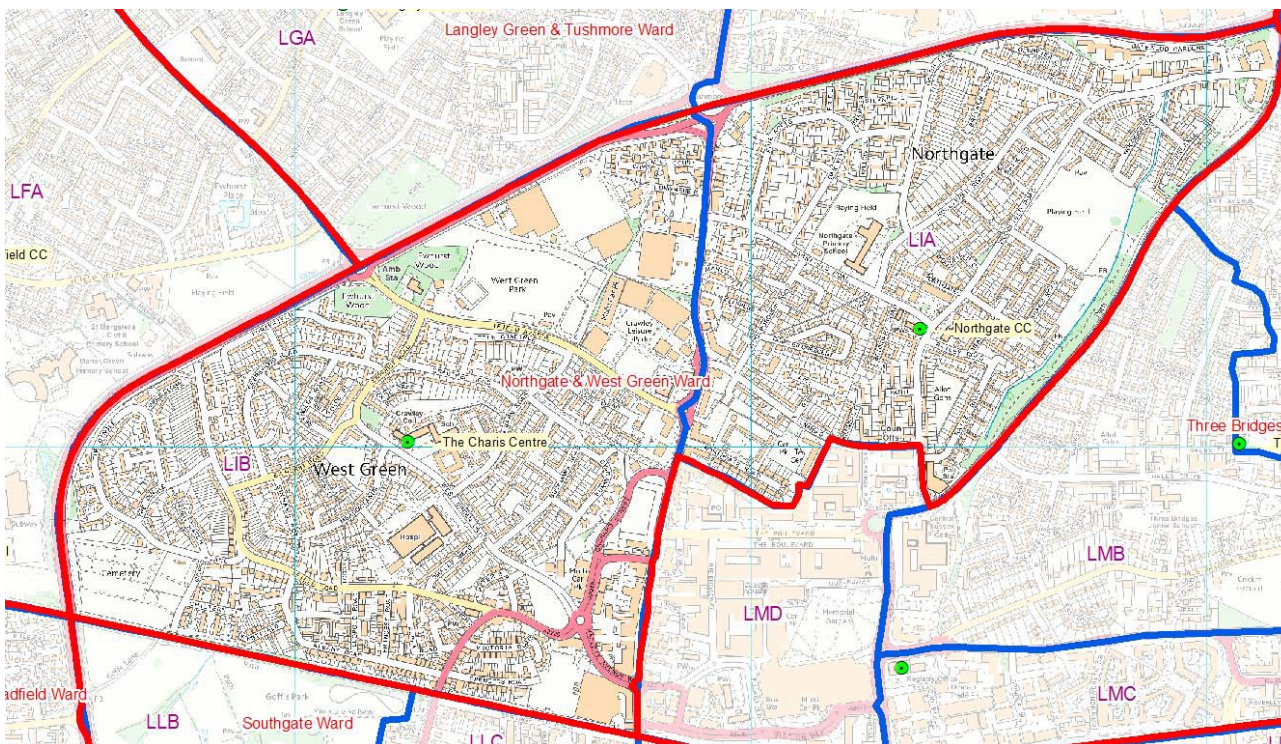
**Changes Proposed:**  
New Polling district LGB to continue to vote at Northgate Community Centre

Ward Name			Maidenbower			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LHA	LHA	1618	2779	549	2230	Maidenbower Community Centre
LHB	LHB	2093	3818	746	3072	The Brook School, Salters Road



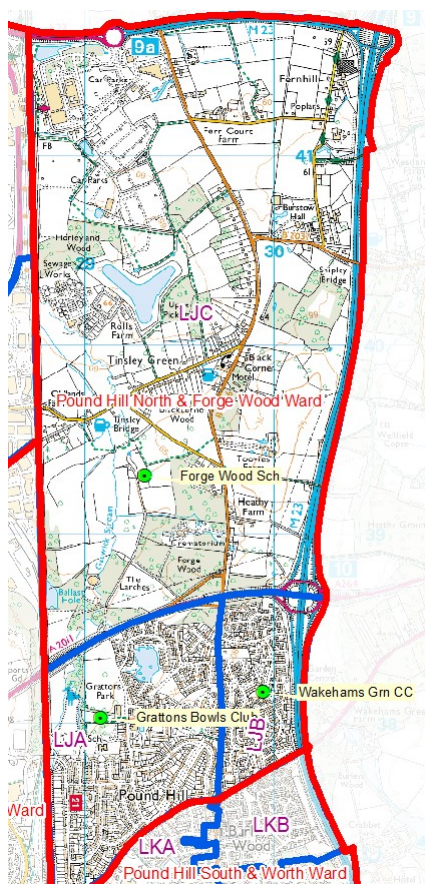
**Changes Proposed:**  
No changes proposed

Ward Name			Northgate & West Green			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LIA	LI (part)	1618	2779	549	2230	Northgate Community Centre
LIB	LO	2668	3742	691	3051	The Charis Centre



**Changes Proposed:**  
No changes proposed

Ward Name			Pound Hill North & Forge Wood			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LJA	LJA	1618	2779	549	2230	The Grattons Indoor Bowls Club
LJB	LJB	966	1741	262	1479	Wakehams Green Community Centre
LJC	LJB	1136	1108	174	934	Forge Wood Primary School

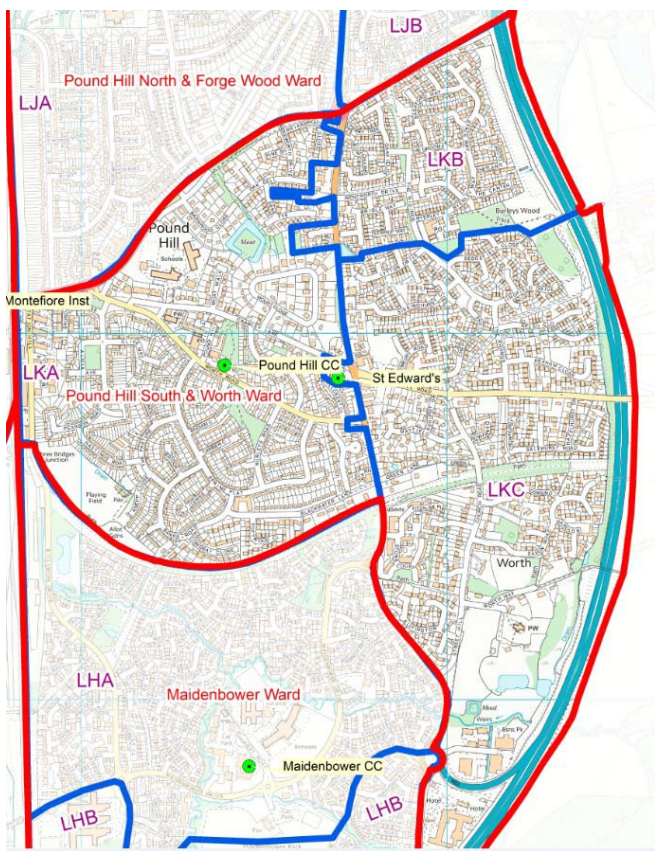


**Changes Proposed:**

New polling district LJC to be created for the Forge Wood voting at Forge Wood Primary School.

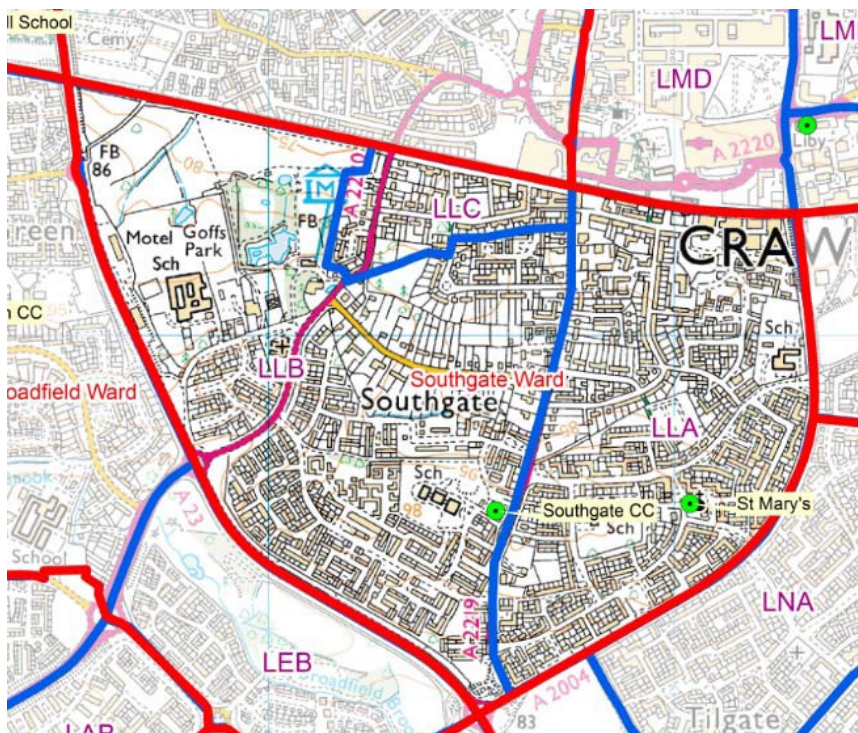


Ward Name			Pound Hill South & Worth			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LKA	LKA	1528	2738	473	2265	Pound Hill Community Centre
LKB	LKB	2093	1191	260	931	St Edward the Confessor
LKC	LKC	1551	2338	572	1766	St Edward the Confessor



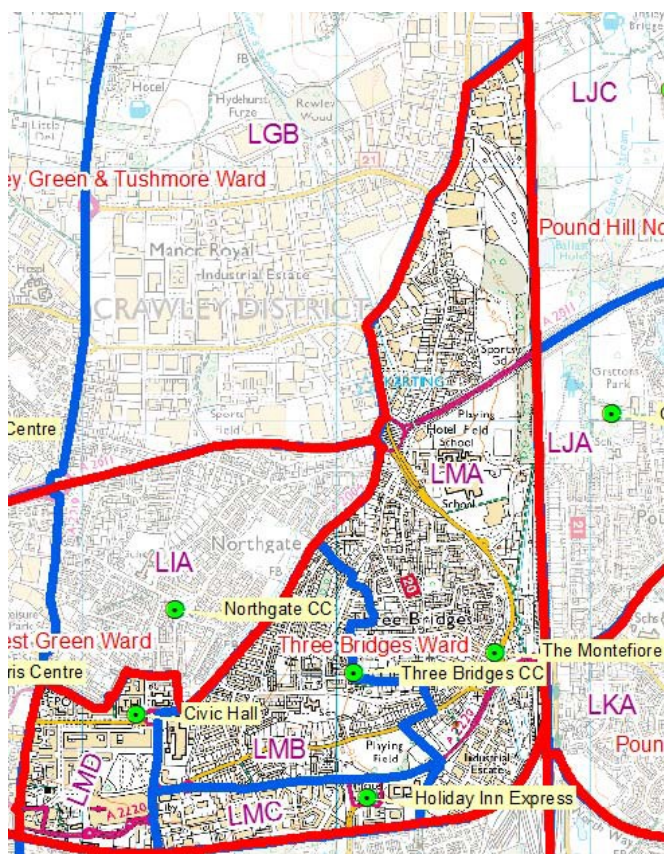
**Changes Proposed:**  
No changes proposed

