

Crawley Borough Council Schedule of Suggested Modifications to the **Submission Local Plan (May 2023)**

NB: Where modifications have been discussed at Examination Hearing Sessions as being Main Modifications this is indicated by Reference: MM000. The absence of this does not indicate a modification isn't a Main Modification at this stage. The final reference numbering will be determined once all Main Modifications have been agreed for consultation.

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			Typos and Minor editorial corrections are not listed below: including updating paragraph numbers and page numbering in the contents page.	
MM000	Cover		Amend Title on Cover Page to reflect Plan period: Draft Crawley Borough Local Plan 2024 <u>2023</u> – 2040 For Submission <u>Modifications</u> Publication Consultation: May – June 2023 <u>xxx – xxx 2024</u>	To reflect adjusted Plan Period. Factual Update to Reflect Modification Stage of Local Plan.
	3	Contents	Amend the title of Policy CL9: CL9 High Weald Area of Outstanding Natural Beauty <u>National Landscape</u>	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
1. Crawley's Local Plan				
MM0000	7	Foreword	Amend Plan period in second sentence of first paragraph: ... guide development in Crawley over the Plan period from 2023 2024 – 2040.	To reflect adjusted Plan Period.
	7	Foreword	Amend the second half of the final sentence in the last paragraph: This document is the draft new Local Plan which the council considers to be legally compliant and 'sound', and is available for full final public consultation on the proposed modifications as part of ahead of its submission to central government for its independent examination.	To reflect current stage of Local Plan and completion of Regulation 19 consultation and commencement of modifications consultation.
	9	1.2	Amend the first sentence: This document forms the Modifications Submission draft Crawley Borough Local Plan and is published for public consultation	To reflect current stage of Local Plan and completion of Regulation 19 consultation and commencement of modifications consultation.
	9-10	1.4-1.7	Deletion of reference to Regulation 19 Consultation as current stage and amend to reference modifications consultation:	To reflect current stage of Local Plan and

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			<p>1.4 This six-week period of public consultation forms a third “Publication” stage of the preparation of <u>provides the opportunity for comment on the proposed modifications being considered as part of the Examination of</u> Crawley’s Local Plan. This forms the Local Plan the council considers to be its legally compliant and ‘Sound’ Plan for Submission to central government for its Independent Examination. The Submission Draft Local Plan sets the planning policies associated with the future development and potential growth of Crawley over the next 16 years.</p> <p>1.5 The consultation runs from 9 May 2023 until 5pm 20 June 2023.</p> <p>1.6 Responses must be provided in writing and using the council’s Response Form. This can either be in electronic format (via email to strategic.planning@ Crawley.gov.uk or by post to: Strategic Planning Crawley Borough Council Town Hall The Boulevard Crawley RH10 1UZ</p> <p>1.7 The council’s response form, which must be completed to make formal representations to the Local Plan, will be available for completion, or download, through the council’s website: www.crawley.gov.uk/localplan. Electronic copies are available to view at the Town Hall. You are invited to respond on the document as a whole, a specific topic area, a policy or a paragraph.</p> <p>Amend paragraph numbering following to reflect deleted paragraph.</p>	<p>completion of Regulation 19 consultation and commencement of modifications consultation.</p>

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	10	1.9	Amend the paragraph: Following the close of consultation, all responses received will be collated and submitted to the Planning Inspectorate as part of the <u>Local Plan's Submission of the Plan for its</u> independent examination.	To reflect current stage of Local Plan and completion of Regulation 19 consultation and commencement of modifications consultation.				
	10	1.9	Amend table and insert additional line: <table border="1" data-bbox="752 790 1778 1011"> <tr> <td>Examination in Public</td> <td>September – November 2023 – <u>January 2024</u></td> </tr> <tr> <td><u>Modifications Consultation</u></td> <td><u>xxx 2024 – xxx 2024</u></td> </tr> </table>	Examination in Public	September – November 2023 – <u>January 2024</u>	<u>Modifications Consultation</u>	<u>xxx 2024 – xxx 2024</u>	To reflect current stage of Local Plan and timing of Examination in Public hearing sessions and the commencement of modifications consultation.
Examination in Public	September – November 2023 – <u>January 2024</u>							
<u>Modifications Consultation</u>	<u>xxx 2024 – xxx 2024</u>							
	10	New Paragraph 1.11	Insert New Paragraph: <u>A further stage of Publication (Submission) Consultation took place between May and June 2023. This followed a formal decision taken at Full Council in February 2022. In total, 67 individuals, business and organisations submitted formal representations to the Local Plan consultation.</u> Retain existing paragraph numbering following to reflect additional new paragraph above (correcting previous paragraph removal).	To reflect current stage of Local Plan and completion of Regulation 19 consultation.				

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	11	1.14	Amend paragraph: All comments received as part of all three Regulation 19 “Publication” consultations (January – March 2020; January – June 2021 and the current consultation: May – June 2023) will be <u>have been</u> submitted in full to the Planning Inspector.	Factual update.
	11	1.16	Amend paragraph: The draft Local Plan Consultation Statement sets out the full details of each of the previous consultations along with this current Submission consultation.	To reflect current stage of Local Plan and completion of Regulation 19 consultation.
	11		Delete sub-heading: Evidence Base	For Clarity - unnecessary duplication of heading
	11	1.18	Amend first bullet: Deliverability of the Local Plan: draft Sustainability Appraisal Report; <u>an draft</u> Infrastructure Plan; and an updated Viability Study.	Factual update to reflect current document status.
	12	1.22	Amend first sentence: As the SA and SEA processes are so similar they <u>have been</u> will be undertaken together and...	Factual update to reflect correct tense.
	13	1.25	Amend first sentence: Crawley Borough Council has produced <u>an draft</u> Infrastructure Plan	Factual update to reflect current document status.

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MM0000	15	1.34	Amend paragraph: The draft Local Plan period <u>is 2023 to 2040, and</u> will cover <u>a minimum of</u> 15 years <u>following</u> between the anticipated adoption year of 2024 and 2040 .	To reflect adjusted Plan Period.
MM0000	18	Vision	Amend the Vision: <i>By 2040, 5,030 <u>5,330</u> new homes will have been built...</i>	To reflect the change in housing numbers due to the adjusted Plan Period.
	18	Vision	Amend the Vision: <i>Development will be water efficient, and water neutral where required, ensuring that new homes and economic growth can be delivered against the a backdrop of serious water stress and without causing harm to protected designated sites.</i>	To correct a typo.
	18	Vision	Amend the Vision: <i>“...The borough will prepare for the increasing effects of climate change, through adaptation measures including lower water usage standards, including water neutrality where necessary, and delivering a net gain in biodiversity, <u>and supporting nature recovery</u>. Losses to protected and priority species and habitats will have been avoided and the delivery of vital ecosystem services...”</i>	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.

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2. Crawley Borough Local Plan				
	19	2.3	Amend reference in the fifth sentence of the paragraph: ...To the south, beyond the M23 and the A264 dual carriageway, lies the High Weald <u>Natural Landscape</u> Area of Outstanding Natural Beauty ...	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty
	21	2.11	Amend the last bullet in the paragraph: Areas of Open Parkland, Countryside and Meadows (Tilgate, Ifield Meadows, north of Manor Royal, Langley Green and Pound Hill/Forge Wood, Pease Pottage and the High Weald <u>Natural Landscape</u> Area of Outstanding Natural Beauty).	
	21	2.13	Amend the first sentence: The Local Plan Review continues to ensure the protection of other valued features of the natural and built environment...	For Clarity.
MM0000	23	2.19	Amend the figure in the first sentence of the paragraph: There remains an outstanding need for a minimum of 13.73 <u>17.93</u> ha new industrial-led employment land in Crawley, principally within the logistics and warehouse sectors...	Factual Correction to reflect the updated Employment Land Trajectory.
MM0000	23	2.20	Amend the total housing need figure in the second sentence of the paragraph: By 2040, to meet the needs of its growing population, the town would need a further 12,080 <u>12,835</u> new homes.	To reflect adjusted Plan Period.

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MM0000	23	Footnote 13	Amend the footnote: For the period from 2024 <u>2023</u> to 2040: 755 dwellings per annum x 17 <u>46</u> years, based on the Standard Methodology Figure 2014-based Household Projections, calculated March 2023.	To reflect adjusted Plan Period.
MM0000	23	2.26	Amend the unmet housing need figure in the first sentence of the paragraph: The scale of unmet need of approximately 7,050 <u>7,505</u> dwellings over the Plan period...	To reflect the change in housing numbers due to the adjusted Plan Period.
MM0000	28	2.47	Amend paragraph: The subsequent structure of the Crawley Borough Local Plan 2024 <u>2023</u> -2040...	To reflect adjusted Plan Period.
	31	Planning Policy Context	New paragraph 2.57: <u>West Sussex Waste Local Plan 2014 and Joint Minerals Local Plan 2018 (Partial Review 2021)</u> <u>2.56 The West Sussex Waste Local Plan covers the period to 2031 and is the most up-to-date statement of land use planning policy for waste. The West Sussex Joint Minerals Local Plan 2018 (partially reviewed 2021) covers the period to 2033 and provides guidance on how the safeguarding of minerals resources and infrastructure associated with minerals supply and waste management will take place in West Sussex (for example, wharves, railheads, processing plants). The documents provide the basis for making consistent decisions about planning applications for waste and mineral activities in West Sussex. As required by national policy and West Sussex County Council, the Local Plan Map</u>	For Clarification: recommendation from West Sussex County Council made to the Regulation 19 Consultation.

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			displays the safeguarded railheads and Brick Clay Resource Consultation Area. Amend paragraph numbering following to reflect additional paragraph.	
3. Sustainable Development				
4. Character, Landscape & Development Form				
	45	CL2	Amend the third paragraph of the Policy: For major applications, proposals must demonstrate and document how the positive and valued components of existing, wider area rural/urban structure have guided and directed the form of new development. Area-based character assessment should, and for schemes of moderate density and above must, be used to identify a clear design vision and opportunities available and in turn use these opportunities to define the types of place(s) the proposal aims to achieve, The Assessment, vision and opportunities should demonstrate how the proposal it will contribute to the sustainable development of the area, and how the existing special qualities of an area will be reflected in new proposals, while not preventing or discouraging appropriate innovation or change (such as increased densities).	For added clarity on policy requirements for different scale of development
	45	CL2	Amend the fourth paragraph of the Policy: For schemes of moderate density and above, Area Based Character Assessments must be used and the identification of opportunities and the design vision must be developed with local communities. Design principles and parameters reflecting these must be set out at a broad level for the surrounding	For Clarity.

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			area and as detailed design requirements for the site. This can be in the form of masterplans, design guides and/or codes.	
	45	CL2	Amend section 2 of the Policy: All new development must identify, test, determine and (where appropriate) embrace opportunities for increased density, <u>and major applications must meeting</u> the requirements of Policy CL3 criteria <u>i and ii a) to e)</u> and Policy CL4.	For Clarity.
	45	CL2	Amend criteria 3i of the Policy: demonstrate how all the components and characteristics of <u>a well-designed place as set out in the National Model Design Code</u> , both existing and proposed , have been considered to create a well-designed proposal;	For Clarity.
	45	CL2	Amend criteria 4a of the Policy: ensure the proposed urban structure results in <u>active travel</u> movement paths and corridors which are determined by where people want to go within and beyond the development, taking advantage of direct desire lines as much as possible;	For Clarity.
	46	CL2	Amend the final paragraph of the Policy: Major, <u>moderate and high-density range</u> applications should use illustrative tools, such as accurate 3D massing models, to show the basic form of new proposals in relation to their existing setting/surrounding context, particularly from a street level perspective.	For Clarity.
	49-50	CL3	Move criteria 3 of the Policy to become criteria 2: <u>Ensure that buildings are orientated to overlook movement corridors in order to provide passive supervision and safety.</u>	For Clarity.
	49	CL3	Amend criteria 2 of the Policy:	For Clarity.

