

## **Crawley Borough boundary review**

I have lived in Crawley for over 35 years and am writing as a long-time member of the Crawley community and as a serving local councillor, to express my support for the boundary scheme proposed by Crawley Borough Council.

As a new town Crawley was designed and built around the neighbourhood principle and residents identify with their neighbourhood. The boundaries proposed by the council appear to deliver the best electoral equality of any of the schemes, meaning as a resident my vote will be worth the same as everyone else's. It manages to avoid crossing well-established natural boundaries such as the railway lines and major avenues, including the town's busiest road: Crawley Avenue, and ensures we have local wards which can conveniently and effectively be represented by our councillors.

Crawley's neighbourhoods have a long history and are an important part of our town's history and community identity. The council's scheme preserves our integral neighbourhoods by only moving areas with an identity separate to that of the main neighbourhood (Town Centre, Manor Royal and Tinsley Lane) or whole housing developments (Broadfield) to ensure a scheme which recognises community interests and identities while delivering strong electoral equality and convenient and effective local government.

### **Langley Green and Manor Royal**

This proposal to recognise that Crawley's busiest road might constitute a boundary is a good one, in contrast to the Conservative proposal which has it partitioning three different wards, in several cases requiring you to exit the ward in order to access the main body of it.

The issues affecting the north of the town are held in common across the proposed new ward (Crawley Avenue congestion and pollution, Manor Royal and Gatwick Airport), in contrast to a Three Bridges ward extending all the way from Gatwick Airport into the Town Centre, covering a huge range of different demographic groups and geographies for which it would be hard to provide a single effective voice (such as on the issue of a second runway). Unifying the town centre with Pembroke Park, and the Telford Place and College Car Park developments will clearly ensure that issues related to high population flatted developments are similarly well represented by a single set of councillors.

I am a CBC appointed director of the Manor Royal Business District (MRBD) and know that issues related to Tinsley Lane are similar to MRBD in terms of noise, congestion, pollution, land use and intensification as indicated above. Both communities have to live together and it makes good sense for them both to be represented by the same councillors. The residents of Tinsley Lane need sympathetic councillor representation from members that understand both their needs and wishes and those of the MRBD businesses.

I have also been responsible for regeneration activity in the Town Centre which is very much linked to the creation of new housing in the Town centre with issues related to that process which are quite different to Tinsley Lane for example lack of parking, access to sustainable transport etc.

### **Bewbush, Broadfield and Gossops Green**

The council's proposal seeks to minimise changes to these neighbourhoods without breaking up housing developments, which can be seen as reflecting areas of local community identity.

Unlike the Conservative proposal, there is no unnecessary breaking down of the neighbourhood barrier between Bewbush and Gossops Green, which would have required voters to exit their ward in order to access the main body of it.

### **Southgate**

The Conservative proposal to include Station Way in the Southgate ward seems to me to be totally bizarre and inappropriate and suggests an attempt to simply draw lines to achieve numerical equivalence with no respect for people's wishes or the suitability/compatibility of the result. In addition to crossing another natural boundary, the high density development proposed for this area clearly has more in common with other sites in the town centre than the 19<sup>th</sup> Century housing on the other side of the railway line. Many Southgate residents from south of the railway line have objected to the developments taking place to the north including the development of a new Crawley Station and associated business and residential infrastructure including 308 luxury apartments. These people are

not going to be pleased if they get merged in together, especially bearing in mind that the area of Southgate is a conservation area whereas the area of the station is the very antithesis of this being a brand new 21<sup>st</sup> century development.

I hope that you will give due weight to my comments and accept the proposals submitted by Crawley Borough Council who are, of course, the best placed organisation to recommend the required changes to ward boundaries.

Yours sincerely,

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Cllr Peter Smith, Crawley Borough Council