Ward Name			Southgate			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LLA	LLA	1725	2895	607	2288	St Mary's Church Hall
LLB	LLB	1705	2902	719	2183	Southgate West Community Centre
LLC	LLC	462	609	143	466	Southgate West Community Centre



**Changes Proposed:**  
No changes proposed

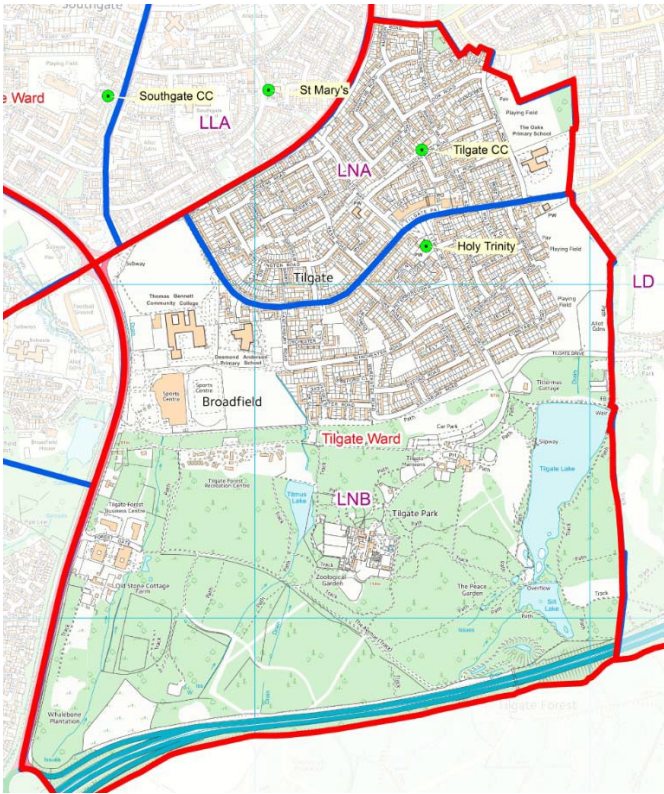
Ward Name			Three Bridges			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LMA	LMA	1594	2776	554	2232	Montefiore Institute
LMB	LMB	955	1778	346	1432	Three Bridges Community Centre
LMC	LMC	896	1150	169	981	Holiday Inn Express
LMD	LI (part)	352	328	64	264	The Civic Hall



**Changes Proposed:**

New polling district for Crawley Town Centre to be designated LMD with voting at at the Civic Hall

Ward Name			Tilgate			
Proposed Polling District 2019	Polling District 2018	Residential Properties	Total Electors	Postal voters	Polling station voters	Polling place
LNA	LNA ( part) LNB (part)	1309	2776	441	1952	Tilgate Community Centre
LNB	LNA ( part) LNB (part)	1162	2087	314	1773	Holy Trinity Church Hall



**Changes Proposed:**

To retain existing polling stations with polling districts created north and south of Ashdown Drive in place of the existing east west boundary to better reflect the location of the polling places and to reduce voter confusion.

# Agenda Item 7

The List of minutes of the meetings of the Cabinet, Overview and Scrutiny Commission and Committees are set out in the following

## Appendix

7 a) Planning Committee – 17 December 2018 (*page 55*)

7 b) Overview and Scrutiny Commission – 7 January 2019 (*page 59*)

*Governance Committee – 14 January 2019 (the minutes were considered at the Extraordinary Full Council held on 23 January 2019)*

7 c) Planning Committee – 21 January 2019 (*page 65*)

7 d) Overview and Scrutiny Commission – 4 February 2019 (*page 71*)

7 e) Cabinet – 6 February 2019 (*page 77*)

**Recommendation 1** – (*Minute 5, page 78*)

- *2019/20 Budget and Council Tax*

**Recommendation 2** – (*Minute 5, page 79*)

- *Notice of Precept 2019-2020 (see agenda 7f)*

**Recommendation 3** – (*Minute 6, page 79*)

- *Treasury Management Strategy 2019/2020*

**Recommendation 4** – (*Minute 7, page 80*)

- *Capital Strategy 2019/2020*

**Recommendation 5** – (*Minute 9, page 82*)

- *Review of Statement of Licensing Policy made under the Licensing Act 2003*

7 f) Notice of Precept 2019-2020 (*page 85*)

**Recommendation 2** – (*page 86*)

- *Notice of Precept 2019-2020*

7 g) Planning Committee – 11 February 2019 (*page 89*)

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Crawley Borough Council

**Minutes of Planning Committee**

Monday, 17 December 2018 at 7.30 pm

**Councillors Present:**

I T Irvine (Chair)

R S Fiveash (Vice-Chair)

M L Ayling, A Belben, N J Boxall, B J Burgess, K L Jaggard, S Malik, T Rana, P C Smith, M A Stone, K Sudan, J Tarrant, G Thomas and L Vitler

**Officers Present:**

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Jean McPherson	Group Manager (Development Management)
Marc Robinson	Principal Planning Officer

**1. Disclosures of Interest**

The following disclosures of interests were made:

<b>Councillor</b>	<b>Item and Minute</b>	<b>Type and Nature of Disclosure</b>
Councillor P C Smith	CR/2018/0473/FUL - Diamond Point, Fleming Way, Northgate, Crawley (Minute 4)	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District.
Councillor P C Smith	CR/2018/0713/NCC - Former TSB Trustcard, County Oak Way (Minute 6)	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District.

**2. Lobbying Declarations**

No lobbying declarations were made.

**3. Minutes**

The minutes of the meeting of the Planning Committee held on 20 November 2018 were approved as a correct record and signed by the Chair.

**4. Planning Application CR/2018/0473/FUL - Diamond Point, Fleming Way, Northgate, Crawley**

The Committee considered report PES/288 (a) of the Head of Economy and Planning which proposed as follows:

Change of use from B1 to Sui-Generis to provide a flight training facility with the addition of a mezzanine floor, external plant rooms, sprinkler tank and additional 43 car parking spaces including 12 disabled car parking spaces and 52 cycle spaces in lieu of HGV parking bays.

Councillors P C Smith and Tarrant declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application. Whilst a Member sought confirmation of the consultation zone in terms of the Health and Safety Executive, the Committee indicated its support for the proposals, and considered that the development would be a complementary addition to the Manor Royal Business Area.

**RESOLVED**

**Permit**, subject to:

- (i) The completion of a S106 Agreement to secure the Manor Royal contribution set out in para 5.17 of report PES/288 (a).
- (ii) The conditions set out in that report.

**5. Planning Application CR/2018/0675/FUL - 1 & 4-7 Gales Place, Three Bridges, Crawley**

The Committee considered report PES/288 (b) of the Head of Economy and Planning which proposed as follows:

Replacement of existing south and part east boundary fencing (1.75m high close boarded timber panel/trellis with 1.83m concrete posts) with new 2.0m high timber panel/trellis fencing and concrete posts and replacement of three existing timber gates to serve Nos 5, 6 & 7 Gales Place ( revised description).

Councillors B J Burgess, Jaggard, Stone, and Tarrant declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application.

The Committee then considered the application. In response to issues raised the Principal Planning Officer:

- Confirmed that the road serving the dwellings (Gales Place) ran through the centre of the site - west to east, leading to Three Bridges First School. To the south was School Path that ran from the eastern corner of the parade of shops to North Road. This path provided the pedestrian access route to the school.



- Explained that whilst the fencing would be higher than the existing boundary treatment, it would be comparable to permitted development limits of a maximum of 2m in height and so would not be an unusual or incongruous feature. It was not considered that this additional height would have an adverse impact on the street scene and the character and surroundings of school Path.
- Explained further that there was a street light located on the path, and with additional lighting from the housing adjacent to the path, there should not be any harmful loss of light to that path.
- Advised that the approved existing fencing for the development was, by condition, 1.8m high and so to vary it required planning permission.
- Commented that the increased height of the fencing panels would provide a more solid boundary up to 1.78m high, but with the trellis element on the top, the overall impact would be softened.
- Reiterated that the proposed fencing would address privacy and security issues raised by the occupants of this development

## **RESOLVED**

**Grant**, subject to the conditions set out in report PES/288 (b)

### **6. Planning Application CR/2018/0713/NCC - Former TSB Trustcard, County Oak Way**

The Committee considered report PES/288 (c) of the Head of Economy and Planning which proposed as follows:

Variation of Condition 2 (approved plans) to increase external racking storage to the rear of the unit to improve health and safety conditions and Condition 5 (parking spaces/turning facilities) for improvements to site traffic to alleviate confusion and manage traffic flow more safely, pursuant to CR/2015/0397/FUL for external alterations and change of use from business (B1) to a storage and distribution use (B8) with ancillary trade counter and showroom for the display, sale and storage of building supplies with car parking, servicing and associated works.

Councillor P C Smith declared he had visited the site.

The Principal Planning Officer provided a verbal summation of the application.

The Committee then considered the application.

## **RESOLVED**

**Permit**, subject to the conditions set out in report PES/288 (c).

### **7. Planning Application CR/2018/0862/TPO - 18 Selham Close, Ifield, Crawley**

The Committee considered report PES/288 (e) of the Head of Economy and Planning which proposed as follows:

T1 Oak - remove tree, infected with Ganderma Resinaceum for safety reasons.

Councillor Thomas declared he had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application. In response to issues raised, the Group Manager:

- Explained that due to the proximity of this tree to the recently permitted side and rear extension to 18 Selham Close (ref: CR/2018/0594/FUL), it would be preferable that the replacement tree should be a low water demand species such as a Tulip tree.
- Advised that no concerns had been raised regarding the health of other oak trees in the same vicinity.

### **RESOLVED**

**Consent**, subject to:

- (i) The conditions set out in report PES/288 (e)
- (ii) The decision being delegated back to the Head of Economy and Planning on expiry of the consultation period (20 December 2018) to issue the decision on the 21<sup>st</sup> December 2018.