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			2. Major development should P ut people before traffic and encourage walking and cycling through establishing a layout of pathways routes, within the proposed site which:	
	49-50	CL3	Amend criteria ii of the Policy: Connect, or provide scope for future connection, from new development to areas of rural open space and/or large urban areas of green open space, and ensure a New route alignments should follow direct desire lines as much as possible allowing for sustainable travel through routes to be straight and direct, providing clear, legible and obvious linkages to adjoining areas. This should draw active travel routes points-of-connection into and through new sites to create a strong and direct street, path and open space network.	For Clarity.
	50	CL3	Delete criteria iii of the Policy (to reflect its move to criteria 2): Ensure that buildings are orientated to overlook movement corridors in order to provide passive supervision and safety.	For Clarity.
	51	CL4	Amend criteria i High Density of the Policy: High density: A minimum of 200 dwellings per hectare for development sites within 800m (a 10 minutes' walk) of Crawley or Three Bridges train stations, Crawley bus station, and/or within 640m (8 minutes' walk) of the eight Town Centre Fastway stops at the Broadway and Leisure Park.	For Accuracy.
	53	CL5	Amend the second paragraph of the Policy: Proportionate M masterplans and codes, the identification of opportunities and the design vision based on Area Based Character Assessments must be developed with local communities. Proposals will need to set out an overall vision for the site and its context. These should be prepared as part of area-wide and site-specific design codes, should providing e indicative and flexible vision for future development form, urban	For Clarity.

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			design concepts and design codes informed by preliminary technical appraisals and viability testing.	
	61	CL8	Amend the reference in the last paragraph/sentence of the Policy: Where development is proposed close to, or within, the High Weald <u>National Landscape</u> Area of Outstanding Natural Beauty (AONB) , it should be planned and designed in accordance with Policy CL9.	
	62	4.71	Amend the reference to the High Weald in the paragraph: The High Weald <u>National Landscape</u> Area of Outstanding Natural Beauty (AONB) is a nationally important landscape where great weight should be given to conserving the landscape and scenic beauty of the designation. A small area of the <u>National Landscape</u> AONB lies within the southern boundary of the borough.	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty
	62	CL9	Amend the reference to the High Weald in the Policy: Policy CL9: High Weald <u>National Landscape</u> Area of Outstanding Natural Beauty The council will conserve and enhance the natural beauty and setting of the High Weald <u>National Landscape</u> Area of Outstanding Natural Beauty (AONB) by having particular regard to the High Weald AONB Management Plan in determining development proposals affecting the <u>National Landscape</u> (AONB) . Where development is proposed close to, or within, the High Weald <u>National Landscape</u> Area of Outstanding Natural Beauty , consideration of both the visual impacts on the intrinsic scenic qualities of the <u>National Landscape</u> AONB and the impacts of its landscape character or features, must be provided within submitted landscape character assessments.	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty

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	62	4.72	Amend the reference to the High Weald in the paragraph: <i>The small area of the National Landscape AONB within Crawley’s boundary is located to the south of the A264 which separates it from Broadfield Neighbourhood. The western part (the former Broadfield Kennels) is allocated under Local Plan Policy H8 as a reserve Gypsy and Traveller site for up to 10 pitches. The eastern part is heavily wooded and incorporates the Little Trees Cemetery. To the east is a row of houses along Old Brighton Road, considered part of Pease Pottage Village. Buchan County Park is within the High Weald National Landscape (AONB) and adjacent to Crawley’s boundary.</i>	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty
	62	4.73	Amend the reference to the High Weald in the first sentence of the paragraph: <i>The borough council has a statutory duty to conserve and enhance the natural beauty of the High Weald National Landscape AONB</i>	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty
	62	4.74	Amend the reference to the High Weald in the first sentence of the paragraph: <i>Proposals within the National Landscape AONB will be judged against the guidelines and advice of the High Weald AONB Management Plan.</i>	Factual Change to reflect the new national name for Areas of Outstanding Natural Beauty
5. Design & Development Requirements				
MM000	72	Policy DD4	Amend the Policy Reference to remove “Strategic”: Strategic Policy DD4: Tree Replacement Standards	For Consistency.

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	74	5.38	Amend paragraph: Aerodrome safeguarding is the process used to ensure the safe and efficient operation of airports. It is in place to help protect aircraft and passengers during take-off, and landing and while <u>whilst manoeuvring on the ground</u> and flying in the vicinity of the airport. This in turn helps ensure the safeguarding of people living and working nearby.	For Clarification: recommendation from Gatwick Airport Limited in Representations made to the Regulation 19 Consultation.
	74	5.39	Amend paragraph: Aerodrome safeguarding differs to the principle of safeguarding land for a possible additional runway to the south of Gatwick Airport. Instead, it relates to how a development could impact on safety. Aerodrome safeguarding assesses, for example, the height and design of proposed developments or construction equipment that might be used (such as cranes) which could create a potential risk to the aerodrome through impacts on radar <u>CNS (Communication, Navigation & Surveillance) equipment and Instrument Flight Procedures (IFPs)</u> or building induced turbulence. It also considers the potential risk to aviation created by large landscaping schemes, <u>the creation of new water bodies & SuDS (Sustainable Drainage Schemes) and large areas of flat/shallow pitched roofs which could</u> lighting designs and new water bodies which could attract birds hazardous to aviation. <u>Proposed lighting needs to be carefully designed to ensure that there is no impact on aircrew or ATC. This is not an exhaustive list.</u>	For Clarification: recommendation from Gatwick Airport Limited in Representations made to the Regulation 19 Consultation and as agreed in December 2023 letter.
	74	5.41	Amend paragraph: Gatwick Airport is an EASA <u>a CAA (Civil Aviation Authority)</u> certified aerodrome. Therefore, the council is required to consult Gatwick Airport	For Clarification: recommendation from Gatwick

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			Limited on all planning applications where aerodrome safeguarding applies. The safeguarded area is neither the responsibility nor the proposal of the local planning authority.	Airport Limited in Representations made to the Regulation 19 Consultation.
	74	5.42	Amend paragraph: Aerodrome safeguarding is a legal requirement by way of ICAO (International Civil Aviation Organisation) & EASA (European Aviation Safety Agency) CAA and is embedded in the Town & Country Planning process by way of ODPM/DfT circular 01/2003 'Safeguarding of aerodromes & military explosives storage areas' Direction 2002. Evidence ⁶² suggests that, in general terms, the guidance in Planning Circular 01/2003 is not being applied consistently by local planning authorities, and that for clarity, local plans with an officially safeguarded aerodrome should include a policy.	For Clarification: recommendation from Gatwick Airport Limited in Representations made to the Regulation 19 Consultation.
	75	5.44	Amend paragraph: Statutory consultation responses may require that restrictions are placed on the height or detailed design of buildings, structures or other development to avoid impacts on the airport aerodrome, including those relating to navigational aids Communication, Navigation & Surveillance (CNS) equipment and Instrument Flight Procedures (IFPs) or on developments which may increase bird-strike risk, create building-induced turbulence or include lighting that could pose a hazard to the safe operation of the airport aerodrome.	For Clarification: recommendation from Gatwick Airport Limited in Representations made to the Regulation 19 Consultation and as agreed in December 2023 letter.

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	75	5.47	Developers should refer to the Local List and also consult with the Gatwick Airport via gal.safeguarding@gatwickairport.com for advice on planning applications in the vicinity of the aerodrome. Developers should also refer for general awareness to the AOA (Airport Operators Association) technical aerodrome safeguarding advice notes available at www.aoa.org.uk/policy-campaigns/operations-safety/ and CAST (Combined Aerodrome Safeguarding Team) at Combined Aerodrome Safeguarding Team/Civil Aviation Authority (caa.co.uk) .	For Clarification: recommendation from Gatwick Airport Limited in Representations made to the Regulation 19 Consultation.
6. Heritage				
7. Open Space, Sport & Recreation				
8. Infrastructure Provision				
	98	8.2	Amend date of Infrastructure Plan to reflect current version: "A complete picture of the provision of infrastructure in Crawley is contained in the Crawley Infrastructure Plan (May July 2023)..."	Factual Update.
	99	IN1	Insert additional paragraph at the end of the Policy: <u>Reference should be made to the council's Infrastructure Delivery Schedule (IDS) and its updates which identify the Infrastructure projects supporting the Local Plan, and arrangements for their phasing, funding, and delivery. Developments which are required to submit a Transport Assessment in accordance with Policy ST1 should make reference to the</u>	For Clarity, on advice from West Sussex County Council.

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			<u>IDS and its updates, and to Authority Monitoring Report updates on the implementation of these, in demonstrating the acceptability of their proposals. The need for improved transport infrastructure should be based on up to date information about travel demand as part of the 'monitor and manage' process.</u>	
	99	8.8	Amend the paragraph: <i>8.8 It is important that the necessary infrastructure and community services are made available for the whole community, for everyone to enjoy a high quality of life. The NPPF highlights the role that the planning system can play in identifying and coordinating the provision of infrastructure⁷⁴ and requires strategic policies to make sufficient provision for infrastructure⁷⁵. The Infrastructure Plan <u>(including the Infrastructure Delivery Schedule)</u> sets out in more detail an assessment of infrastructure provision in Crawley, <u>and the additional infrastructure required in order to support the Local Plan strategy.</u> These <u>Facilities</u> which make a contribution to the provision of infrastructure provision in the town will be protected unless alternative provisions are made. Where alternative provision is made this should be suitably located in terms of the functional requirements of the facility and the access requirements of the communities served, whether this be within or outside the boundary.</i>	For Clarity.
	99	8.9	Amend the paragraph 8.9 of the Reasoned Justification of IN1 as follows to form two separate paragraphs, 8.9 and 8.10, with subsequent paragraphs within Chapter 8 being renumbered accordingly: <i>8.9 It is a fact that development will place additional demands on infrastructure provision and that developers will be expected to contribute to meeting the need for additional infrastructure generated by their development and ensuring</i>	For Clarity.

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			<p>cumulative effects are effectively mitigated. Development will be permitted where overall capacity limits, advised by infrastructure providers, are not breached. <u>The council will work proactively with infrastructure providers and developers to support the delivery of the improvements and facilities required to deliver the Local Plan strategy, and opportunities to secure additional funding will be explored through proactive engagement with government agencies, other public sector organisations, and private investors. The council will convene a (nominally titled) Transport Infrastructure Management Group to keep the effectiveness, deliverability, and phasing of the transport infrastructure projects required to deliver the Local Plan strategy under review, as part of a 'monitor and manage' process. The Group will include West Sussex County Council and National Highways (as appropriate), and its findings will inform future updates to the Infrastructure Plan: Appendix 2 (Infrastructure Delivery Schedule), and the council's Authority Monitoring Report.</u></p> <p>8.10 The council will charge developers the Community Infrastructure Levy (CIL) on appropriate development, in accordance with the council's adopted CIL Charging Schedule and the CIL Regulations (2010) as amended, <u>and CIL funds will be used to contribute towards meeting needs identified in the Infrastructure Plan.</u> Developers will also be required to address relevant site-specific issues and direct impacts on infrastructure and, subject to the relevant tests set out in CIL Regulation 122, these will be addressed through Section 106 agreements requiring on-site delivery and/or a financial contribution towards off-site provision. The Planning Obligations Annex sets out the charges and calculations anticipated from the planning policies in this Local</p>	

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			<p><i>Plan and these have been subject to viability testing as part of the whole Plan and CIL Viability assessment, to support the Local Plan. The council's adopted Supplementary Planning Documents provide additional guidance on the use of S106 agreements.</i></p> <p>Amend paragraph numbering following to reflect additional paragraph.</p>	
	100	8.11	<p>Add a footnote to the last bullet point in the paragraph:</p> <ul style="list-style-type: none"> • <i>what loading/flow from the development is anticipated.</i>¹ <p><u>1Details on Thames Water's free pre planning service are available at: https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/water-and-wastewater-capacity</u></p>	For Clarification: recommendation from Thames Water in Representations made to the Regulation 19 Consultation.
	101	Policy IN2	<p>Insert a new sentence in Policy IN2 and amend the fourth paragraph:</p> <p>The council will support the provision of new or improved Infrastructure in appropriate locations where the facilities are required to support development, where they improve the medium- or longer-term resilience of infrastructure in Crawley, or where they add to the range and quality of facilities in the town.</p> <p><u>The council's Infrastructure Delivery Schedule (IDS) and its updates identify a range of infrastructure projects aligned with these objectives.</u></p> <p>The provision of community facilities alongside housing within sites allocated for uses including housing will be considered acceptable where:</p> <ul style="list-style-type: none"> • there is an evident need for the type of facility concerned; • the infrastructure/facilities are suitable to meet the needs of the community served and the needs of future residents; 	For Clarification: recommendation from National Highways in Representations made to the Regulation 19 Consultation and on advice from West Sussex County Council.