### **Closure of Meeting**

With the business of the Planning Committee concluded, the Chair took this opportunity to wish all Members of the Committee a merry Christmas and a happy New Year, and declared the meeting closed at 8.06 pm

**Chair**

## Crawley Borough Council

### Minutes of Overview and Scrutiny Commission

Monday, 7 January 2019 at 7.00 pm

**Councillors Present:**

C A Cheshire (Chair)

T G Belben (Vice-Chair)

M L Ayling, R G Burgess, D Crow, I T Irvine, R A Lanzer, S Malik, A Pendlington and K Sudan

**Also in Attendance:**

Councillor C J Mullins, A C Skudder, P C Smith and M A Stone

Dave Watmore, General Manager – Hawth (Parkwood Community Leisure)

**Officers Present:**

Paul Baker	Senior Leisure Officer
Ian Duke	Deputy Chief Executive
Heather Girling	Democratic Services Officer
Simon Jones	Head of Digital and Transformation
Graham Rowe	Partnership Services Manager
Nigel Sheehan	Head of Projects and Commercial Services

**Apologies for Absence:**

Councillor F Guidera and L Willcock

Absent:

Councillor M W Pickett

**Minute's Silence**

The Commission observed one minute's silence in memory of former Councillor Rianna Humble who sadly passed away recently.

**1. Disclosures of Interest and Whipping Declarations**

No disclosures or whipping of interests were made.

**2. Minutes**

The minutes of the meeting of the Commission held on 19 November 2018 were approved as a correct record and signed by the Chair.

**3. Public Question Time**

No questions from the public were asked.

**4. Update on The Hawth Management Contract**

Members received a presentation from Parkwood Theatres and officers on the Hawth Theatre, which celebrated 30 years of operation in 2018. The update also included information on the changes that Parkwood Theatres had focused on recently, which included:

- Over 5 million tickets had been sold since 1998 and the Hawth recognised the importance and responsibility of a changing arts industry.
- Various acts had increased over the years particularly ‘screen to stage’, live music tribute acts and local community group use.
- New customers have been attracted to the venue through participation in classes and attendance to the dance studio and the Loft.
- The involvement in the youth theatre assisted in professional development and provides links to secondary schools, together with theatre technical apprentices and performances.
- It was paramount that the Hawth continues to provide the opportunities that are the heart of the Hawth’s vision to engage, inspire and entertain.

Members held a question and answer session. The key issues raised and the responses included:

- Confirmation provided regarding the additional ICT software available within the bookings system to deal with high demand of ticket sales.
- Support for the youth theatre productions together with the dance studio events, particularly increasing the attendance of local children and improving wellbeing.
- Clarity provided on the promotion of events together with the distribution of brochures.
- Confirmation that some genres were less popular within the Hawth’s programme.
- Support for the accessibility currently provided at the venue however it was noted that further work could always be achieved.
- Confirmation that the current operating arrangements were providing a saving to the council. Recognition that the contract comes to an end in February 2022 and it would be important to improve the financial sustainability whilst addressing the best procurement options for the council. A number of options could be considered to assess the potential value of the service and it was felt beneficial to establish a Members’ Working Group prior to the procurement phase.

**RESOLVED**

That the Overview and Scrutiny Commission thanked Parkwood Theatres and officers for the informative discussion that had ensued.

## **5. Discussion on the Resources Portfolio**

The Commission received an update regarding the Resources Portfolio and questioned Councillor Skudder on a variety of issues.

The following topics were discussed:

- With references made to moving to 'paperless' working, Councillor Skudder acknowledged that the default was to be 'paperless'. It was the intention to lead by example as it was hoped to move to 'less paper' in the future. There was not a specific date but the improved technology would make the transition easier.
- There was support for further ideas to be developed on the 'Fostering Interest in Local Government' item on the Cabinet Member's portfolio, particularly around resident engagement, liaison with young people with specific reference to the Junior Citizen event.
- Clarity sought and obtained regarding shared service provision and the extent of services provided.
- Confirmation obtained with regards to customer services and the promotion of alternative methods including channel shift.
- Information sought as to the Corporate Equality Statement and the approval process.
- It was acknowledged that different approaches to Members' training may increase attendance. A new training needs assessment in May 2019 could prove advantageous, along with the need to review the Member Induction programme.

### **RESOLVED**

That the Overview and Scrutiny Commission thanked Councillor Skudder for attending and for the informative discussion that had ensued.

## **6. ICT Service Update Report**

The Commission considered report [DAT/01](#) with the Cabinet Member for Resources, Deputy Chief Executive and the Head of Digital and Transformation.

The Commission last received an ICT Service update in 2015, and this predominately focused on the web and digital services programme. Under the Scrutiny Procedure Rules, it was requested that an update report be provided to the Overview and Scrutiny Commission on the management, delivery and development of the ICT programme, Transformation programme, together with future service provision. It provided further information as to the current ICT projects, improvements that had been made to the delivery of services together with reassurance that work was progressing to address concerns raised.

The ICT Work Programme had been developed encompassing the following streams:

1. Getting the basics right
2. Helpdesk Review
3. Service Focused
4. Digital Web and Self Service
5. New Town Hall

Workshops were scheduled to develop this initial view into a comprehensive programme of work that incorporated all of the projects, with timelines, costs and dependencies mapped; this would bring the Transformation Programme, New Town Hall and all other enabling digital projects together.

Progress had been made in several areas, including the construction of a Kanban board to provide a clear visual sense of the scale of the work that needed completing. It

showed the seventy projects currently identified, broken down by size of project and stage they have reached.

It was highlighted that the level of complexity should not be underestimated and it would likely take some time. Project Management resources were also needed to manage this effectively and funding was being sought to support this.

Additional governance structures had been implemented to provide management, gateways, oversight and assurance to the ICT Programme. These included a refreshed IT Board, Transformation Board and the Corporate Governance and Assurance Group (CPAG).

Members' main comments included:

- Confirmation as to the services integrated within the 'myCrawley' portal, together with those to be included in future phases.
- Explanation provided as to some of the security features deployed within the council network.
- Acknowledgement that technology was only part of the picture and the council needed to work in a flexible and responsive way, complementing the other wider elements of the Transformation programme, such as culture, space and HR processes.
- Appreciation that the ICT work was planned to restore structure, create clear strategies and plans, implement governance, thus ensuring confidence that the team would rise to the challenges faced over the coming months and beyond.

## **RESOLVED**

That the contents of the report be noted and that the Cabinet Member and officers consider the comments. The Chair thanked the Cabinet Member and officers for their contribution and attendance at the Commission.

## **7. Exempt Information – Exclusion of the Public**

### **RESOLVED**

That in accordance with Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraph specified against the item.

## **8. Data Centre Migration Project**

(Exempt - Paragraphs 1 & 2 – Information relating to any individual and Information which is likely to reveal the identity of an individual.

The Commission considered report DCE/04 of the Deputy Chief Executive.

During the discussion, the following comments were made:

- Support and appreciation for the full and candid report.
- Acknowledgement that the following were contributing factors for weakness and failure of the project in part:
  - Lack of appropriate controls, gateways and project management.
  - Insufficient governance surrounding the project.
  - Unanticipated technical issued affecting delivery, causing significant delay and additional cost.

- Lack of specialist IT oversight for a substantial period.
- In terms of accountability, there was no single point of failure rather a series of decisions which created the conditions that directly contributed to the failing of this project.
- Recognition that training was provided to ensure that the procurement code and advice were followed with regards to projects and recruitment.
- Acknowledgement that there were corporate financial controls in place and that the council manages projects very well. The failures specified within the report were specific to the IT division.
- Appreciation that issues have been addressed in terms of the reintroduction of senior management specialist knowledge of ICT, review of project and programme management and the IT Board together with the establishment of the Corporate Project Assurance Group (CPAG).
- It was highlighted the need to ensure that IT projects were subject to the same scrutiny processes that would apply to projects within other parts of the council.
- Recognition that the completion of the project was on track to be completed by February 2019. Once complete, the Audit Committee (at its meetings in 2018) had requested that an independent Post Implementation Review take place, and work was underway to commission this. The Post Implementation Review would seek to provide assurance, such as whether the project remained in its original scope, was within budget, delivered on time and to provide an opinion on some of the governance aspects of the project. The Post Implementation Review would also include an assessment of whether the project had achieved its stated objectives, was successful in terms of functionality and performance and whether it had achieved value for money. It would also review the way in which the migration was planned, tested and signed off as complete.

## **RESOLVED**

That the contents of the report be noted and that the Cabinet Member and officers consider the Commission's comments. The Chair thanked the Cabinet Member and officers for their contribution and attendance at the Commission.

## **Re-Admission of the Public**

Following the end of the Part B item the meeting continued for consideration of business in public session.

## **9. Health and Adult Social Care Select Committee (HASC)**

An update was provided from the most recent HASC meeting. Items of discussion included:

- Workshop had taken place in late 2018 where teenage pregnancy rates had been discussed. Overall rates were had decreased, however abortion rates within Crawley had risen.
- The decision regarding the current housing related support contracts would be extended to the end of September 2019. It was felt that the timescales proposed by the County Council were challenging and unrealistic and consequently a 12 month extension to contracts were sought.

## **10. Forward Plan - and Provisional List of Reports for the Commission's following Meetings**

The Commission confirmed the following reports:

**4 February 2019**

- Budget and Council Tax 2019-2020
- Treasury Management Strategy 2019/20
- Capital Strategy 2019/2020
- Allocating Monies Collected Through Community Infrastructure Levy – Infrastructure Business Plan 2019/20
- Statement of Licensing Policy

**11 March 2019**

- Employment & Skills Plan Update
- Social Mobility Scrutiny Panel Final Report

**Closure of Meeting**

With the business of the Overview and Scrutiny Commission concluded, the Chair declared the meeting closed at 10.30 pm

**C A Cheshire  
(Chair)**



Crawley Borough Council

**Minutes of Planning Committee**

Monday, 21 January 2019 at 7.30 pm

**Councillors Present:**

I T Irvine (Chair)

R S Fiveash (Vice-Chair)

M L Ayling, A Belben, N J Boxall, B J Burgess, S Malik, T Rana, P C Smith, M A Stone, K Sudan, J Tarrant, G Thomas and L Vitler

**Also in Attendance:**

Councillor B J Quinn

**Officers Present:**

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Valerie Cheesman	Principal Planning Officer
Clem Smith	Head of Economy and Planning
Hamish Walke	Principal Planning Officer

**Apologies for Absence:**

Councillor K L Jaggard

**1. Disclosures of Interest**

No disclosures of interests were made.

**2. Lobbying Declarations**

The following lobbying declarations were made by Councillors:-

Councillor Vitler had been lobbied regarding application CR/2016/0083/ARM.