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			<ul style="list-style-type: none"> the proposal complies with other policies in this Plan, including any site-specific requirements for additional or replacement services, facilities, enhancements, safeguards, investigations and other mitigatory measures. Subject to the requirements above, education facilities may be considered acceptable as an alternative use on sites allocated for uses including housing where there is a demonstrated educational need arising in Crawley which cannot be met on another site. Major facilities providing services on sites which are accessed by the whole town or wider area should be located in the most sustainable locations accessible <u>by public transport and/or active travel routes</u> a variety of means of transport. <p>Local community facilities should be located close to neighbourhood centres, in the Town Centre, or at suitable locations near Three Bridges Station.</p>	
	101	8.14	<p>Amend the paragraph: The Infrastructure Plan recognises that there is an estimated need for around 4-6-8 additional forms of entry at secondary school level in Crawley during the course of the Plan...</p>	Factual Update advised by WSCC Education.
9. Economic Growth				
MM0000	105	9.6	<p>Amend second sentence of paragraph: ...Drawing upon on the 2020 Northern West Sussex Economic Growth Assessments and 2023 Crawley focused update the chapter sets out Crawley's employment land and floorspace needs over the period between 2024 <u>2023</u></p>	To reflect adjusted Plan Period.

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			and 2040, and outlines the strategy through which economic needs will be planned for...	
MM0000	107	9.15	Amend the figures in the paragraph: Crawley's Employment Land Trajectory (Base Date 31 March 2023) identifies an available employment land supply pipeline of 71,325 49,903 sqm (14.49 10.29 ha), which comprises 21,020sqm (5.32ha) office and research & design and 50,305 28,883 sqm (9.17 4.47 ha) industrial and storage & distribution land. The existing available office land supply pipeline meets identified quantitative office needs, although there remains a broader qualitative office need. In addition to new office land coming forward in Crawley, the Horley Strategic Business Park site allocation in Reigate and Banstead Borough will add to the sub-regional office offer. Therefore, Crawley's employment land requirements are substantially of an industrial nature, principally in relation to B8 storage & distribution use. Subtracting the available industrial land supply pipeline, there remains an outstanding need for at least 41,315 62,737 sqm (13.73 17.93 ha) new land for B8 uses.	Factual Correction to reflect the updated Employment Land Trajectory.
MM0000	108	EC1	Amend the figures in the second paragraph of the Policy: There is need for a minimum of 113,390sqm (26.2 hectares) new business land in the borough which, taking off the opportunities identified in the Employment Land Trajectory, results in an outstanding requirement for a minimum 41,315 62,737 sqm (13.73 17.93 hectares) new B8 industrial, principally storage & distribution land over the period to 2040	Factual Correction to reflect the updated Employment Land Trajectory.
	109	9.22	Delete final sentence of paragraph: ...This higher labour supply figure factors in the possibility of increased housing delivery through urban extensions coming forward both west and east of Crawley. It is anticipated that although some employment needs arising from	For Clarification: recommendation from Horsham District Council

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			the proposed West of Ifield development would need to be met in Crawley, the development will itself provide around 2ha employment land, and remaining employment need arising from the development may be accommodated elsewhere within neighbouring districts.	in Representations made to the Regulation 19 Consultation.																					
MM0000	109	9.23	Amend the figures in the third sentence of the paragraph: The outstanding business land requirement is for industrial land, substantially for B8 storage & distribution uses, where there is need for a minimum 41,315 <u>62,737</u> sqm (13.73 <u>17.93</u> ha). This is summarised below.	Factual Correction to reflect the updated Employment Land Trajectory.																					
MM0000	110	9.23	Amend the figures in the Table: <table border="1" data-bbox="750 858 1780 1276"> <thead> <tr> <th></th> <th><i>Business Floorspace Need (Sqm) Experian 2022</i></th> <th><i>Business Land Requirement (Ha) Experian 2022</i></th> </tr> </thead> <tbody> <tr> <td>Office/R&D Requirement</td> <td>21,770</td> <td>3.3</td> </tr> <tr> <td>Office/R&D Supply Pipeline</td> <td>21,020</td> <td>5.32</td> </tr> <tr> <td>Surplus/Shortfall</td> <td>-750</td> <td>+2.02</td> </tr> <tr> <td>Industrial Requirement</td> <td>91,620</td> <td>22.9</td> </tr> <tr> <td>Industrial Land Supply Pipeline</td> <td><u>28,883</u> 50,305</td> <td><u>4.97</u> 9.17</td> </tr> <tr> <td>Surplus/Shortfall</td> <td>-62,737 -41,315</td> <td>-17.93 -13.73</td> </tr> </tbody> </table>		<i>Business Floorspace Need (Sqm) Experian 2022</i>	<i>Business Land Requirement (Ha) Experian 2022</i>	Office/R&D Requirement	21,770	3.3	Office/R&D Supply Pipeline	21,020	5.32	Surplus/Shortfall	-750	+2.02	Industrial Requirement	91,620	22.9	Industrial Land Supply Pipeline	<u>28,883</u> 50,305	<u>4.97</u> 9.17	Surplus/Shortfall	-62,737 -41,315	-17.93 -13.73	Factual Correction to reflect the updated Employment Land Trajectory.
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MM0000	110	9.27	Amend the figure in the second sentence of the paragraph: ...The Strategic Employment Location will be expected to meet, as a minimum, Crawley's outstanding industrial land requirement of 13.73 <u>17.93</u> ha, and...	Factual Correction to reflect the updated Employment Land Trajectory.
MM000	111-112	EC2	Amend the Policy: Crawley's Main Employment Areas make a significant contribution to the economy of the town and the wider area, and are a focus for sustainable economic growth. <u>Whilst identified as Main Employment Areas, Manor Royal, Gatwick Green, Gatwick Airport and Crawley Town Centre perform a specific employment role which is recognised in individual location-specific Policies EC3, EC4, TC1-TC5, and GAT4.</u> The <u>other</u> Main Employment Areas are: <ul style="list-style-type: none"> • Manor Royal; • Crawley Town Centre; • Gatwick Airport; • Gatwick Green (allocation, Policy EC4 refers) • Three Bridges Corridor (including Denvale Trade Park, Spindle Way, Stephenson Way and Hazelwick Avenue); • Maidenbower Business Park; • Tilgate Forest Business Centre; • Broadfield Business Park; • Lowfield Heath; • Broadfield Stadium and K2 Crawley; 	For Clarity

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			<ul style="list-style-type: none"> The Hawth. <p>Employment generating development will be supported in the <u>seven</u> Main Employment Areas <u>listed above</u> where it makes for an efficient use of land or buildings and contributes positively to sustainable economic growth and the overall economic function of Crawley.</p> <p>Development that would involve a net loss of employment land or floorspace in any Main Employment Area, <u>including Manor Royal, Gatwick Green, Gatwick Airport and Crawley Town Centre</u>, will only be permitted where it is demonstrated that:</p> <ol style="list-style-type: none"> the site is no longer suitable, nor viable, nor appropriate for employment purposes, or that a limited loss of employment floorspace will support the wider economic use of the site; and the loss of any land or floorspace will result in wider social, environmental or economic benefit which clearly outweighs the loss; and there would be no adverse impact on the economic function of the Main Employment Area, nor the wider economic function of Crawley. 	
MM0000	117	9.53	<p>Amend the figures in the first sentence of the paragraph: As identified by Strategic Policy EC1, over the period to 2040 there is outstanding need for provision of at least 13.73<u>17.93</u>ha new storage & distribution-led industrial land in Crawley.</p>	Factual Correction to reflect the updated Employment Land Trajectory.
MM0000	117	EC4	<p>Amend figure in bullet point a: Provide as a minimum 13.73<u>17.93</u>ha new industrial land</p>	Factual Correction to reflect the updated

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				Employment Land Trajectory.
	118	EC4	Amend bullet point d: d. Demonstrate through a comprehensive Mobility Strategy how the development will <u>achieve the master plan-level vision for the development as regards movement, including through</u> include measures and improvements to that maximise sustainable access to the site, focusing on how the development will <u>and</u> optimise the usage of sustainable modes of transport as opposed to the private vehicle. <u>The Mobility Strategy will</u> and detailing <u>detail</u> infrastructure improvements that will be required to adequately mitigate the development impacts on the highways network, detailed <u>and set out</u> how these improvements will be delivered and operated. HGV traffic will not be allowed to enter Gatwick Green from the north on Balcombe Road, and will not be allowed to egress the site via a right turn onto Balcombe Road.	For Clarity, recommendation from National Highways during Stage 1 Hearing Session.
	118	EC4	Additional bullet point added: <u>f. Submit a Construction Management and Phasing Plan, to include measures that mitigate any adverse impacts on local and strategic road networks during the construction phase.</u>	For Clarification: recommendation from National Highways in Representations made to the Regulation 19 Consultation.
	118	EC4	Amend bullet point p: p. Ensure the height and design of buildings, lighting and other design aspects are consistent with the operational standards of Gatwick Airport and to <u>with</u> respect to aerodrome safeguarding requirements (<u>Policy DD5 refers</u>).	For Clarification: recommendation from Gatwick Airport Limited in

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				Representations made to the Regulation 19 Consultation.
	118	EC4	Amend final paragraph in Policy: The development of the site will be in accordance with an agreed master plan, incorporating a vision-led approach as required by Department for Transport Circular 1/2022 , produced by the site promoter in consultation with the council to ensure comprehensive development in line with the above requirements. The master plan will be submitted at the outline planning application stage to assist the consideration of subsequent planning application(s) and must include phasing, programming of infrastructure and details on quantum of development and appropriate uses.	For Clarity, recommendation from National Highways during Stage 1 Hearing Session.
MM0000	119	9.54	Amend figures in second sentence of the paragraph: With an existing industrial land supply pipeline of 9.17 4.97 ha, there is outstanding need for at least 13.73 17.93 ha new industrial land in the borough over the period to 2040.	Factual Correction to reflect the updated Employment Land Trajectory.
MM0000	120	9.58	Amend figures in the first sentence of the paragraph: Land at east of Balcombe Road and south of the M23 spur, known as Gatwick Green, is allocated for an industrial-led Strategic Employment Location that will provide a minimum of 13.73 17.93 ha industrial land, predominantly within the B8 use class.	Factual Correction to reflect the updated Employment Land Trajectory.

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	120	9.58	Amend paragraph: ...Anticipated to be built out over a seven to ten year period, completed by 2040 <u>by 2035</u> , the Gatwick Green allocation will meet Crawley's economic needs in the latter part of <u>during</u> the Plan period. A Masterplan will be required for the whole of the allocated land, to show how the areas to be built upon in the current, and potentially future, Plan periods, will be landscaped and will fit within the setting of the wider site.	For Clarification: recommendation from Gatwick Green Limited made to the Regulation 19 Consultation.
	120	9.58	Amend paragraph: A Masterplan will be required for the whole of the allocated land, to show how the areas to be built upon in the current, and potentially future, Plan periods, will be landscaped and will fit within the setting of the wider site. <u>This will include a vision-led approach to development, prepared in accordance with Department for Transport Circular 01/2022: 'Strategic road network and the delivery of sustainable development.</u>	For Clarity, recommendation from National Highways during Stage 1 Hearing Session.
	122	9.65	Amend the jobs figure in the second sentence of the paragraph: It is well established as a key employment destination, and is home to around 4,000 active businesses which generate over <u>85,000</u> 100,000 jobs.	Factual Update.
	124	9.76	Amend the paragraph: A developer contribution will be sought for all major residential and employment applications. This <u>will normally be a proportionate financial contribution that</u> will be used to support Employ Crawley in the borough wide coordination of training and employment schemes supporting local people in gaining access to the job market. <u>Where it can be clearly demonstrated that measures in lieu of the financial contribution would achieve greater benefits in delivering employment and skills initiatives to help Crawley residents access employment opportunities, this will in principle be</u>	For Clarity.

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			<u>supported, subject to negotiation and agreement with the council.</u> Contributions will be agreed by the council and developer and secured through a S106 legal agreement.	
	124	9.77	Amend the second sentence of the paragraph: The Planning Obligations Annex sets out detailed guidance on the requirements of Strategic Policy EC5, part ii. relating to the calculation and payment of a developer contribution towards employment and skills development, <u>or the achieving of the Policy EC5 objectives through other measures.</u> Both parts of Policy EC5...	For Clarity.
10. Gatwick Airport				
	137	10.11	Add in additional wording into paragraph: However, passenger numbers are gradually returning to pre-Covid levels, <u>with 32.8million passengers using the airport in 2022.</u> and <u>It</u> is anticipated they will continue to grow.....”	Factual update for clarification.
MM000	137	GAT1	Amend criterion iii second sentence: iii. Where this is not possible, suitable safeguards are in place to ensure impacts can be adequately mitigated or, as a last resort, like for like <u>equivalent or greater value for biodiversity</u> compensation is secured.	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation, Written Statement from

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				Sussex Wildlife Trust and discussions at the Hearings.
	138	10.14	Amend existing wording: Submission of the DCO is currently anticipated in early summer 2023 with, <u>The DCO application was submitted in early July 2023 and,</u> should it be approved, operational use starting is anticipated to start in 2029”	Factual update.
	139	GAT2	Amend second paragraph in the Policy: Small scale development <u>such as changes of use, minor building works and residential extensions</u> within this area will normally be acceptable. <u>Improvements to existing employment buildings including small scale extensions and refurbishment will normally be acceptable provided it will not lead to a significant intensification or significant increase in the scale of development. Where appropriate, planning permission may be granted on a temporary basis.</u> The airport operator will be consulted on all planning applications within the safeguarded area.	For Clarity following discussion at Stage 1 Hearings and as agreed with GAL in December 2023 letter.
	140	10.19	Amend the paragraph: For the purpose of policy interpretation small-scale development <u>also</u> includes development such as residential extensions, updating or refurbishment of buildings, some changes of use, or other minor <u>building works such as changes to the external appearance, development. Small scale improvements to employment buildings and refurbishment will normally be acceptable within a similar footprint, provided that there is not a significant intensification of development on the site, either individually or cumulatively with other extensions. Appropriate temporary uses may</u>	For Clarity following discussion at Stage 1 Hearings and as agreed with GAL in December 2023 letter.

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			<u>include those that are short term, with a defined end date and which don't involve significant construction.</u> Incompatible development within safeguarded land is regarded as development which would add constraints or increase the costs or complexity of the development or operation of an additional runway. The airport operator will be consulted on all applications within the safeguarded area for a second runway.”	
11. Crawley Town Centre				
	149	TC3	Amend the last paragraph of the Policy: For the Crawley College site, any development must accord with <u>the Crawley College Masterplan or</u> an appropriate <u>amended</u> master plan agreed with the Local Planning Authority and covering the whole campus and will be required to demonstrate that it can be achieved in a manner that prioritises the ongoing viability and function of Crawley College as a Further Education facility.	For Clarity
	150	New Para. 12.27	Insert new paragraph to follow existing 11.26: <u>Crawley College has identified a considerable amount of underused space within its existing campus buildings, and there is potential for land to be more effectively used, whilst ensuring that the principal educational function of the site is retained. Redevelopment of the wider site will enable, over time, the College to develop a modern, high quality educational facility whilst helping to address Crawley's housing needs. A Master Plan covering the whole campus has been prepared and agreed with the council, in accordance with a s106 legal agreement relating to the planning permission for the Science Technology Engineering and Maths (STEM) building (CR/2019/0403/FUL.) Any future development on the Crawley College site must accord with the master plan (or an</u>	For Clarity

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			<u>appropriate amended master plan agreed with the Local Planning Authority) and demonstrate that it can be achieved in a manner that prioritises the ongoing viability and function of Crawley College as a Further Education facility.</u>	
	153	New Para. 11.43	Suggested additional Paragraph 11.43, in Reasoned Justification for Policy TC5: <u>Introduction of Use Class E has placed a wide range of uses including retail, food, financial services, gyms, healthcare, nurseries, offices, and light industry into a single use class, allowing movement within that Class unless otherwise restricted. As the provisions of Use Class E are not linked to spatial boundaries, it potentially undermines application of the town centre first approach. Therefore, where new Class E development is permitted, the council will consider applying a condition to restrict the authorised use to that which has been justified in the application submission. This ensures that unintended adverse impacts on town centre vitality and viability are avoided. Avoidance of such movement within Class E may be necessary for other reasons, including in relation to water neutrality and parking provision.</u> The existing Paragraph 11.43 would become a new Paragraph 11.44.	For Clarity
12. Housing Delivery				
MM0000	154	Vision Housing	Amend the figure in the first sentence of the Vision Housing Extract: By 2040, <u>5,330</u> 5,030 new homes will have been built to support the needs of the growing population...	To reflect adjusted Plan Period.

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MM0000	158	12.14	Amend the figures in the paragraph: ...the SHLAA has identified a housing land supply which provides a total of 5,873 <u>5,871</u> net dwellings including windfalls over the period 2021-40. Over the Plan period (i.e. excluding those built during 2021/22, and 2022/23 and 2023/24) this amounts to 5,325 <u>5,023</u> net dwellings.	To reflect adjusted Plan Period.
MM000	163	H1	Amend the Policy to reflect the change in Plan period to 2023 – 2040: The Local Plan makes provision for the development of a minimum of 5,030 <u>5,330</u> net dwellings in the borough in the period 2024 <u>2023</u> to 2040 ¹ . This minimum requirement will be broken down into an annual average requirement on a stepped basis as follows: <ul style="list-style-type: none"> • Years 1-5 (2024-29): 400 dwellings per annum (dpa) • Years 6-10 (2029-34): 360dpa • Years 11-16 (2034-40): 205dpa. • <u>Years 1-10 (2023-2033): 386dpa</u> • <u>Years 11-17 (2033-2040): 210dpa.</u> After this supply is deducted from the identified housing need of 12,835 <u>12,080</u> over the period 2024 <u>2023</u> to 2040, there will be a remaining unmet housing need, of approximately 7,505 <u>7,050</u> dwellings, arising from Crawley over the Plan period. This will arise as follows: <ul style="list-style-type: none"> • Years 1-5 (2024-29): 355dpa • Years 6-10 (2029-34): 395dpa 	To reflect adjusted Plan Period.

¹ This includes the additional 10% buffer within Years 1-5 as required by paragraph 74 of the National Planning Policy Framework (2021) as detailed in the council's Housing Trajectory, 31 March 2023

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			<ul style="list-style-type: none"> • Years 11-16 (2034-40): 550dpa • <u>Years 1-10 (2023-2033): 369dpa</u> • <u>Years 11-17 (2033-2040): 545dpa.</u> 	
MM0000	164	12.39	Amend first sentence of paragraph: <i>The constrained nature of Crawley’s land supply means that approximately 42% of the borough’s predicted housing need over the 16 17 years 2024 2023 – 2040 can be met within the borough boundaries. The remaining unmet housing need from Crawley, of 7,505 7,050</i>	To reflect adjusted Plan Period.
MM0000	164	Footnote 108 (now 109)	42,080 <u>12,835</u> dwellings housing need (Standard Method 755 x 16 17 years) – 5,330 5,030 dwellings total supply 2024 <u>2023</u> – 2040 (CBC Housing Trajectory, March 2023) = 7,505 7,050 dwellings unmet need.	To reflect adjusted Plan Period.
MM0000	165	H2	Amend the second sentence of the first paragraph in the Policy: ...These are considered to be critical to the delivery of future housing in Crawley and are identified as being ‘deliverable’ within the first five years of the Plan (2024/25 <u>2023/24</u> – 2027/28 <u>2028/29</u>) or ‘developable’ in years 6– 17 16 (2028/29 <u>2029/30</u> – 2039/40)...	To reflect adjusted Plan Period.
	165	H2	Delete reference to Zurich Housing, in the Deliverable sites list: • Zurich House, East Park, Southgate (53 dwellings)	Factual Update to reflect the site is completed.
	166	H2	Amend the requirements for Tinsley Lane Housing and Open Space Site: <ul style="list-style-type: none"> • Tinsley Lane, Three Bridges (deliverable) 120 dwellings, mixed use recreation/residential. Development of this site must include, <u>at least</u>: <ol style="list-style-type: none"> i. the replacement of Oakwood Football Club; ii. senior <u>3G</u> football pitch and facilities; iii. a junior 3G football pitch; 	To reflect the current agreed position with Sport England

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MM0000	167	H2	Amend the date in the Broad Locations paragraph: The remainder of the land within the Town Centre Boundary outside the identified Town Centre Key Opportunity Sites (above), and Land East of London Road, to the north of Crawley Avenue, Northgate, are identified as broad locations for housing development in years 6– 17 16 , with the capacity to deliver indicative totals of 129 and 84 net dwellings respectively.	To reflect adjusted Plan Period.
MM0000	167	12.45	Amend the first sentence of paragraph: This Policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5,330 5,030 net additional dwellings in the borough between 2024 2023 and 2040.	To reflect adjusted Plan Period.
MM0000	167	12.46	Amend the last two sentences of paragraph: ...In this regard, the council can demonstrate that it can satisfy the government’s requirement to identify specific ‘deliverable’ sites to meet the first five years housing supply and specific ‘developable’ sites or broad locations for years 6–10 and 11– 17 16 . It is considered that the additional 10% buffer requirement is capable of being delivered in the period 2024/25 2023/24 – 2027/28 2028/29 .	To reflect adjusted Plan Period.

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	170	12.53	Insert new final sentence to paragraph 12.53: The layout of these sites has been considered in more detail to ensure they can deliver the quantum of housing within the constraints identified by the open space study for meeting recreational open space needs ² . A development brief has been prepared for both sites to ensure their development adheres to the requirements of the Open Space, Sport and Recreation Study and Playing Pitch Study (2014); critical elements of these are set out in the Policy ³ . <u>For Tinsley Lane this will involve consideration into the needs of the football club.</u>	For Clarity and rectify an omission from the adopted Local Plan.
13. Meeting Housing Needs				
	180	13.6	Amend existing wording: The Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013 2023) identified a need to find a reserve site suitable for accommodating ten Gypsy and Traveller pitches to meet potential accommodation needs arising from the existing community currently living within Crawley over the whole Plan period.	Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment
	180	13.7	Amend existing wording: The assessment identified approximately 30 Gypsy, Traveller and Travelling Showpeople households living within Crawley; with 77 confirmed that 103	Factual Update to reflect final Gypsy, Traveller

² In accordance with paragraphs 98 and 99 of National Planning Policy Framework (2021) MHCLG

³ [Breezehurst Drive Playing Fields Development Brief \(June 2018\).pdf](#) and [Tinsley Lane Development Brief \(April 2017\).pdf](#)

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			<p>individuals identified ing themselves as a 'White Gypsy or Irish Traveller' within the 2021 2014 Census. <u>In addition, 337 individuals identified themselves as 'White Roma'. The Census 2021 data suggests that 13 households within Crawley reside within a caravan or other mobile or temporary structure accommodation type. This includes six Gypsy and Traveller households residing on three private sites in caravan accommodation, and three Travelling Showpeople households sharing a single site within the borough.</u></p>	<p>and Travelling Showpeople Accommodation Needs Assessment</p>
	180	13.8	<p>Amend existing wording: The <u>surveys carried out in 2023 as part of the Assessment, highlighted</u> completed questionnaires identified a demand for pitches, particularly through:</p> <ul style="list-style-type: none"> • the aspiration for Gypsy and Traveller children to live on a pitch; • desire to move out of their current bricks and mortar accommodation owing to preference; and • the anticipation of new family formations expected to arise from the existing households within Crawley. <u>• A preference to stay on small privately-owned, family-sized sites, suitable for multi-generational occupation on individual pitches.</u> <u>• A strong preference to remain in caravan accommodation and maintain a travelling lifestyle.</u> <u>• A desire to retain stability for the younger generation to attend school and college.</u> <u>• A desire to remain in Crawley.</u> <u>• Impacts on health from uncertainty, instability and negative reactions towards them.</u> 	<p>Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment</p>