Councillor Irvine had been lobbied regarding application CR/2018/0778/FUL.

**3. Minutes**

The minutes of the meeting of the Planning Committee held on 17 December 2018 were approved as a correct record and signed by the Chair.

**4. Planning Application CR/2018/0778/FUL - 44 Jersey Road, Broadfield, Crawley**

The Committee considered report PES/289 (c) of the Head of Economy and Planning which proposed as follows:

Erection of a conservatory to the front and side of property.

Councillors A Belben, Boxall and Fiveash declared they had visited the site.

The Principal Planning Officer (HW) provided a verbal summation of the application.

Councillor Quinn (Ward Councillor for Broadfield North) took this opportunity to introduce the Committee to Miss Catherine Abernethy (the Applicant). Miss Abernethy then addressed the meeting in support of the application.

The Committee then considered the application. Members acknowledged the difficulties in extending the living area of this 'back-to-back' property, but considered that the proposed front extension, by virtue of its positioning, scale and design would be an incongruous addition to the front elevation of the dwelling, and would detrimentally impact the appearance of the dwelling, the properties in the immediate vicinity and the general streetscene of Jersey Road. It was confirmed that the proposals were contrary to Policies CH2 and CH3 of the Local Plan, the guidance contained within the Urban Design SPD and the NPPF (2018).

**RESOLVED**

**Refuse**, for the reasons listed in report PES/289 (c)

**5. Planning Application CR/2018/0400/FUL - 7-15 Kelvin Lane, Northgate, Crawley**

Demolition of existing unit and redevelopment of the site to provide a modern employment unit of 3,255 sq m (GIA) for flexible employment purposes within use classes B1c/B2/B8 with ancillary offices, car parking, landscaping, service yard areas and ancillary uses as well as associated external works.

Since the publication of the agenda for this meeting, the Committee had been advised that this application had been withdrawn by the Applicant.

**6. Planning Application CR/2016/0083/ARM - Phase 2C, Forge Wood (North East Sector), Crawley**

The Committee considered report PES/289 (a) of the Head of Economy and Planning which proposed as follows:

Approval of reserved matters for Phase 2c for the erection of 249 dwellings, car parking including garages, internal access roads, footpaths, parking and circulation area, hard and soft landscaping and other associated infrastructure and engineering works (revised description and amended plans received).

Councillors Stone and Sudan declared they had visited the site.

The Principal Planning Officer (VC) provided a verbal summation of the application. The Officer advised that the application had been the subject of a number of substantial revisions since its initial submission, and relevant re-consultation had taken place. Although the report reflected comments received from a good number of consultees, it had not been possible to conclude this process prior to the report's publication. With this in mind, and with some rewording or additional Conditions involved, the Committee received updates as follows:-

- Updated amended plans / drawings for soft landscaping now reflected the comments of GAL Aerodrome Safeguarding in seeking to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of Gatwick Airport through the attraction of birds. A condition was recommended to cover this aspect.
- WSCC have commented that the principle of the proposed layout for carriageways and footways was acceptable. In relation to surfacing materials and detailing, WSCC have further commented that these were acceptable in principle, and that these and other detailed constructional matters would all be dealt with as part of the adoption agreement process for highways. WSCC have confirmed that The Parking Strategy Statement as submitted reflected the standards set out in the Urban Design SPD. In terms of the suggested parking condition, this had already been approved as part the outline planning permission.
- The matter of cycle storage had been the subject of a number of discussions regarding the number of spaces, design and location of the cycle stores. Revised plans had recently been submitted, and the Crawley Cycle and Walking Forum had since agreed that cycle storage would be best dealt with by condition.
- Comments by the CBC Refuse and Recycling Team regarding capacity of storage and layout points had since been addressed. A request for dropped kerbs for easier access purposes was now covered by condition (Condition 5).
- It was confirmed that Condition 5, which applied to both bin and cycle storage, would remain as currently drafted.
- In terms of surface water drainage, the Crawley Borough Council's Drainage Officer had confirmed that amended details and calculations were acceptable.
- Further comments had been received on behalf of the Crawley Goods Yard Operators which, as requested in those comments, was read out to the Committee. Those comments referred in particular to the Section 106 Agreement, including that: "The application is only considered acceptable if it is approved with all conditions as proposed and critically subject to the S106 Agreement the terms of which are detailed in brief in the Committee Report."
- With further regard to noise mitigation, discussions on the Section 106 Agreement were now well advanced. The Agreement would ensure that mitigation blocks (the employment building and flat barrier) were completed prior to the occupation of dwellings affected by noise from the railway and the Crawley Goods Yard.
- The Principal Planning Officer further clarified Paragraph 6.5 of the report by emphasising that with the exception of some specific dwellings in the north-east corner of Phase 2C (due to their distance from the railway and Crawley Goods Yard), the Section 106 Agreement would apply to all dwellings both in Phase 2C and Phase 2B. The Section 106 Agreement would reflect this detailed position, and the Crawley Goods Yard had been advised accordingly.
- With regard to paragraph 5.16 of the report, a condition to require the submission of the architectural details of the Juliette balconies was no longer required as the appropriate details had now been received.

- Updated conditions to reflect revised plan / drawing numbers are as set below (in italics):-

Condition 7 *tree protection*

*No development, including site works of any description shall take place on the site unless and until all the trees/bushes/hedges to be retained on the site have been protected in accordance with the Tree Protection Plan 7827KC/Ph2C/YTREE/TPP01 Rev C and in accordance with measures in the submitted Arboricultural Impact Assessment ref 7827/KC/XX/YTREE/Rev A. Within the areas thereby fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any roots with a diameter of 25mm or more shall be left un-severed*

*REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.*

Condition 9 *soft landscaping*

*All landscaping works shall be carried out in accordance with the approved soft landscaping specification scheme (667/204 Rev G; 667/205 Rev G; 667/206 Rev G). No alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.*

*REASON: In the interests of visual amenity and because the scheme has been designed to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of Gatwick Airport through the attraction of birds.*

Condition 10 *hard landscaping*

*The hard landscaping works shall be carried out in accordance with the approved hard landscaping details shown on plans 667/207 Rev H; 667/208 Rev H; 667/209 Rev H. No alterations to these landscaping details are to take place unless submitted to and approved in writing by the Local Planning Authority.*

*REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.*

Laura Humphries (the Agent for the application) addressed the meeting in support of the application.

The Committee then considered the application. In response to issues raised the Principal Planning Officer:

- Confirmed that the garden sizes for some houses were not fully in accordance with the outdoor space standards, with the largest number of those dwellings being affordable. However, this application had been the subject of various revisions, which each time included further improvements made to the sizes and shapes of the gardens, and in particular to those of the affordable housing units. As a result the garden sizes had significantly improved from the original submission.

- Emphasised that in terms of seeking to reach 100% compliance with garden sizes for dwellings generally, there were particular constraints that applied to this site, such as the need to set dwellings away from the railway line and Goods Yard (for noise mitigation purposes), which meant that it had not been possible to achieve further revisions.
- Considered that overall when assessing the application as a whole, and having regard to the delivery of the neighbourhood as a package, the significant areas of open space and landscaping, and also taking into account that garden sizes were set out as guidance not policy, it was felt that the development would have an appropriate level of amenity space generally.
- Confirmed that the reference in the report to a two runway airport related to the safeguarding position and the area of land where in principle dwellings would be unacceptable due to future aircraft noise levels. The application site did not lie within this area, so dwellings here were acceptable in principle but noise mitigation was required.
- Explained that the report's use of the word "discount" when referring to some of the proposed affordable dwellings, was a reference to those units that would be offered for shared ownership at a discounted rate.
- Indicated that the Highways Authority would be adopting the majority of roads within the site, including some cul de sacs, and that this would be dealt with as part of the highways adoption agreement process, as would matters in relation to surfacing materials.
- Reiterated that in terms of surface water drainage, the Crawley Borough Council's Drainage Officer had confirmed that he was satisfied with the amended details and calculations.
- Confirmed that whilst the Environmental Health Officer had made comments suggesting the need for sealed windows to open living spaces that overlooked the railway line and Crawley Goods Yard, subsequent changes in layout had meant that there were now no such rooms that overlooked the railway line and Yard areas. There were windows to the communal staircases, hallways and some bathrooms that overlooked the railway line and Yard premises but as these were not living spaces they could be openable windows.

The Committee continued to consider the application information.

## **RESOLVED**

**Approve**, subject to:

- (i) The completion of a Section 106 Agreement as referred to in paragraph 6.5 of report PES/289 (a) and as clarified above.
- (ii) The imposition of the conditions and informatives as set out in that report, and the updated conditions above.

## **Closure of Meeting**

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.23 pm

**Chair**

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Crawley Borough Council

**Minutes of Overview and Scrutiny Commission**

Monday, 4 February 2019 at 7.00 pm

**Councillors Present:**

C A Cheshire (Chair)

T G Belben (Vice-Chair)

M L Ayling, R G Burgess, D Crow, F Guidera, I T Irvine, R A Lanzer, S Malik,  
A Pendlington, M W Pickett, K Sudan and L Willcock

**Also in Attendance:**

Councillor R S Fiveash, K L Jaggard, P K Lamb, P C Smith and G Thomas

**Officers Present:**

Tony Baldock	Environmental Health Manager
Ian Duke	Deputy Chief Executive
Heather Girling	Democratic Services Officer
Karen Hayes	Head of Corporate Finance
Kareen Plympton	Health, Safety and Licensing Team Leader
Clem Smith	Head of Economy and Planning
Mandy Smith	Regeneration Programme Officer
Paul Windust	Chief Accountant
John Woodhouse	Senior Finance Business Partner

**1. Update on the Closure of Crawley's Crown Post Office**

At the Full Council meeting on 12 December 2018, the Council considered a notice of motion on the closure of Crawley's Crown Post Office. It called on the Overview and Scrutiny Committee to scrutinise the issue. The Chair updated the Commission that a letter had been issued to representatives of the Post Office requesting their attendance at the meeting of the Commission in March. Whilst some Members felt delegates from WHSmith should also be invited to attend, the majority of the Commission felt that the consultation and decision notice was coordinated by Post Office Ltd. Consequently attendance by Post Office key stakeholders would be important and beneficial to gain an understanding of the impact of the changes and further insight into the decision. An update would be provided at the Commission's next meeting.