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			<ul style="list-style-type: none"> <u>No additional households required new pitch sites.</u> 	
	180	13.9	<p>Amend existing wording: It <u>was concluded, in the original Accommodation Needs Assessment undertaken in 2013/14, is considered</u> that none of the participants in bricks and mortar accommodation demonstrated an immediate 'need' in terms of having a proven psychological aversion to bricks and mortar accommodation. <u>It was not possible to revisit Traveller families within bricks and mortar for the 2023 Accommodation Needs Assessment update. However, the evidence suggests that the demand for sites from the existing population was over-estimated in the 2014 Assessment. Instead, the need has arisen from Traveller families moving into the borough from outside the county, from publicly run sites to take up private family-sized sites. Therefore, from the data review and surveys carried out there is no conclusive evidence which suggests there is an immediate need for a new publicly owned pitch site within the borough. However, when taking potential future growth from the Traveller families within Crawley and in light of the location of the private sites within the borough being located on land safeguarded for potential future airport runway expansion to the south, and affected by airport noise, there is considered to be</u> a growth rate of 3% has been applied to the number of households currently living within Crawley for the purposes of estimating the potential future need which may arise from the current population over the Plan period (beyond the first five years). This resulted in a Local Plan need for a reserve site suitable for accommodating up to ten Gypsy and Traveller pitches. This Accommodation Needs Assessment was reviewed in 2020 with the same conclusion being reached, and the same findings are emerging from the current 2023 review.</p>	Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment

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	180	13.10	Delete paragraph: None of the surveyed Gypsy and Travellers indicated that they owned land which they wished to be considered for a Gypsy and Traveller site.	Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment
	180	13.11	Amend existing wording: The borough is heavily constrained by its administrative boundaries, which in most parts of the borough do not extend significantly beyond the Built-Up Area. The presence of Gatwick Airport also renders a significant amount of land in the north of the borough unsuitable for residential development (particularly Gypsy and Traveller accommodation) due to noise constraints; and other areas of land are constrained by flood risk. These factors limit the opportunities for providing a suitable site for permanent caravan accommodation but a location for a possible reserve site has been identified.	Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment
	182-183	H5	Amend the Policy: 40% An affordable housing contribution will be required from all residential developments, including those providing care regardless of whether it falls into Use Class C2 or C3, resulting in a net increase of at least one new housing unit across the borough which fall outside the Town Centre where on-site provision is the default expectation while off-site contributions in lieu may be considered in exceptional circumstances. <u>Outside the Town Centre</u>	For Clarity.

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			<p><u>On C3 developments, 40% affordable housing will be sought where</u> the council will expect a minimum of 75% of the affordable housing to be Social Rent and/or Affordable Rent and up to 25% as First Homes. This equates to 30% of the total scheme for Affordable/Social Rent and 10% of the total scheme as First Homes, resulting in a 75/25 tenure split.</p> <p><u>On C2 developments outside the Town Centre, the value of the developer's contribution will be determined by using the Borough-Wide Commuted Sums Calculator, applying the scheme's Net Sale Area (NSA) to account for the gross-net ratio of care schemes.</u></p> <p>For sites of 10 dwellings or less, a commuted sum towards off-site affordable housing provision will be sought, unless on-site provision is preferred, with the on-site tenure mix to be agreed as appropriate.</p> <p><u>Within</u> Crawley Town Centre For residential development resulting in a net increase of at least one new housing unit within the Town Centre, including those providing care regardless of whether it falls into Use Class C2 or C3, 25% affordable housing will be required. <u>The Town Centre Commuted Sums Calculator will be applied in determining the value of the developer's on-site contribution on C2 developments, and/or off-site commuted payments for both C2 and C3 developments where exceptional circumstances apply. In the case of C2 developments the scheme's Net Sale Area (NSA) will be used to account for the gross-net ratio of care schemes.</u></p> <p><u>On C3 developments,</u> the council will expect 60% of the affordable housing in the Town Centre to be Social Rent and/or Affordable Rent, and up to 40% as Intermediate Tenure. The Intermediate element will be expected to comprise at</p>	

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			<p>least 25% in the form of First Homes, with the other 15% to comprise First Homes or other Intermediate products, including Shared-Ownership, Shared-Equity or other Affordable Home Ownership tenures. This equates to 15% of the total scheme for Social Rent and/or Affordable Rent and 10% of the total scheme as Intermediate Tenure, resulting in a 60/40 tenure split.</p> <p>In the event of withdrawal of national policy requiring 25% of affordable housing secured through developer contributions to be First Homes, this minimum proportion will be expected to be provided in the form of Shared Ownership homes.</p> <p><u>Sites of 10 dwellings or less</u> <u>For sites of 10 dwellings or less (whether C2 or C3), a commuted sum towards off-site affordable housing provision will be sought, using the Borough-Wide or the Town Centre Commuted Sum Calculator according to the location of the site, unless on-site provision is preferred, with the on-site tenure mix to be agreed as appropriate. For C2 schemes the relevant Commuted Sum Calculator inputs will be based on Net Sale Area only.</u></p> <p><u>Affordable Care</u> This Policy applies to all new residential developments, including those providing care, regardless of whether it falls under Use Class C2 or C3. Affordable provision for such schemes should be met on-site and equate to: <ul style="list-style-type: none"> • Borough-Wide: 40% affordable provision (tenure to be determined); • Town Centre: 25% affordable provision (tenure to be determined). </p>	

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			<p>For traditional Care Homes, the requirement will be for the <u>on-site</u> provision of the equivalent percentage in <u>to be made in the form of</u> affordable care beds in order to meet the Policy.</p> <p><u>Exceptions</u> Except for sites of 10 dwellings or less, payments in lieu will only be accepted in exceptional circumstances where it can be demonstrated that there are robust planning reasons for doing so and provided that the contribution is of equivalent financial value.</p> <p>For high density schemes, as defined in Policy CL4 (i), falling outside the Town Centre, should viability evidence be provided to justify similar levels of affordable housing to that required in the town centre, this will be considered along with claw-back mechanisms to secure higher levels of affordable housing provision, up to the Policy level of 40%, should viability improve during the period of development construction. In exceptional circumstances an off-site commuted payment in lieu may be considered.</p> <p>The council will only consider relaxing this affordable housing requirement, in part or in full, in exceptional circumstances, where a scheme is clearly subject to abnormal costs, not including land costs, and not otherwise envisaged by the Local Plan Viability Assessment. This must be evidenced by robustly assessed viability appraising various permutations of affordable housing provisions to best address local affordable housing needs which will be independently assessed. Should concessions be agreed by the council then claw-back mechanisms will be expected to be put in place and independently</p>	

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			<p>monitored. The scheme must also evidence that it addresses a demonstrative and immediate housing need.</p> <p>Build to Rent will also be considered as an exception while all units remain for rent. This is further detailed in Policy H6, which will revert back to Policy H5 should such schemes cease to be predominantly private rental.</p> <p>Rent to Buy is considered as an exceptional Intermediate Tenure that may be considered only in exceptional circumstances where it can be evidenced to address local housing needs, and will not be considered as an Affordable rental <u>Rent</u> tenure.</p>	
	187	13.40	<p>Amend the last paragraph of the Reasoned Justification for Policy H5: The Viability Study considered ‘sheltered’ housing and ‘extra care’ housing typologies (this included a higher proportion of communal areas), along with a ‘nursing home’ commercial typology. The Viability Study supports the principle of affordable housing from such schemes, although it acknowledges that particular consideration may need to be given on a case-by-case basis given the complexities and issues to resolve in terms of combining care services and housing. <u>In consideration of the issues specific to this type of residential development, Policy H5 sets out a tailored approach, based on the use of Commuted Sum Calculators for the Borough-Wide and Town Centre areas (intended to reflect the headline 40% and 25% requirements for those areas in the form of a square metre levy). The Net Sale Area (NSA) of the scheme (excluding communal areas) is entered into the calculator and that value shall determine the number of units (or bed spaces) that can be acquired on-site, with or without any subsidy, and of appropriate tenure. This value can then either be put towards on-site provision (where</u></p>	For Clarity.

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			<p><u>West Sussex County Council agree to support the package), or else paid as a commuted payment towards off site provision. On-site provision will be reliant on West Sussex County Council Adult Services agreeing to support the care package, and any reasonable care-related service charges. Where Adult Services elect not to support a scheme, this will be considered an exceptional circumstance, and the council will, in this case, accept an off-site commuted payment as valued at the outset. For C2 schemes of 10 dwellings or less, as for C3 schemes, the calculator ensures that headline affordable housing requirements are ‘tapered’ in proportion to scheme size. This approach is set out more fully in the Planning Obligations Annex. In exceptional cases, where particular consideration may need to be given to site-specific issues, in such cases, the council will consider any details of care and communal facilities costs, if relevant, as part of viability information. However, the longer term financial models associated with specialist accommodation must also be factored into the assessment.</u></p>	
	191	Policy H8	<p>Amend criteria a of the policy: is not subject to existing or predicted air, road and/or rail noise in excess of 57 decibels for permanent sites, 60 decibels for long term temporary/transit sites <u>allowing stay</u> of up to one month, and 66 decibels for <u>overnight/short term temporary stay/transit</u> temporary transit sites</p>	For Clarity.
	191	13.52	<p>Amend existing wording of Policy H8 Reasoned Justification: Crawley is a constrained urban environment and is in a position where difficult prioritisation of new development is required as the last undeveloped or underdeveloped sites are allocated for future uses. This situation results in high land values and limited opportunities for Gypsies, Travellers and Travelling</p>	Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople

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			Showpeople to bring forward site provision themselves. There are currently three authorised Gypsy and Traveller sites in Crawley, for six pitches in total, and one authorised site for Travelling Showpeople with three plots. The existing Gypsy, Traveller and Travelling Showpeople sites are all located within the land to the north of the borough. Two of the authorised New or renewed Gypsy and Traveller sites in this location would be are subject to temporary permissions, as this area is acknowledged to be unsuitable for permanent caravan accommodation, particularly due to the potential future southern runway expansion proposals for Gatwick Airport. In addition, there is a more substantial local population living within bricks and mortar accommodation.	Accommodation Needs Assessment
	191	13.53	Amend existing wording of Policy H8 Reasoned Justification: The Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2020, and the emerging 2023 draft Assessment) for Crawley indicates a potential future need of up to ten pitches for Gypsies and Travellers arising from the existing population within Crawley. This includes the families currently accommodated on the existing temporary permitted pitch sites. Furthermore, whilst the original survey work completed for those in bricks and mortar accommodation did not identify any immediate need for additional sites, and no need arising from these families has been evident over the 10 year period since that was carried out , it is inherently improbable that within the next 15 year period there will be no new households formed requiring additional site provision.	Factual Update to reflect final Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment
	192	13.57	Amend the last sentence in the paragraph: ...Exposure to noise in excess of 57 decibels on a permanent basis, 60 decibels for long term temporary sites allowing stay of up to one month and of	For Clarity

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			66 decibels for <u>overnight/short term temporary stay/transit</u> temporary transit sites would not be in the long term interest of future inhabitants.	
	192	13.58	Amend the last sentence in the paragraph: ...For these areas, temporary <u>planning</u> permission may be an appropriate decision until certainty is achieved.	For Clarity
14. Green Infrastructure & Biodiversity				
	195	Vision: Environmental Sustainability Statement	Amend the Vision: “...The borough will prepare for the increasing effects of climate change, through adaptation measures including lower water usage standards, including water neutrality where necessary, and delivering a net gain in biodiversity, <u>and supporting nature recovery</u> . Losses to protected and priority species and habitats will have been avoided and the delivery of vital ecosystem services...”	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.
	198	14.12	Insert into paragraph: The NPPF requires local authorities to plan for strategic development considering the impacts on existing infrastructure and the need for new infrastructure to service that development and also to contribute to and enhance the natural and local environment. <u>Natural England has produced a Green Infrastructure Framework. The framework has developed 15 Green Infrastructure principles. The framework sets out each principle, a description of the principle, what the principle is seeking to achieve, how to produce good Green Infrastructure and the relation to government policy and guidance.</u> The Local Plan evidence base, ...”	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.