**2. Disclosures of Interest and Whipping Declarations**

The following disclosures were made:

<b>Councillor</b>	<b>Item and Minute</b>	<b>Type and Nature of Disclosure</b>
Councillor R A Lanzer	Allocating Monies Collected Through Community Infrastructure Levy – Infrastructure Business Plan 2019/20 (Minute 8)	Personal Interest – Member of WSCC
Councillor S Malik	Impact and Implementation of the Deregulation Act 2015 (Minute 10)	Personal Interest – Hackney Carriage and Private Hire Driver
Councillor R A Lanzer	Cabinet Member Discussion with the Cabinet Member for Environmental Services and Sustainability (Minute 11)	Personal Interest – Member of WSCC

**3. Minutes**

The minutes of the meeting of the Commission held on 7 January 2019 were approved as a correct record and signed by the Chair, subject to an amendment in relation to item 4 (Update on The Hawth Management Contract). It had been confirmed that Opera North secured Arts Council funding in the past but only for specific projects not standard performances taking place in Crawley.

**4. Public Question Time**

No questions from the public were asked.

**5. 2019/20 Budget and Council Tax**

The Commission considered report FIN/462 with the Leader of the Council, Head of Corporate Finance and the Chief Accountant. The Council has a statutory responsibility to set a Council Tax and Budget in advance of the commencement of the new financial year. The Council Tax has to be set by 11 March, each year. During 2018 the Council continued to review its spending plans and considered options to amend spending to meet new priorities.

During the discussion, the following points were expressed:

- Confirmation that the report set out proposed growth elements and capital programme schemes, along with efficiencies, savings, latest investment interest projections and additional income being proposed.
- Appreciation that the Budget Strategy 2019/20-2023/24 had taken on board the Commission’s recommendation that prioritisation should not preclude the initial consideration of capital projects that could deliver social value.

**RESOLVED**

That the Commission supported the recommendations to the Cabinet.



**6. Treasury Management Strategy 2019/2020**

The Commission considered report FIN/464 of the Head of Corporate Finance on the Treasury Management Strategy for 2019/2020 which the Council was required to approve before the start of the financial year in accordance with the CIPFA Code of Practice for Treasury Management and the Council's financial regulations.

During the discussion with the Leader of the Council, Head of Corporate Finance and Chief Accountant, Councillors made the following comments:

- Confirmation that the policy of investing according to the principles of security, liquidity, yield and ethical remains.
- Acknowledgement that there had been a great deal of uncertainty within the economy.
- Recognition that diversifying into property can be worthwhile in terms of investment. However there was an acknowledgement that there may be a need to be more creative in the future.

**RESOLVED**

That the Commission agreed to support the recommendations to the Cabinet.

**7. Capital Strategy 2019/2020**

The Commission considered report FIN/467 of the Head of Corporate Finance on the Capital Strategy for 2019/2020, which forms part of the Council's integrated revenue, capital and balance sheet planning. In order to demonstrate that the Council takes capital expenditure and investment decisions in line with service objectives and properly takes account of stewardship, value for money, prudence, sustainability and affordability, the Council should have in place a capital strategy that sets out the long-term context in which capital expenditure and investment decisions are made and gives due consideration to both risk and reward and impact on the achievement of priority outcomes.

During the discussion with the Leader of the Council, Head of Corporate Finance and Chief Accountant, the following points were expressed:

- CIPFA now requires all local authorities to prepare a new Capital Strategy which sets out how the council will manage the investment and financing of capital resources.
- Support for the work undertaken to compile the Capital Strategy report.
- Commission Members commended officers from the Finance Team for their continued excellent work.

**RESOLVED**

That the Commission agreed to support the recommendations to the Cabinet.

**8. Allocating Monies Collected Through Community Infrastructure Levy - Infrastructure Business Plan 2019/20**

The Commission considered report PES/302 of the Head of Economy and Planning. The report sought approval for the Community Infrastructure Levy Infrastructure Business Plan 2019/20 and to further extend the Crowdfunding pilot.

During the discussion with the Cabinet Member for Planning and Economic Development, Head of Economy and Planning and the Regeneration Programme Officer, Councillors made the following comments:

- Support for the Crowdfunding platform, however it was recommended that an equivalent offline version should be made available to maximise use.
- Acknowledgement that liaison took place with Community Development together with local organisations to assist in capacity building and promotion of the scheme.
- Commission Members were pleased to hear that the Spacehive template was being reviewed in light of feedback.
- It was recommended that training took place to assist in gaining an understanding of the scheme.
- Clarity provided regarding eligibility criteria and scoring.

## **RESOLVED**

That the Commission agreed to support the recommendations to the Cabinet.

### **9. Review of Statement of Licensing Policy made under the Licensing Act 2003**

The Commission considered report HCS/08 of the Head of Community Services. The report sought approval for the Statement of Licensing Policy for the next five years.

During the discussion with the Cabinet Member for Environmental Services and Sustainability and the Environmental Health Manager, the following points were expressed:

- Confirmation that the only response received following the consultation on the proposed draft policy was from Public Health at WSCC.
- Support for a Cumulative Impact Policy to be considered next year. Confirmation that this would need to be evidence based in partnership with Public Health, where there is data that the concentration of licensed premises in an area (or town) is negatively impacting on the licensing objectives.
- Acknowledgement that the Public Space Protection Order had been successful in various areas of the town.
- Confirmation provided regarding film classification and licensing.

## **RESOLVED**

That the Commission agreed to support the recommendations to the Cabinet.

### **10. Impact and implementation of the Deregulation Act 2015**

The Commission considered report HCS/11 with the Cabinet Member for Environmental Services and Sustainability and Environmental Health Manager.

Under the Scrutiny Procedure Rules, it was requested that an update report be provided to the Overview and Scrutiny Commission on the management and delivery of the Deregulation Act with regards to taxi licensing. The report outlined the information available together with the actions being undertaken at a national level plus the legislation currently being progressed through Parliament and provided reassurance that work was progressing to address concerns raised.

During the discussion, the following points were expressed:

- Confirmation provided regarding the Task and Finish Group on Taxi and Private Hire Vehicle Licensing together with the Licensing of Taxis and Private Hire

Vehicles (Safeguarding and Road Safety) Bill 2017-19 which is currently going through Parliament.

- Other authorities who issue licences to the trade may have different standards to those in place in Crawley. This may mean that vehicles may not be up to locally adopted high standards with regards to quality or public safety controls.
- Clarification provided regarding the private hire vehicle operators at Gatwick Airport.
- Support for the current high standards adopted locally within Crawley, with particular reference to the livery. It was noted that a decline in standards could affect public safety.
- Clarification provided with regards to the current subcontracted bookings process together with the Government's proposed amendment to the legislation.

## **RESOLVED**

That the contents of the report be noted. The Chair thanked the Cabinet Member and Environmental Health Manager for their contribution and attendance at the Commission.

### **11. Cabinet Member Discussion with the Cabinet Member for Environmental Services and Sustainability**

The Commission noted the update given by Councillor Thomas and questioned him on a variety of issues relating to his portfolio.

The following topics were discussed:

- With references made to the membership of outside bodies and in particular the Patrol Adjudication Committee (Parking and Traffic Regulations Outside London), it was noted the Council had not appeared to have submitted annual reports to PATROL recently (along with many other local authorities). It may be beneficial to follow up for a later submission.
- Concerns raised regarding the amount of cigarette ends and chewing gum in Queens Square, along with the litter outside cafeterias. It was acknowledged that Community Wardens cover the town centre, along with the Central Patch Team. Confirmation would take place surrounding the requirements of the cafeterias in the Square.
- Discussions took place around the current air quality within the town. Members were reminded about the Air Quality Management Plan already in existence.
- Concerns were expressed about the collection rates of the dog bins within the borough.
- Recognition that the waste and recycling contract was due for renewal in 2021 and it would be important to consider a number of options.
- Discussion took place on how to increase Crawley's recycling rates but welcomed news that Crawley has 12<sup>th</sup> best figures in England for low waste production.
- Support for encouraging the promotion of cycling and walking. It would be beneficial to "legitimise" footpath cycling similar to those already taken place as shared footpaths in areas of the town and along coastal resort promenades.

## **RESOLVED**

That the Overview and Scrutiny Commission thanked Councillor Thomas for attending and for the informative discussion that had ensued.

**12. Health and Adult Social Care Select Committee (HASC)**

Councillor Belben was unable to attend the [HASC](#) meeting on 16 January 2019. The agenda and minutes feature on the [HASC](#) website.

**13. Forward Plan - and Provisional List of Reports for the Commission's following Meetings**

The Commission confirmed the following reports:

**11 March 2019**

- Employment and Skills Plan Update
- Social Mobility Scrutiny Panel Final Report

**Closure of Meeting**

With the business of the Overview and Scrutiny Commission concluded, the Chair declared the meeting closed at 9.23 pm

C A Cheshire  
**Chair**

## Crawley Borough Council

### Minutes of Cabinet

Wednesday, 6 February 2019 at 7.30 pm

#### Councillors Present:

P K Lamb (Chair)	Leader of the Council
M G Jones	Cabinet Member for Housing
A C Skudder	Cabinet Member for Resources
B A Smith	Cabinet Member for Public Protection and Community Engagement
P C Smith	Cabinet Member for Planning and Economic Development and Deputy Leader
G Thomas	Cabinet Member for Environmental Services and Sustainability

#### Also in Attendance:

Councillor C A Cheshire and D Crow

#### Officers Present:

Natalie Brahma-Pearl	Chief Executive
Kevin Carr	Legal Services Manager
Karen Hayes	Head of Corporate Finance
Chris Pedlow	Democratic Services Manager
Clem Smith	Head of Economy and Planning

#### Apologies for Absence:

Councillor C J Mullins

#### 1. Disclosures of Interest

No disclosures of interests were made.

#### 2. Minutes

The minutes of the meeting of the Cabinet held on 21 November 2018 were approved as a correct record and signed by the Leader.

#### 3. Public Question Time

There were no questions from the public.

**4. Matters referred to the Cabinet and Report from the Chair of the Overview and Scrutiny Commission**

It was confirmed that no matters had been referred to the Cabinet for further consideration.

**5. 2019/20 Budget and Council Tax**

The Leader of the Council presented report [FIN/462](#) of the Head of Corporate Finance, which set out the Budget and level of Council Tax for the year 2019/2020. It was noted that the report detailed each of the Revenue, Capital and Housing Revenue Accounts that combine together to formulate 'The Budget'. In proposing the level of Council Tax for the Financial Year 2019-2020, each of those accounts identified had been considered. The proposed Council Tax for 2019/20 be increased by 2.49%, which was one of the lowest in the County. The Leader emphasised that the Budget follows the agreed Budget Strategy including achieving a balanced budget over a 3 year period. However, through the combined proposals it had ensured that the Council had a balanced budget over the one year. It was noted that the budget has a focus on income generation to fund reduction in Grant funding.

The report also sought approval of the Pay Policy Statement for 2019/2020.