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	199	14.14	<p>Amend Reasoned Justification paragraph and Table: The table below sets out Natural England’s updated Accessible Greenspace Standards and the Woodland Trust’s Access Standard. Ideally, both sets of standards should be met for all new development to be located within the distance criteria for each size of accessible natural greenspace and woodlands. However, it is recognised that in an urban area such as Crawley, where there is a lack of available land for large new provision, a pragmatic approach is necessary. The table below also sets out the local standards for natural greenspace established by Crawley’s Open Space, Sport and Recreation Assessment (2020).</p> <table border="1" data-bbox="741 831 1789 1310"> <tr> <td data-bbox="741 831 931 1310"> <p><i>Natural England’s Accessible Natural Green Space Standards recommend that all people should have accessible natural green space:</i></p> </td> <td data-bbox="931 831 1789 1310"> <ul style="list-style-type: none"> • <i>Of at least two hectares in size, no more than 300m (five minutes’ walk) from home.</i> • <i>At least one accessible 20-hectare site within 2km of home</i> • <i>One accessible 100-hectare site within 5km of home.</i> • <i>One accessible 500-hectare site within 10km of home.</i> • <i>A minimum of one hectare of statutory local nature reserves per 1,000 people</i> • <i>That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size.</i> • <i>That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.</i> • <i>That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.</i> </td> </tr> </table>	<p><i>Natural England’s Accessible Natural Green Space Standards recommend that all people should have accessible natural green space:</i></p>	<ul style="list-style-type: none"> • <i>Of at least two hectares in size, no more than 300m (five minutes’ walk) from home.</i> • <i>At least one accessible 20-hectare site within 2km of home</i> • <i>One accessible 100-hectare site within 5km of home.</i> • <i>One accessible 500-hectare site within 10km of home.</i> • <i>A minimum of one hectare of statutory local nature reserves per 1,000 people</i> • <i>That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size.</i> • <i>That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.</i> • <i>That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.</i> 	<p>Factual Update: recommendation from Natural England in Representations made to the Regulation 19 Consultation.</p>
<p><i>Natural England’s Accessible Natural Green Space Standards recommend that all people should have accessible natural green space:</i></p>	<ul style="list-style-type: none"> • <i>Of at least two hectares in size, no more than 300m (five minutes’ walk) from home.</i> • <i>At least one accessible 20-hectare site within 2km of home</i> • <i>One accessible 100-hectare site within 5km of home.</i> • <i>One accessible 500-hectare site within 10km of home.</i> • <i>A minimum of one hectare of statutory local nature reserves per 1,000 people</i> • <i>That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size.</i> • <i>That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.</i> • <i>That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.</i> 					

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	204	GI3	<p>Amend the Policy: “Development whose primary objective is to conserve or enhance biodiversity will be supported. All development proposals will be expected to incorporate features to encourage biodiversity and enhance existing features of nature conservation value within and around the development. Development proposals will be required to demonstrate how the scheme will meet the government’s requirement for securing measurable ‘net gains’ in biodiversity, including information calculating the current biodiversity value of the site. <u>Biodiversity Net Gain is in addition to existing habitats and species protections. In delivering Biodiversity Net Gain for development proposals, the mitigation hierarchy should be followed.</u> As a minimum, all development proposals will need to achieve a net gain for biodiversity in accordance with government expectations¹³⁶, currently a 10% increase in habitat value for wildlife compared with the pre-development baseline. This should be calculated using the government’s most recently published Biodiversity Metric and be supported by relevant specialist ecological surveys, interpretation and advice. The pre-development baseline will be taken from January 2020. All developments, even with a pre-development baseline of Zero or low baseline will be expected to provide net gain. Developments that are of a smaller size should look to use <u>the Small Sites Biodiversity metric.</u> <u>Developments on sites with low (or zero) existing biodiversity baseline should use the</u> Urban Greening Factor criteria to achieve appropriate improvements and gains to the environment.</p>	<p>For Clarification and Factual Updates: recommendation from Natural England and Sussex Wildlife Trust in Representations made to the Regulation 19 Consultation.</p>

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			<p>In the first instance 'net gains' <u>units</u> should be sought on-site. If on-site is not feasible then <u>delivery of</u> off-site 'net gains' <u>units should be identified as part of a strategic solution. Where neither of these options can be identified, net gains</u> should be sought in the form of 'Biodiversity Credits' <u>that can contribute to a strategic solution</u>. Gains should be sought for perpetuity for the lifetime of the development. Any credits that are bought to deliver off-site Net Gains should demonstrate that they will be secured for at least 30 years via conditions or agreements. <u>Appropriate management and maintenance measures should be in place throughout and following development</u>. Applicants will also be required to submit their baseline findings and proposals to the Sussex Biodiversity Record Centre in an appropriate format.</p> <p>..."</p>	
15. Sustainable Design & Construction				
	220	15.37	<p>Insert new paragraph after 15.37: <u>15.38 The Environment Agency defines a water stressed area as a location where 'the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand or where the future household demand for water is likely to be a high proportion of the effective rainfall available to meet that demand'. The Thames River Basin District Management Plan 2022 identifies the ecological status of the River Mole catchment at Crawley as ranging 'moderate' to 'bad', with 'changes to natural flow and levels of water' identified as a key challenge. Among its management recommendations, as also identified in the Gatwick sub-region Water Cycle Study 2020, is for Local Plans to support tighter levels of water efficiency for residential and non-domestic use. This</u></p>	<p>For Clarification: recommendation from Environment Agency in Representations made to the Regulation 19 Consultation.</p>

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			<p><u>will support the achieving of ‘good’ status under the Water Environment (Water Framework Directive) (England and Wales) Regulations.</u></p> <p>Add footnote: <u>Thames River Basin District Management Plan 2022</u> Thames river basin district river basin management plan: updated 2022 - GOV.UK (www.gov.uk)</p>	
	220	15.38	<p>Amend paragraph: The Environment Agency defines a water stressed area as a location where ‘the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand or where the future household demand for water is likely to be a high proportion of the effective rainfall available to meet that demand’. Crawley Borough Council is one of many local authorities to have declared a climate emergency. Climate change is predicted to increase pressure on water resources, increasing the potential for a supply-demand deficit in the future, and making environmental damage from over abstraction of water resources more likely. The delivery of water and wastewater services and the heating of water in the home require high energy inputs, and water efficiency can reduce energy use and carbon emissions. It is equally important that development does not cause an unsustainable increase in water abstraction.</p>	For Clarification: Avoids repetition following introduction of new paragraph 15.37
	220	15.39	<p>Amend date on footnote 160: Letter to Local Planning Authorities, Water Efficiency in New Homes, 1 September 2021<u>2022</u>, DEFRA</p>	To correct an error

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	220-21	15.40	Amend paragraph: ...The Policy requires that, where located outside of Sussex North WRZ, non-residential development must equal or exceed BREEAM Excellent requirements, which require that there is a 25% reduction in potable water use. Further information on water efficiency is provided in the Planning and Climate Change SPD.	For Clarification: Avoids repetition following introduction of new paragraph 15.41
	221	15.40	Insert new paragraph within the Reasoned Justification for Policy SDC3: <u>15.42 Measures that maximise the water efficiency of development are encouraged, and should development be designed to a more ambitious water efficiency standard than outlined in Policy SDC3, this will be supported. Further guidance is provided in the Waterwise UK Water Efficiency Strategy to 2030 and the Planning and Climate Change SPD.</u> Add footnote: <u>Waterwise UK Water Efficiency Strategy to 2030</u> <u>J37880-Waterwise Water Efficiency Strategy Inners Landscape WEB.pdf</u>	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.
	221	15.42	Amend paragraph: Sussex North WRZ is supplied from ground water abstraction, <u>from the Folkestone beds of the Lower Greensand/Wealden Greens and semi-confined aquifer</u> , on the River Arun, close to Pulborough in Horsham District..”	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.

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	222	15.43	Amend paragraph: “To provide the necessary certainty, <u>the most feasible approach is for development must to demonstrate that it is water neutral.</u> ”	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.
	222	15.45	Amend reference to ‘Local Planning Authority led’: ..., together with measures to be identified in a joint Local Planning Authority <u>and South Downs National Park Authority</u> -led Offsetting Implementation Scheme (OIS) being prepared;...	For Clarity.
	222	15.45	Amend paragraph: “...(OIS) being prepared; <u>note that achieving the aforementioned higher levels of efficiency will enable the OIS to provide necessary offsetting more effectively, thereby reducing offsetting costs and ensuring viability for all development within the WRZ.</u> Development may choose...”	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.
	222	15.45	Insert new sentence at the end of the paragraph: “...Development may choose to achieve water neutrality through other means, but the key principles of water efficient design and offsetting the additional demand created remain. <u>Offsetting is expected to be provided prior to occupation of new developments and this shall be secured through the Development Management process.</u> ”	For Clarification: to address concerns raised by Sussex Wildlife Trust and CPRE

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				Sussex in Representations made to the Regulation 19 Consultation.
MM000	222	Policy SDC4	Insert the word “Strategic” ahead of Policy in the Policy title: Strategic Policy SDC4: Water Neutrality	For Consistency.
	223	Policy SDC4	Move Section 5 (Water Neutrality Statement) up to Section 2. Water Neutrality Statement 5. 2. A water neutrality statement will be required to demonstrate how policy requirements have been met in relation to water supply, water efficient design details and offsetting. The statement shall provide, as a minimum, the following: <ul style="list-style-type: none"> a. baseline information relating to existing water use within a development site; b. full calculations relating to expected water use within a proposed development; and c. full of how any remaining water use will be offset. Offsetting Scheme 2. 3. A local...	For Clarity
	223	Policy SDC4	Amend policy criteria 2 (now criteria 3): 2. 3. A local planning authority and South Downs National Park Authority (SDNPA) -led water offsetting scheme will be introduced to bring forward development and infrastructure supported by Local and Neighbourhood Plans. The authorities will manage access to the offsetting scheme to ensure	For Clarity.

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			that sufficient water capacity exists to accommodate planned growth within the Plan period.”	
	223	Policy SDC4	Amend policy criteria 3 (now criteria 4) and split into two criteria: “ 3. <u>4.</u> Development proposals are not required to utilise the local planning authority <u>and SDNPA</u> -led offsetting scheme and may bring forward their own offsetting schemes. <u>Any such development proposals will need to have regard to the local authority and SDNPA-led offsetting scheme and associated documents.</u> <u>5.</u> Offsetting schemes can be located within any part of the WRZ, with the exception that offsetting will not be accepted within the Bramber/Upper Beeding area in Horsham district.”	For Clarity.
	223	Policy SDC4	Amend policy criteria 4 (and renumber to criteria 6 to take account of additional criteria above): “ 4. <u>6.</u> Where an alternative water supply is to be provided, the <u>Water Neutrality s Statement</u> will need to demonstrate that no water is utilised from sources that supply the Sussex North WRZ. The <u>wider</u> acceptability of <u>and certainty of delivery for</u> alternative water supplies will be considered on a case-by-case basis.”	For Clarification: recommendation from Natural England in Representations made to the Regulation 19 Consultation.
	223	SDC4	Insert new section at the end of the Policy: <u>Area of Serious Water Stress</u> <u>7. Should the need to demonstrate water neutrality no longer be required, new residential development must be designed to utilise no more than 110 litres of mains supplied water per person per day, as per the Building Regulations optional requirement for tighter water efficiency. For non-domestic buildings, the minimum standards for BREEAM ‘Excellent’</u>	For Clarity.

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			<u>within the Water category will apply. Should tighter national standards be introduced during the Local Plan period applicable for areas of serious water stress, they will be applied.</u>	
	224	15.49 – new paragraph 15.52	<p>Insert a paragraph after 15.49 (now 15.51 due to additional paragraphs in supporting text for Policy SDC3):</p> <p>“Applicants using the <u>Local Authority and SDNPA-led</u> Offsetting Implementation Scheme (OIS) to offset water, will ‘buy in’ to the scheme at a level to ensure that their development achieves water neutrality. Where development achieves its offsetting through accessing the OIS, a proportionate developer contribution will be secured. Further detail on this contribution is set out in the Planning Obligations Annex. Recognising that the capacity of water offsetting that the OIS can provide may be limited at particular points in time during the plan period, the authorities will monitor use across the WZ and manage access to the OIS to ensure that, prior to permissions being granted, sufficient water capacity exists to ensure that water neutrality will be achieved when occupation takes place.</p> <p><u>15.52 Offsetting capacity in the OIS is not limitless and access will be managed by the local authorities to ensure there is sufficient capacity in the OIS to demonstrate water neutrality in schemes that are approved. The authorities will publish and keep regularly updated, a Scheme Access Prioritisation Protocol (SAPP) to show how access to the offsetting in the OIS will be managed. Infrastructure necessary to support planned growth, such as schools, will be prioritised in the SAPP.</u></p>	For clarity to support reference in Policy SDC4 criteria 2 in relation to “The authorities will manage access to the offsetting scheme to ensure that sufficient water capacity exists to accommodate planned growth within the plan period”.
	224	15.50	<p>Amend the first sentence:</p> <p>Development is not required to utilise the Local Authority <u>and SDNPA-led</u> OIS,</p>	Factual Correction to

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				reflect SDPA status.
	224	15.51	<p>Split Paragraph 15.51 (re-numbered to 15.54 due to the new 15.51 paragraph proposed above) and add additional text as follows to create new paragraphs 15.55 and 15.56:</p> <p><u>15.54</u> (was 15.51) For all development, it will be necessary to demonstrate how water neutrality will be achieved through a Water Neutrality Statement to be submitted as part of any planning application within the Sussex North WRZ. This will be required to set out baseline information relating to existing water use within a development site, full calculations relating to expected water use within a proposed development; and full details of how any remaining water use will be offset. Detail should also be provided as to how delivery of water efficiency measures, alternative water supplies and offsetting prior to occupation of the development will be verified and monitored.</p> <p><u>15.55</u> Should applicants not utilise the Local Authority <u>and SDNPA-led</u> OIS, <u>certainty of delivery of alternative offsetting will need to be demonstrated.</u> The Water Neutrality Statement should supply full details of the offsetting scheme that their development would rely upon. <u>Similarly, certainty of alternative supply will need to be demonstrated in the Water Neutrality Statement. For connection to an alternative water company, this could be achieved by confirming that the alternative water company has sufficient capacity and will take on supply to the development. For a private supply borehole or other source of supply, this will require evidence that sufficient water supply is available to meet demand arising from the proposed development, and demonstrating with certainty that the alternative supply source does not impact upon the Arun Valley sites.</u></p>	Provides necessary clarity for developers on how 'certainty' will need to be demonstrated through a Water Neutrality Statement and how certainty will be secured. This reflects the modification proposed at 8.1.4.6 of CBC response to Matter 8, reference: document CBC/MIQ/008b Matter 8: Character, Design and

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			<u>15.56 To provide the necessary certainty, measures to deliver water neutrality will need to be secured through the Development Management process.</u> The council will seek to provide additional guidance to further assist applicants with water neutrality statements.	Heritage, November 2023.
16. Environmental Protection				
	226	EP1	Amend Policy EP1, Part iv: ...development will: make appropriate provision for surface water drainage to the ground, water courses or surface water sewers, <u>having regard to surface water flow paths.</u> Surface water will not be allowed to drain to the foul sewer. <u>Opportunities to maximise water re-use within a development should also be considered where feasible. For major development, planning applications should be accompanied by a site-specific drainage strategy;</u>	For Clarity.
	227	EP1	Amend Policy EP1, Part v: ...development will: ...not be permitted to take place within 8 metres from the <u>edge of bank of top</u> of any Main River or <u>12 metres from any</u> Ordinary Watercourse, nor within 3 metres of any sewer system without prior consent from the appropriate authority;	To correct an error.
	228	16.15	Add additional wording as a last sentence to the third bullet point in this paragraph where it relates to Flood Zone 3b as follows: <u>The 2023 SFRA applies a precautionary approach, as agreed with the Environment Agency, using the 2% AEP output to derive Flood Zone 3b.</u>	Factual Update to respond to updated Strategic Flood Risk

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				Assessment, November 2023.
	232	EP4	<p>Amend the policy under A. Noise Sensitive Development: Residential and other noise sensitive development will only be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise impact from existing, temporary or future uses. <u>In the case of development likely to experience noise or effects within the Significant Observed Adverse Effects Level, only when it is first proven that it is necessary to develop in that location having taken all circumstances into account will permission be considered.</u></p> <p>Noise sensitive uses proposed in areas that are exposed to noise above the Lowest Observed Adverse Effect Level (LOAEL) or at and above the Significant Observed Adverse Effect Level (SOAEL) from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will only be permitted where: <u>in the case of effects within SOAEL there is no alternative; and in all cases</u> it can be demonstrated good acoustic design has been considered early in the planning process, and that all appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable. Noise sensitive uses proposed in areas that are exposed to noise at the Unacceptable Adverse Effect level will not be permitted.</p>	For Clarity.
	233	EP4	<p>Amend the date of the document in the last paragraph under C. Noise Impact Assessment: In preparing a Noise Impact Assessment, applicants will adhere to Planning Noise Advice Document: Sussex (2021 2023 or latest revision) and ProPG</p>	Factual Update

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			(Professional Practice Guidance on Planning & Noise for New Residential Developments) for further guidance.	
	234	16.35	Proposed Modification to Local Plan Paragraph 16.35: <i>Where a Noise Impact Assessment is required, consideration should be given to Planning Noise Advice Document, Sussex (2024 2023 or latest revision) which has been produced on a joint basis by East and West Sussex local authorities. This has been produced to provide clear and consistent guidance as to the level of information that should be submitted with planning applications for noise generating developments or noise sensitive developments, including guidance on when it is appropriate to submit a noise report and the required content of such a report.</i>	Factual Update
	237	EP6	Amend policy as follows: Development must demonstrate how it will minimise light pollution so as to avoid significant harm to biodiversity and public and highway safety , and prevent unacceptable sky glow, glare, light spillage and unnecessary energy usage.	For Clarification: recommendation from National Highways in Representations made to the Regulation 19 Consultation.

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17. Sustainable Transport				
	240	ST1	<p>Within the main text of Policy ST1 the reference to Transport Assessment requirements under b) is amended as follows:</p> <p>b) Transport Assessment, which assesses the impact of a development when there are significant transport implications (including consideration of the requirements of Policy IN1: Infrastructure Provision), and:</p> <ul style="list-style-type: none"> for large developments (for example, large-scale major residential developments or any strategic developments), a Mobility Strategy; or, for other developments, a Travel Plan. <p>The Mobility Strategy or Travel Plan will identify:</p> <ul style="list-style-type: none"> how the development will optimise the usage of sustainable modes of transport as opposed to the private motor vehicle; appropriate improvements to sustainable modes, or the introduction of new infrastructure that is required to adequately mitigate development impacts and detail how this will be delivered and operated. 	For Clarity.
	241	17.8	<p>Amend the Paragraph:</p> <p>In order to promote sustainable development, the Policy further supports the national planning policy objectives of identifying and pursuing opportunities to promote walking, cycling and public transport use; providing for high-quality walking and cycling networks; and ensuring that the design and access arrangements of new developments give priority first to pedestrian and cycling movements. National policy objectives are further outlined in by the Department for Transport in Circular 01/2022: Strategic road network and the delivery of sustainable development, and in Department for Transport's Gear Change: a vision for cycling and walking, which expects "sustainable</p>	For Clarification: to address National Highways in Representations made to the Regulation 19 Consultation.

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			transport issues to be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote cycling and walking are pursued”166. Planning policies are to provide for high quality cycling and walking networks, green spaces and green routes, and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans). The design requirements to achieve this are set out in Policy CL3.	
	242	ST2	Amend the first paragraph of the Policy: Development will be permitted where the proposals provide the appropriate amount and type of car and cycle parking (including electric vehicle charging infrastructure) to meet its needs when it is assessed against the borough council’s car and cycle parking standards. These standards are contained in the Parking Standards Annex to this Plan.	
	244	ST4	Insert new criteria into the Policy: The design and route of the Western Multi-Modal Transport Link must take account of: ... <u>c. Land safeguarded at Gatwick Airport for potential future southern runway expansion.</u>	
	246	New para.	Insert a new Paragraph 17.31: <u>The Area of Search is located outside the Built-Up Area Boundary, within the Upper Mole Farmlands Rural Fringe, and includes areas of known environmental constraints including, but not limited to, the River Mole floodplain, ancient woodlands, biodiversity opportunity areas, local green spaces, local natural reserves, local wildlife sites and structural landscaping. The requirements and expectations of the other policies in this Local Plan and in national policy relevant to these constraints will</u>	For Clarity.

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			apply in the circumstances of route identification and design for the Crawley Western Multi-Modal Transport Link.	
Appendix A: Sustainability Objectives				
Appendix B: Supporting Guidance Documents				
	250		Update reference to: West Sussex Joint Minerals Local Plan WSCC and SDNP, 2018 with West Sussex Joint Minerals Local Plan, 2018 (Partial Review 2021)	Factual Update
	251		Insert the following document: LEED 2009 for New Construction and Major Renovations Rating Systems U.S. Green Building Council, 2009 Letter to Local Planning Authorities, Water Efficiency in New Homes, 1 September 2022, DEFRA EU Water Framework Directive	To reflect footnote 160
	251		Update reference to: Water Stressed Areas – Final Classification Environment Agency, 2013 2021	Factual Update
	252		Insert the following document: West Sussex Energy Study AECOM Limited, 2013 Department for Transport Circular 01/2022: Strategic road network and the delivery of sustainable development, DfT, 2022 The Road to Zero: Next Steps towards cleaner road transport and delivering our Industrial Strategy, 2018	For Clarification: to address National Highways in Representations made to the

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				Regulation 19 Consultation.
Background Studies and Evidence Base Documents				
	254		Insert new document: Crawley Local Plan Market Signals Assessment for Industrial and Warehousing Needs (2023)	
	256		Update reference to: Water Stressed Areas – Final Classification Environment Agency, 2013 2021	Factual Update
	256		Add to Environmental Sustainability: Thames River Basin District Management Plan 2022	
	256		Add to Environmental Sustainability: Waterwise UK Water Efficiency Strategy to 2030	
	256		Update reference to: Planning Noise Advice Document: Sussex (2021 2023) East and West Sussex Authorities	
	256		Update reference to: Site Allocations and Flood Risk Background Paper (2020 2023) Crawley Borough Council	
	256		Update Reference to: Page 256: Crawley Borough Council Strategic Flood Risk Assessment (SFRA) (2020 December 2023) JBA	
	256		Insert new document: Topic Paper 7: Development and Noise Technical Appendix (December 2023)	

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Glossary				
	260	New definition	Insert in new definition: <u>Education facilities – Facilities catering to any/all educational needs including Further and Higher, Secondary, Primary, Early Years, and Special Educational Needs and Disability</u>	For Clarity on the request of West Sussex County Council
Planning Obligations Annex				
	274		Amend the first sentence of the first paragraph: The Crawley Local Plan 2024 <u>2023</u> -40 makes provision to deliver a minimum of <u>5,330</u> 5,030 homes over the next 16 <u>17</u> years <u>of the Plan period</u> and, with...	To reflect adjusted Plan Period.
	274		Amend the sub-heading: <u>Crawley Borough Local Plan 2024 <u>2023</u>-40</u>	To reflect adjusted Plan Period.
	282		Amend the job number in the first sentence of the second paragraph under Policy EC5: Employment and Skills Development: Crawley is an economically successful borough at the heart of the Gatwick Diamond, home to around 4,000 active businesses and over <u>85,000</u> 100,000 jobs	Factual Update.
	282		Insert new paragraph between the first and second paragraphs under the sub-heading: Requirements of Part (ii): Developer Contributions towards Employment and Skills: <u>Where it can be clearly demonstrated that measures in lieu of the financial contribution would achieve greater benefits in delivering</u>	For Clarity.