The Cabinet noted the Overview and Scrutiny Commission's comments on the report presented by Councillor Cheshire and its comments to the Cabinet following consideration of the matter at its meeting on 4 February 2019.

Councillor Jones also spoke on the report.

**RESOLVED**

**RECOMMENDATION 1**

That the Full Council be RECOMMENDED

- a) to approve the proposed 2019/20 General Fund Budget including savings and growth as set out in section 6 and Appendix 1 and Appendix 2 of report [FIN/462](#),
- b) to approve the proposed 2019/20 Housing Revenue Account Budget as set out in Section 10 and Appendix 3 of report [FIN/462](#),
- c) to approve the 2018/19 to 2021/22 Capital Programme and funding as set out in Paragraph 11.4 of report [FIN/462](#),
- d) to agree that the Council's share of Council Tax for 2019/20 be increased by 2.49% from £198.99 to £203.94 for a band D property as set out in paragraphs 5.5.1 and 13.3 of report [FIN/462](#),
- e) to approve the Pay Policy Statement for 2019/2020 as outlined in paragraph 16.3 and Appendix 6 of report [FIN/462](#).

### **Reasons for the Recommendations**

To provide adequate funding for the proposed level of services and to fulfil the statutory requirement to set a Budget and Council Tax and report on the robustness of estimates.

### **Note by Head of Legal, Democracy and HR**

*The **Notice of Precept** was received from the Police and Crime Commissioner for Sussex and West Sussex County Council following the publication of Full Council agenda for its meeting being held on the 15 February meeting 2018. Those Precept details will be include within the Full Council agenda item 7f and along with and a further recommendation (**Recommendation 2**) will be moved in relation to the 2019/2020 Budget and Council Tax.*

## **6. Treasury Management Strategy 2019/2020**

The Leader of the Council presented report [FIN/464](#) of the Head of Corporate Finance. The strategy covered two main areas, Capital related matters and treasury management issues. It was noted that the Council was required to produce a Treasury Management Strategy.

The Leader stated that the purpose of the report was to show how the Council intends to invest, over long and short terms, the money it holds both in its reserves and collects, to ensure that the Council was making best use of that money. The Council's investment criteria was based on three principles, security, investment and yield in that order. However part of our investment strategy states that we would not invest in unethical investments as shown in section 7.3 of report [FIN/464](#).

It was noted that there were no material changes to the Investment Strategy in Section 7 and Appendix 3 of the report compared with the 2018/2019 Strategy. Also that the report takes into account the revenue and capital implications arising in the 2019/20 Budget and Council Tax report ([FIN/462](#)).

Councillor Cheshire presented the Overview and Scrutiny Commission's comments on the report to the Cabinet following consideration of the matter at its meeting on 4 February 2019. The Commission were pleased with the success with the rate of return that the in-house team were able to achieve on the Council's investments. It also noted that there might be a need in the future for the Council to look beyond the income from property acquisition.

Councillors Skudder and Thomas also spoke on the report and questioned that going forward, could the Council's ethical investment policy be expanded to consider company ecological position. The Leader commented that he would be happy in the future to look at adding such a category to the ethical investment policy.

**RESOLVED**

**RECOMMENDATION 3**

That the Full Council be RECOMMENDED

- a) the Treasury Prudential Indicators and the Minimum Revenue Provision (MRP) Statement contained within Section 5 of report [FIN/464](#);
- b) the Treasury Management Strategy contained within Section 6 of report [FIN/464](#);
- c) the Investment Strategy contained within Section 7, and the detailed criteria included in Appendix 3 of report [FIN/464](#)

**Reasons for the Recommendations**

The Council's financial regulations, in accordance with the CIPFA Code of Practice for Treasury Management, requires a Treasury Management Strategy to be approved for the forthcoming financial year. This report complies with these requirements.

**7. Capital Strategy 2019/2020**

The Leader of the Council presented report FIN/467 of the Head of Corporate Finance. The report was a new requirement and detailed how the Council would manage their investments and financing of capital resources to contribute towards achieving its key objectives and priorities.

Councillor Cheshire presented the Overview and Scrutiny Commission's comments on the report to the Cabinet following consideration of the matter at its meeting on 4 February 2019.

Councillor Thomas also spoke as part of the discussion on the report.

**RESOLVED**

**RECOMMENDATION 4**

That the Full Council be RECOMMENDED to approve the Capital Strategy

**Reasons for the Recommendations**

The Council's financial regulations, in accordance with the CIPFA Code of Practice for Treasury Management, requires a Capital Strategy to be approved for the forthcoming financial year. This report complies with these requirements.

**8. Allocating Monies Collected Through Community Infrastructure Levy - Infrastructure Business Plan 2019/20**



The Cabinet Member for Planning and Economic Development presented report PES/302 of the Head of Economy and Planning, which provided the findings of the first Annual review of Crawley's Community Infrastructure Levy (CIL) Programme. The report set out proposed changes to the Infrastructure Business Plan (IBP), included the removal, following advice from the CCG, of the potential investment in a Bewbush medical centre at Bewbush Pavilion, which was acknowledged by the Cabinet was desperately needed with the impact of Kilnwood Vale. But instead investment to funding two new consultant rooms at both Saxonbrook Medical Centre, Northgate and at Pound Hill Medical Group respectively.

The report also detail the result of the one year pilot Crowdfund Crawley scheme. The scheme had proved to be successful with over £12k worth of funding being provided to community lead schemes/ projects across the Borough and as a result of this it was proposed that the scheme be renewed for a further year.

Councillor Cheshire presented the Overview and Scrutiny Commission's comments on the report to the Cabinet following consideration of the matter at its meeting on 4 February 2019. The Commission commented that they were pleased with the success of the crowdfunding schemes and hoped that a further thought could be made over the potential for some offline applications form for the scheme, rather than just through the Spacehive portal.

Councillors Jones and Skudder all spoke as part of the discussion on the report.

## **RESOLVED**

That Cabinet

- a) approves the proposed revised CIL strategic infrastructure spend priorities presented in the Infrastructure Business Plan (Appendix A) set out in Section 6 to report PES/304, to the end of 2021/22.
- b) notes that the Infrastructure Business Plan, including the funding programme, will continue to be reviewed on an annual basis to take into account any changes in strategic infrastructure priorities and fluctuations in CIL receipts compared to the forecast. The next review is proposed to take place in February 2020.
- c) approves extending the Crowdfund Crawley pilot scheme until the end of March 2020 and for the scheme to be reviewed again in February 2020. 2.2.4. To approve the recommendation to broaden the requirement as to when the Council will consider making a pledge from the Neighbourhood Improvement Fund, to include projects which achieve 10 individual pledges for funding. (See Section 11.7 of report PES/302)
- d) approves the application of the CIL administrative fee, capped at 5% of total receipts per annum. (See section 5.3.1 and Section 7 of report PES/302).

## **Reasons for the Recommendations**

1. By approving the revised CIL Infrastructure Business Plan, it will give clarity as to the projects identified as a priority for delivery using CIL finances and it will also provide a clear audit trail.

2. The extension to the Crowdfund Crawley programme will allow the Council to better evaluate the impact that the programme has had. By broadening the requirement that the Council will consider making a pledge, this should enable individual projects which have struggled to get initial 'buy in' from the general public to gain support, building further confidence in the Crowdfund programme.
3. By approving the application of the CIL administration fee, this will allow the Council to offset administrative expenses incurred by the Council due to its role in the collection, management and distribution of CIL.

**9. Review of Statement of Licensing Policy made under the Licensing Act 2003**

The Cabinet Member for Environmental Services and Sustainability presented report [HCS/08](#) of the Head of Community Services which sought approval for the Statement of Licensing Policy 2019-2024. The Cabinet were informed that under the Licensing Act 2003, the Council as the Licensing Authority was required to determine and publish a 'Statement of its Licensing Policy' at least once every five years. The only proposed changes to the previous policy related to legislation changes.

As part of the statutory process for reviewing the policy, a 12 week period consultation was held, however there was only one response, that being from WSCC's Public Health Team. Their comments over the need to highlighting the effects of alcohol on individuals' behaviour and the long term damage of drinking, had been incorporated as the part of the Alcohol and Health foreword to the policy.

The proposed Statement of Licensing Policy for 2019-2024, was set out in Appendix B to report [HCS/08](#), and it had regard to the Section 182 Guidance issued by the Secretary of State.

Councillor Cheshire presented the Overview and Scrutiny Commission's comments on the report to the Cabinet following consideration of the matter at its meeting on 4 February 2019. The Commission raised some concerns whether there was a need within the Town for a Cumulative Impact Policy, over the number of premises that could serve alcohol.

Councillors Skudder and B. Smith spoke as part of the discussion on the report.

**RESOLVED**

**RECOMMENDATION 5**

That the Full Council be RECOMMENDED to approves and adopts the proposed revised Statement of Licensing Policy 2019-2024 made under the Licensing Act 2003 (Appendix B to report [HCS/08](#)).

**Reasons for the Recommendations**

To agree and develop the proposed strategy to discharge the Council's role in its capacity of Licensing Authority for the 5 year period 2019–2024

**10. 2018/2019 Budget Monitoring - Quarter 3**

The Leader of the Council presented report FIN/466 of the Head of Corporate Finance to the Cabinet which provided a summary of the Council's actual Revenue and Capital spending up to the 3<sup>rd</sup> Quarter ending December 2018. It identified the main variations from the approved spending levels and any potential impact on future budgets.

**RESOLVED**

That Cabinet

- a) notes the projected outturn for the year 2018/2019 as summarised in report FIN/466.
- b) approves additional capital budgets funded from the existing business rates pool and S106 as identified in paragraphs 8.2 and 8.3 of report FIN/466.

**Reasons for the Recommendations**

To report to Members on the projected outturn for the year compared to the approved budget.

**Closure of Meeting**

With the business of the Cabinet concluded, the Chair declared the meeting closed at 7.55 pm

P K LAMB  
Chair

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## 2019/20 COUNCIL TAX RESOLUTION (Recommendation 2)

### 1 BACKGROUND

- 1.1 The Localism Act 2011 has made significant changes to the Local Government Finance Act 1992, and now requires the billing authority to calculate a Council Tax requirement for the year, not its budget requirement as previously.
- 1.2 Since the meeting of the Cabinet the precept levels of other precepting bodies have been received. These are detailed below.

### 2 PROPOSALS

#### 2.1 Crawley Borough Council

The Crawley Borough Council Precept for 2019/20 totals £7,182,012. The increase in the Band D Council Tax for Crawley Borough is 2.49% and results in a Band D Council tax of £203.94 for 2019/20.

#### 2.2 West Sussex County Council

West Sussex County Council met on 15th February 2019 and set their precept at £48,724,216.19 adjusted by a net Collection Fund contribution of £298,594.43 (Council Tax: £278,109.43; Business Rates: £20,485.00). This results in a Band D Council Tax of £1,383.57. The County Council's charge includes an additional 2% for Adult Social Care.

#### 2.3 Police and Crime Commissioner for Sussex

The Police and Crime Commissioner for Sussex met on 1st February 2019 and set their precept at £6,687,927.53 adjusted by a Collection Fund contribution of £35,014.29. This results in a Band D Council Tax of £189.91.

#### 2.4 Total Band D Council Tax

If the formal Council Tax Resolution is approved (in Recommendation 4 below), the total Band D Council Tax will be as follows

	2018/19 £	2019/20 £	Increase %
Crawley Borough Council	198.99	203.94	2.49
West Sussex County Council	1,317.78	1,383.57	4.99
Police and Crime Commissioner for Sussex	165.91	189.91	14.47
<b>Total</b>	<b>1,682.68</b>	<b>1,777.42</b>	<b>5.63</b>

**The Full Council is recommended to resolve as follows:**

**Recommendation 2**

Councillor Lamb will refer to the receipt to the notice of precept from the Police and Crime Commissioner for Sussex and West Sussex County Council and following approval of the Council's budget he will move : -

1. That it be noted that on 19 December 2018 the Leader of the Council under delegated powers calculated the Council Tax Base 2019/20 for the whole Council area as **35,216.3** [Item T in the formula in Section 31B of the Local Government Finance Act 1992, as amended (the "Act")]; and
2. That the Council Tax requirement for the Council's own purposes for 2019/20 is calculated at £7,182,012.
3. That the following amounts be calculated for the year 2019/20 in accordance with Sections 31 to 36 of the Act:

(a)	£121,161,481	being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(2) of the Act taking into account all precepts issued to it by Parish Councils.
(b)	£113,979,469	being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(3) of the Act.
(c)	£7,182,012	being the amount by which the aggregate at 3(a) above exceeds the aggregate at 3(b) above, calculated by the Council in accordance with Section 31A(4) of the Act as its Council Tax requirement for the year. (Item R in the formula in Section 31B of the Act).
(d)	£203.94	being the amount at 3(c) above (Item R), all divided by Item T (1(a) above), calculated by the Council, in accordance with Section 31B of the Act, as the basic amount of its Council Tax for the year (including Parish precepts).
(e)	£0	being the aggregate amount of all special items (Parish precepts) referred to in Section 34(1) of the Act.
(f)	£203.94	being the amount at 3(d) above less the result given by dividing the amount at 3(e) above by Item T (1(a) above), calculated by the Council, in accordance with Section 34(2) of the Act, as the basic amount of its Council Tax for the year for dwellings in those parts of its area to which no Parish precept relates.

4. That it be noted that the County Council and the Police and Crime Commissioner for Sussex have issued precepts to the Council in accordance with Section 40 of

the Local Government Finance Act 1992 for each category of dwellings in the Council's area as indicated in the table below.

5. That the Council, in accordance with Sections 30 and 36 of the Local Government Finance Act 1992, hereby sets the aggregate amounts shown in the table below as the amounts of Council Tax for 2019/20 for each part of its area and for each of the categories of dwellings.

### COUNCIL TAX SCHEDULE 2019/20

	CRAWLEY BOROUGH COUNCIL	WEST SUSSEX COUNTY COUNCIL	POLICE AND CRIME COMMISSIONER FOR SUSSEX	<b>TOTAL</b>
BAND A	135.96	922.38	126.61	<b>1,184.95</b>
BAND B	158.62	1,076.11	147.71	<b>1,382.44</b>
BAND C	181.28	1,229.84	168.81	<b>1,579.93</b>
BAND D	203.94	1,383.57	189.91	<b>1,777.42</b>
BAND E	249.26	1,691.03	232.11	<b>2,172.40</b>
BAND F	294.58	1,998.49	274.31	<b>2,567.38</b>
BAND G	339.90	2,305.95	316.52	<b>2,962.37</b>
BAND H	407.88	2,767.14	379.82	<b>3,554.84</b>

6. That it be determined in accordance with Section 52ZB Local Government Finance Act 1992 that the Council 's basic amount of Council Tax for 2019/20 is NOT excessive in accordance with principles approved by the Secretary of State under Section 52ZC of the Act.

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Crawley Borough Council

**Minutes of Planning Committee**

Monday, 11 February 2019 at 7.30 pm

**Councillors Present:**

I T Irvine (Chair)

R S Fiveash (Vice-Chair)

M L Ayling, A Belben, N J Boxall, B J Burgess, K L Jaggard, S Malik, T Rana, P C Smith, M A Stone, K Sudan, G Thomas and L Vitler

**Also in Attendance:**

Councillor A Pendlington

**Officers Present:**

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Jean McPherson	Group Manager (Development Management)
Marc Robinson	Principal Planning Officer
Clem Smith	Head of Economy and Planning

**Apologies for Absence:**

Councillor J Tarrant

**1. Disclosures of Interest**

The following disclosure of interests was made:

<b>Councillor</b>	<b>Item and Minute</b>	<b>Type and Nature of Disclosure</b>
Councillor G Thomas	CR/2018/0273/FUL - Gatwick Airport Station, South Terminal, Gatwick (Minute 6)	Personal Interest – Council representative on the Gatwick Airport Consultative Committee(GATCOM)

**2. Lobbying Declarations**

The following lobbying declarations were made by Councillors:-

Councillors Ayling, A Belben, B J Burgess, Fiveash, Irvine, Jaggard, Malik, Rana,

P C Smith, Stone, Sudan and Thomas had been lobbied regarding application CR/2018/0831/FUL.

Councillors A Belben and Boxall had been lobbied regarding application CR/2018/0834/FUL.

Councillors A Belben and Boxall had been lobbied regarding application CR/2018/0835/ADV.

### 3. Minutes

The minutes of the meeting of the Planning Committee held on 21 January 2019 were approved as a correct record and signed by the Chair.

### 4. Planning Application CR/2018/0831/FUL - 22 Dene Tye, Pound Hill, Crawley

The Committee considered report PES/290 (b) of the Head of Economy and Planning which proposed as follows:

Erection of a part two storey and part first floor front extension over the existing garage, re-clad existing dormer window with dark grey boarding and install two windows on the western flank elevation.

Councillors A Belben and Jaggard declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application.

Mr James Nayler, the Applicant, addressed the meeting in support of the application.

The Committee then considered the application. In response to issues raised the Principal Planning Officer:

- Indicated that with regard to the front hardstanding area, there was space to accommodate 2-3 vehicles. According to the Urban Design SPD the minimum parking standards for a 3 plus bedroom dwelling in this location was 2-3 spaces. As such the parking arrangements were considered satisfactory, with no need to remove a tree from the front of site, and would accord with Local Plan Policy, and the NPPF.
- Commented that there were other front gable extensions/features within the immediate street scene, but it was considered that these were better integrated with the character of the original house, did not extend across the front of the property and therefore remained more sympathetic to the original design.
- Explained that the Council's Local Plan sought to prevent harm to the nature and character of an area.

With the Committee having considered the application further, and whilst some Members indicated their support for the application, the majority of Members considered that the prominent siting, incongruous design, materials, roof type, scale and massing of the proposed first floor front extension would detract from the design and character of the original dwelling, and harm the visual amenities of the street scene of the area.

**RESOLVED**

**Refuse**, for the reason set out in report PES/290 (b).

**5. Objections to the Crawley Borough Council Tree Preservation Order 57 Ardingly Close, Ifield - 14/2018**

The Group Manager (Development Management) introduced report PES/311 of the Head of Economy and Planning, which sought to determine whether to confirm this Tree Preservation Order (TPO) with or without modification for continued protection or, not to confirm the TPO.

Councillor Jaggard declared she had visited the site.

Mrs J Burton (an adjoining neighbour to the site) addressed the Committee and emphasised that she was not objecting to the Tree Preservation Order but that she would like the tree to be properly maintained, with regular inspections to ensure that the tree remained healthy and safe.

The Committee then considered the TPO as proposed, including the representations received. In response to issues raised, the Group Manager (Development Management):

- Emphasised that the tree was privately owned and as such was the sole responsibility of the land owner and this included the duty to take all reasonable steps to ensure that the tree was maintained in a safe condition that did not put themselves or others at risk. This was a legal obligation.
- Explained that the imposition of a Tree Preservation Order did not prevent the tree owner from carrying out necessary works to a protected tree provided: the works could be demonstrated to be justified, the formal application process was followed and consent was granted.
- Confirmed that a neighbour could make an application to have work done on the tree, including pruning, where the tree overhung into their garden.
- Referred to the fact that in all cases where a TPO was in place, a tree officer could provide advice as to what work could be undertaken.

The Committee continued to consider this matter further, whilst Councillor P C Smith indicated that as a Ward Member for Ifield he would be happy to help encourage the maintenance obligations at this site should that need arise.

Having considered the issues raised, the Committee agreed to confirm the TPO without modification.

**RESOLVED**

**Confirm.**

**6. Planning Application CR/2018/0273/FUL - Gatwick Airport Station, South Terminal, Gatwick**

The Committee considered report PES/290 (a) of the Head of Economy and Planning which proposed as follows:

Proposed construction of new station concourse/airport entrance area, link bridges, platform canopies, back of house staff accommodation and associated improvement works (amended flood risk assessment received).

Councillors Boxall, Stone and Thomas declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application and provided the Committee with the following update:

- Although inadvertently omitted from the report as part of the responses received from consultees, GAL have advised that it supports the proposals.
- The Applicant has advised that the existing cycle parking provision for passengers would remain unaltered.
- There would be an amendment made to Condition 6 to reflect the fact that this would not now be a pre-commencement condition. The amended Condition is as set out below:-

6. No development above platform level shall commence until details of the permanent lighting scheme for the development are submitted to and approved in writing by the Local Planning Authority. No subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lighting and to prevent glint and glare to pilots and ATC which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with policy GAT1 of the Crawley Borough Local Plan 2015-2030.

For Information: Please refer to AOA Advice Note 2 'Lighting Near Aerodromes', available from: <http://www.aoa.org.uk/policy-campaigns/operations-safety>

- The Applicant had not yet addressed the issues identified in Paragraphs 5.11 and 5.12 of the report in that they had not currently provided adequate details of how the application would comply with policy ENV7 (District Energy Networks). As such the report's Recommendation had been amended so that the decision on the application would be delegated to the Head of Economy and Planning, subject to the receipt of satisfactory information to ensure the requirements of ENV7 had been addressed.

The Committee then considered the application. In response to an issue raised, the Principal Planning Officer confirmed that cycle parking provision for passengers would remain as it was. The applicant had confirmed that lifts would be capable of carrying cycles and there would be wider access points within the station for passengers. Cycle access within the station would therefore be improved. Whilst cycle storage was proposed for staff, this application did not include cycle storage for passengers. On balance the lack of improved cycle parking facilities for passengers was considered acceptable when weighed against the other benefits that the scheme would deliver.

The Committee in discussing the application further, felt that the proposed alterations to the Airport's Railway Station would enhance the facility as a modern, well designed

structure and provide an improved rail access to Gatwick Airport and the surrounding area including Manor Royal.

## **RESOLVED**

That a decision to Permit be delegated to the Head of Economy and Planning, subject to:

- (i) The receipt from the Applicant of additional information to satisfactorily address Policy ENV7 (District Energy Networks).
- (ii) The Conditions set out in report PES/290 (a), and the updated Condition 6 above.

## **7. Planning Application CR/2018/0834/FUL - NCP Cross Keys Car Park, The Broadway, High Street, Northgate**

The Committee considered report PES/290 (c) of the Head of Economy and Planning which proposed as follows:

Retrospective planning application for the installation of 1no. pole mounted Automatic Number Plate Recognition (ANPR) camera.

Councillors A Belben, Boxall, Fiveash, Irvine, Jaggard, Stone and Sudan declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application. In response to concerns and issues raised, the Group Manager (Development Management):

- Explained that the camera was positioned to face the car park exit to the north and would not have any view of the nearest residential properties to the west (above St Johns Hall).
- Confirmed that the area the camera viewed was shown on the submitted plans and it had been considered expedient to restrict the view of the camera to this area.
- Referred to the fact that the camera was positioned on a slim pole, and given that there would only be one camera on the site (and in isolation this was considered to be inconspicuous, and not a proliferation of street furniture), it was not felt to have a significant impact on the amenity of neighbouring properties by way of loss of privacy or overshadowing or over dominance.
- Acknowledged that there was another pole on the site which had no camera on it, and whilst that pole would be looked at in the future for planning permission purposes and the issue of proliferation potentially being considered then, that pole would not form part of this application's consideration.
- Clarified that if this retrospective application was approved at this meeting it would take effect from this meeting's date.
- Emphasised that the legality of issuing parking enforcement tickets at this site was not a planning matter, but would be a matter between the ticket holder and the car park operator
- Advised that it was up to the car park operator to choose how it enforced the car park.

- Considered that the camera pole was not a prominent feature and overall was of an appropriate scale, design and siting, and did not have an unacceptable impact on the visual amenity of St John's Church as a Listed Building

The Committee continued to consider the application information.

## **RESOLVED**

**Permit**, subject to conditions set out in report PES/290 (c).

### **8. Planning Application CR/2018/0835/ADV - NCP Cross Keys Car Park, The Broadway, High Street, Northgate**

The Committee considered report PES/290 (d) of the Head of Economy and Planning which proposed as follows:

Advertisement consent for the installation of 12no. non-illuminated post mounted signs.

Councillors A Belben, Boxall, B J Burgess, Fiveash, Irvine, Jaggard, Stone and Sudan declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application. In response to concerns and issues raised, the Group Manager (Development Management):

- Emphasised that the signs currently on the site were not the signs to be considered at this meeting, and that the application before the Committee sought to change those signs.
- Indicated that Officers were concerned that the signs, by virtue of their excessive number, varying sizes and proportions were considered to give a disjointed and cluttered appearance to the car park and its surroundings and to negatively impact on the visual amenity of the site, the streetscene of The Broadway and the setting and views of the Listed Building St John's Church.
- Explained that the existing signs had been installed without advertisement consent and that this was a matter to be considered further under the planning enforcement process.
- Acknowledged that the application had been recommended for refusal, but had been called-in, although it could have, instead, been delegated for decision. However, it made sense to bring the application forward to this meeting, and thus be considered along with the previous application submitted to this meeting (Minute 7 refers) which related to the same site.
- Advised that the yellow bollards were not part of the application and were permitted development. The LPA could request the applicant to alter the colour.
- Indicated that if the application was refused, the Applicant would have a right to appeal, whilst also submitting an alternative application, and thus the removal of the signs could be delayed.
- Reiterated that the legality of issuing parking enforcement tickets at this site was not a planning matter, but would be a matter between the ticket holder and the car park operator.

**RESOLVED**

**Refuse**, for the reason set out in report PES/290 (d).

**9. Objections to the Crawley Borough Council Tree Preservation Order - 44 to 46, Green Lane, Northgate - 15/2018**

The Group Manager (Development Management) introduced report PES/312 of the Head of Economy and Planning, which sought to determine whether to confirm this Tree Preservation Order (TPO) with or without modification for continued protection or, not to confirm the TPO.

The Committee then considered the TPO as proposed. In response to an issue raised, the Group Manager (Development Management) explained that normally the Council's tree officer would inspect the base of a tree for its health purposes, but in this case (and in respect of the TPO considered earlier at this meeting, Minute no. 5 refers), there were no specific issues raised about the health of the trees so this wasn't considered an essential requirement prior to confirming the order.

Having considered the issues raised in the report, the Committee agreed to confirm the TPO without modification.

**RESOLVED**

**Confirm.**

**Closure of Meeting**

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.47 pm

**Chair**

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# Agenda Item 9

**Full Council**  
**27 February 2019**

## **NOTICE OF MOTION 1 – MOTION ON REDUCING PLASTIC WASTE**

*Mover Councillor Thomas and Seconder Councillor P. Smith*

### **Crawley Borough Council notes that:**

- The European Parliament voted by a huge majority (571 to 53) in 2018 for a complete ban on a range of single use plastics (such as plastic cutlery and plates, cotton buds and straws) by 2021 and a 25% reduction in plastic use where no current alternative exists such as burger boxes and sandwich wrappers.

### **And notes with concern that:**

- Hundreds of millions of tons of new plastic is made every year, much of which is for single use such as plastic bags, straws and food packaging. In many cases there are practicable alternatives available that area either re-useable or compostable.
- The Ellen MacArthur Foundation, which promotes the transition to a 'Circular Economy' has estimated that by weight there could be more plastic in the oceans than fish by 2050.
- 'Almost 80 per cent of the 8.3 billion metric tonnes of plastic produced over the past 70 years has been discarded into landfill or the environment, including the ocean.' Sir David Attenborough
- Plastic in the rivers and seas leads to rubbish on beaches and riverbanks, as well as entanglement, death through ingestion, toxic transfer and, once degraded into microplastics, contamination of the animal and human food chains with negative effects on health.

### **Crawley Borough Council welcomes:**

- The European Parliament ban in 2018
- The current consultation on Deposit Return Schemes and the significant reduction in plastic waste that such schemes have achieved in Germany, Sweden and Denmark.
- The success of the 'plastic bag levy' introduced which has led to an 85% reduction in disposable bag usage in England and 9 billion fewer bags per year going into landfill or waste treatment.
- The introduction of a ban on products containing microbeads as a way of reducing the likelihood of such products getting into the oceans and harming marine life.

# Agenda Item 9

## **Crawley Borough Council agrees that the Borough will make every effort to reduce plastic waste specifically by:**

- Undertaking an audit of single use plastics used by this Local Authority and all CBC commissioned services, replacing them with sustainable or re-useable alternatives wherever possible.
- Ensuring, where possible, that all future council commissioning exercises eliminate the use of single use plastics, replacing them with sustainable or re-useable alternatives where practicable.
- Informing members of the public in its online and written communications of the importance of reducing plastic waste.
- Using its membership of the West Sussex Waste Partnership to improve opportunities to recycle materials wherever possible.
- Calling on all supermarkets in the borough to reduce the use of plastic food wrappings.
- Calling on local supermarkets to consider introducing a 'plastic free aisle' on a trial basis,
- Working collaboratively with businesses, other public bodies and representative organisations such as NHS Crawley Commissioning Group, County Mall, Manor Royal Business Improvement Partnership and the Town Centre Partnership to reduce the amount of plastic waste produced.
- Exploring all options to reduce single-use plastic water bottle waste in Crawley such as:
  - Encouraging community water-refill schemes
  - Improving free access to tap water in local businesses and organisations including cafes and restaurants
  - Ending the sale of plastic bottled water on council-managed premises.
  - Promoting Apps to help consumers to locate free tap water
  - Installing free water fountains in high footfall areas including children's playgrounds.

# Agenda Item 10

**Full Council**  
**27 February 2019**

## **NOTICE OF MOTION 2 – MOTION ON SUPPORTING THE GOVERNMENT’S RESOURCES AND WASTE STRATEGY**

*Mover Councillor Crow and Seconder Councillor Jaggard*

In December 2018 the government launched their Resources and Waste Strategy, which sets out how government will:

- ensure producers pay the full net costs of disposal or recycling of packaging they place on the market by extending producer responsibility – up from just 10% now
- review producer responsibility schemes for items that can be harder or costly to recycle including cars, electrical goods, batteries and explore extending it to textiles, fishing gear, vehicle tyres, certain materials from construction and demolition, and bulky waste such as mattresses, furniture and carpets
- introduce a consistent set of recyclable materials collected from all households and businesses, and consistent labelling on packaging so consumers know what they can recycle, to drive-up recycling rates
- ensure weekly collections of food waste, which is often smelly and unpleasant, for every household – restoring weekly collections in some local authorities. This will be subject to consultation which will also consider free garden waste collections for households with gardens, to reduce greenhouse gas emissions from landfill
- introduce a deposit return scheme, subject to consultation, to increase the recycling of single-use drinks containers including bottles, cans, and disposable cups filled at the point of sale
- explore mandatory guarantees and extended warranties on products, to encourage manufacturers to design products that last longer and drive up the levels of repair and re-use
- introduce annual reporting of food surplus and waste by food businesses. Should progress be insufficient, consult on introducing mandatory targets for food waste prevention
- clamp-down on illegal movements of waste at home and abroad by introducing compulsory electronic tracking of waste, and tougher penalties for rogue waste crime operators if they mislabel their waste to dodge tax rules.

# Agenda Item 10

This Council welcomes the strategy which focusses on the environmentally friendly waste principles of Reduce, Reuse and Recycle, and resolves to:

1. Work constructively with central government, West Sussex County Council and other District and Borough Councils to implement the government's waste strategy.
2. Restate its commitment to support the three principles to reduce waste of Reduce, Reuse and Recycle.
3. Work to improve Crawley's household waste recycling rate from being the lowest, to being more comparable with the other seven District and Borough Councils in West Sussex.
4. Set up a cross-party member working group at an appropriate time, to look at options to improve household waste collections and to reduce waste going to landfill, with consideration given to a dedicated food waste collection.