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			<u>employment and skills initiatives to help Crawley residents access employment opportunities, this will in principle be supported, subject to negotiation and agreement with the council. Such measures would be expected to go beyond those identified in the Employment & Skills Plan. This may include, for example, on-site training provision or other interventions. Any such measures would be secured by way of a legal agreement.</u>	
	284		Delete paragraph below Standard Occupancy for Commercial Development table and replace with new: As identified in the Northern West Sussex Economic Growth Assessment 2020, Crawley has a total working population of 55,676 people, of which 36,583 people live and work within the borough⁴. This figure, 65.7%, represents (c) the resident employment self-containment rate. <u>At the time of the 2021 Census, there are 85,000 jobs in the borough. Crawley has a total working population of 58,737 people, of which 44,335 live and work within the borough. Expressing the number of people who live and work within the borough as a percentage of Crawley's total jobs provides the employment self-containment rate (c). For Crawley, the employment self-containment rate is 52%.</u>	Factual Update.
	284	Footnote 172 (now 175)	Amend reference in footnote: Source: ONS census <u>2021</u> 2011/Lichfields analysis	Factual Update.
	284-285		Amend figures in Employment and Skills Contribution from Commercial Development table:	Corrections to reflect Factual

⁴ Source: ONS census 2021 ~~2011/Lichfields analysis~~

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			<p>Employment and Skills Contribution from Commercial Development The Employment and Skills contribution from commercial development, including commercial components of mixed use development, is based on the following parameters:</p> <ul style="list-style-type: none"> a) Net increase in Gross Internal Area; b) Standard Occupancy; c) Crawley’s resident employment self-containment rate (65.7 52%); d) Proportion of Crawley’s working age population with no (or other) qualifications (7.6%); e) Minimum cost for supporting an individual to access employment (£6,500) <p>The contribution required should be calculated according to the type of development, on the basis below:</p> <p><u>Commercial Development (excluding Office and Hotel uses)</u> $(a/b) \times c \times d \times e$, this being: $(\text{Net increase in Gross Internal Area} / \text{Standard Occupancy}) \times \del{0.657} \mathbf{0.52} \times 0.076 \times \mathbf{£6,500}$</p> <p>For example, for a Class B2 industrial development of 1,000m² net increase in gross internal area, the financial contribution would be calculated as: $(1,000 / 36) \times \del{0.657} \mathbf{0.52} \times 0.076 \times \mathbf{£6,500} = \del{£7,135.55} \mathbf{£9,015.50}$</p> <p><u>Office Development</u> The equation applied for offices is the same as that used for commercial, though for reasons of viability, the final output is halved. The equation is therefore: $(a/b) \times \del{0.657} \mathbf{0.52} \times 0.076 \times \mathbf{£6,500} / 2$</p>	<p>Update in calculation.</p>

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			<p>For example, for a Class E office development of 1,000m² net increase in gross internal area, the financial contribution would be calculated as: $(1000 / 11) \times 0.52 \text{ } 0.657 \times 0.076 \times \text{£}6,500 / 2 = \text{£}11,676.36 \text{ } \text{£}14,752.63$</p> <p><u>Hotel Development</u> For hotel development, it is first necessary to identify the anticipated number of staff, which is calculated on a ratio of staff per room, depending on the type of hotel. This is calculated on the basis of: $(\text{Number of Rooms} / \text{Standard Occupancy}) = z$ $(a / z) \times 0.52 \text{ } 0.657 \times 0.076 \times \text{£}6,500$</p> <p>For 150 bedroom budget hotel development of 1,000m² net increase in gross internal area, the financial contribution would be calculated as: $(150 / 3 = 50 \text{ staff})$ $(1,000 / 50) \times 0.52 \text{ } 0.657 \times 0.076 \times \text{£}6,500 = \text{£}5,137.60 \text{ } \text{£}6,491.16$</p>	
	285-286		<p>Amend Policy H5: Affordable Housing Section: Policy H5: Affordable Housing Policy H5 requires 40% affordable housing from all residential developments <u>(including both C3 and C2 use classes)</u> resulting in a net increase of at least one new housing unit which fall outside the Town Centre.</p> <p>The council expect a minimum of 75% of the affordable housing to be Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 25% as First Homes. This equates to 30% of the total scheme for Affordable/Social Rent and 10% of the total scheme as First Homes.</p> <p><u>On C2 developments outside the Town Centre, the value of the developer's contribution will be determined by using the Borough-Wide</u></p>	For Clarity.

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			<p><u>Commuted Sums Calculator, applying the scheme’s Net Sale Area (NSA) to account for the gross-net ratio of care schemes, and that value shall determine the number of units (or bed spaces) that can be acquired on-site, with or without any additional subsidy, and of an appropriate tenure. NOTE: On-site provision will be reliant on West Sussex County Council Adult Services agreeing to support the care package, and any reasonable care-related service charges. Where Adult Services elect not to support a scheme, this will be considered an exceptional circumstance, and the Council will in this case accept an off-site commuted payment as valued at the outset.</u></p> <p>For sites of 10 dwellings or less, a commuted sum towards off site affordable housing provision will be sought, unless on site provision is preferred, with the on-site tenure mix to be agreed.</p> <p>Crawley Town Centre For residential developments resulting in a net increase of at least one new housing unit within the Town Centre, Policy H5 requires 25% affordable housing.</p> <p>The council will expect 60% of the affordable housing in the Town Centre to be Social Rent and/or Affordable Rent, and up to 40% as Intermediate Tenure. The Intermediate element will be expected to comprise at least 25% in the form of First Homes, with the other 15% to comprise First Homes or other Intermediate products, including Shared-Ownership, Shared-Equity or other Affordable Home Ownership <u>tenures.</u></p>	

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			<p><u>The Town Centre Commuted Sums Calculator will be applied in determining the value of the developer’s on-site contribution on C2 developments, and/or off-site commuted payments for both C2 and C3 developments where exceptional circumstances apply. In the case of C2 developments the scheme’s Net Sale Area (NSA) will be used to account for the gross-net ratio of care schemes.</u></p> <p><u>Sites of 10 dwellings or less</u> <u>For sites of 10 dwellings or less (whether C2 or C3), a commuted sum towards off-site affordable housing provision will be sought, using the Borough-Wide or the Town Centre Commuted Sum Calculator according to the location of the site, unless on-site provision is preferred, with the on-site tenure mix to be agreed as appropriate. For C2 schemes the relevant Commuted Sum Calculator inputs will be based on Net Sale Area only.</u></p> <p>Affordable Care This Policy applies to all new residential developments, including those providing care, regardless of whether it falls under Use Class C2 or C3. Each scheme will be considered on a case-by-case basis in relation to any specific or exceptional matters. However, the starting point remains as:</p> <ul style="list-style-type: none"> • Borough Wide: 40% affordable provision (tenure to be determined) • Town Centre: 25% affordable provision (tenure to be determined) <p>For traditional Care Homes, the requirement will be for the <u>on-site</u> provision of the equivalent percentage in <u>to be made in the form of</u> affordable care beds in order to meet the Policy.</p>	

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			<p>Exceptions</p> <p>Policy H5 states that, except for sites of 10 dwellings or less, payments in lieu will only be accepted in exceptional circumstances where it can be demonstrated that there are robust planning reasons for doing so and provided that the contribution is of equivalent financial value.</p> <p>For high density schemes elsewhere in the borough, as defined in Policy CL4(i), and falling outside of the Town Centre, should viability evidence be provided to justify similar levels of affordable housing to that required in the Town Centre, this will be considered with claw-back mechanisms in place to secure higher levels of affordable housing provision, up to the Policy level of 40% should viability improve during the period of development construction, or in exceptional circumstances an off-site commuted payment in lieu may be considered.</p> <p>The council will only consider relaxing this affordable housing requirement, in part or in full, in exceptional circumstances, where a scheme is clearly subject to abnormal costs, not including land costs, and not otherwise envisaged by the Local Plan Viability Assessment, and where this is evidenced by robustly assessed viability. The scheme must also evidence that it addresses a demonstrative and immediate housing need. In such situations, the scheme is expected to appraise various permutations of affordable housing provisions to best address local affordable housing needs, and where concessions are agreed by the council then claw-back mechanisms will be expected to be put in place and the scheme independently assessed.</p>	

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			<p>Build to Rent will also be considered as an exception while it remains all for rent, and is further detailed in Policy H6, which will revert back to Policy H5 should such schemes cease to be predominantly private rental.</p> <p>Rent to Buy is considered as an exceptional Intermediate Tenure that may be considered only in exceptional circumstances where it can be evidenced to address local housing needs, and will not be considered as a rental tenure.</p> <p>Mechanism to Secure the Delivery of Affordable Housing Section 106 Planning Agreements (or Unilateral Undertakings) will be required to secure the delivery of affordable housing. The council will expect affordable housing to receive free serviced land as a starting point, whereby the Registered Provider receives transfer of the built-out units at a price commensurate with the affordable tenure or under special circumstances receives free transfer of serviced land at an equivalent aggregate value. The S106 Agreement will require applicants to provide an Affordable Housing Scheme setting out the provisions of affordable housing in keeping with this Policy requirement (para. 13.32).</p> <p>Where exceptional circumstances result in the council accepting an off-site commuted payment, the basic rationale will be for the council to secure a capital contribution that would be at a minimum equivalent to free-serviced land, and should reflect the cost to the development had affordable housing been provided on-site. The approach to be taken in calculating the financial contribution is based on a Square Metre Levy.</p> <p>This is an approach whereby a square metre levy is applied across the whole development (or the Net Sale Area in the case of C2 developments) aimed</p>	

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			<p>at securing an appropriate proportion of the build area towards the provision of affordable housing on an alternative site. This approach seeks to achieve a value equivalent to free-serviced land for the proportion of affordable housing that would otherwise have been provided on-site. For Crawley, a land-value tariff of £350 p/sqm (£218.75 p/sqm in the Town Centre) is considered appropriate.</p> <div style="border: 1px solid black; padding: 5px;"> <p>Square Metre Levy: Boroughwide GIA x [£350] p/m² = Commuted sum Town Centre GIA x [£218.75] p/m² = Commuted sum</p> </div> <p>Note: The key variables of [£350 or £219] per square meter and [30%] of gross development value applies in full from [11] units upwards. To address any 'disproportional burden', these variables on smaller schemes of [10 units or less] are 'discounted' on a sliding scale, the first unit starting at [one-third] of these respective values.</p> <p>[subsequent tables/boxes in pages 287-288 the Planning Obligations Annex are replaced with the following:]</p> <p>Boroughwide Affordable Housing Calculator</p>	

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			<p>Key Variables:</p> <p>Free land to m2: <input type="text" value="£350"/></p> <p>Free land to OMV: <input type="text"/></p> <p>Policy Requirement: <input type="text" value="40%"/></p> <p>Value Equal to % AH</p> <table border="1"> <thead> <tr> <th>Units</th> <th>m2 tariff</th> <th>% AH</th> <th>AH units</th> <th>avg. GIA</th> <th>Sum due</th> <th>Avg pu</th> </tr> </thead> <tbody> <tr><td>1</td><td>£116.67</td><td>13%</td><td>0.13</td><td>60</td><td>£7,000</td><td>£52,501</td></tr> <tr><td>2</td><td>£140</td><td>16%</td><td>0.32</td><td>120</td><td>£16,800</td><td>£52,501</td></tr> <tr><td>3</td><td>£163</td><td>19%</td><td>0.56</td><td>180</td><td>£29,400</td><td>£52,501</td></tr> <tr><td>4</td><td>£187</td><td>21%</td><td>0.85</td><td>240</td><td>£44,800</td><td>£52,501</td></tr> <tr><td>5</td><td>£210</td><td>24%</td><td>1.20</td><td>300</td><td>£63,000</td><td>£52,501</td></tr> <tr><td>6</td><td>£233</td><td>27%</td><td>1.60</td><td>360</td><td>£84,000</td><td>£52,501</td></tr> <tr><td>7</td><td>£257</td><td>29%</td><td>2.05</td><td>420</td><td>£107,800</td><td>£52,501</td></tr> <tr><td>8</td><td>£280</td><td>32%</td><td>2.56</td><td>480</td><td>£134,400</td><td>£52,501</td></tr> <tr><td>9</td><td>£303</td><td>35%</td><td>3.12</td><td>540</td><td>£163,800</td><td>£52,501</td></tr> <tr><td>10</td><td>£327</td><td>37%</td><td>3.73</td><td>600</td><td>£196,000</td><td>£52,501</td></tr> <tr><td>11</td><td>£350</td><td>40%</td><td>4.40</td><td>660</td><td>£231,000</td><td>£52,500</td></tr> <tr><td>12</td><td>£350</td><td>40%</td><td>4.80</td><td>720</td><td>£252,000</td><td>£52,500</td></tr> <tr><td>13</td><td>£350</td><td>40%</td><td>5.20</td><td>780</td><td>£273,000</td><td>£52,500</td></tr> <tr><td>14</td><td>£350</td><td>40%</td><td>5.60</td><td>840</td><td>£294,000</td><td>£52,500</td></tr> <tr><td>15</td><td>£350</td><td>40%</td><td>6.00</td><td>900</td><td>£315,000</td><td>£52,500</td></tr> </tbody> </table> <p>Key Variables – Model Assumptions: 1. Free Land to m2: £350 notional value of free serviced land for the 40% a housing quota.</p>	Units	m2 tariff	% AH	AH units	avg. GIA	Sum due	Avg pu	1	£116.67	13%	0.13	60	£7,000	£52,501	2	£140	16%	0.32	120	£16,800	£52,501	3	£163	19%	0.56	180	£29,400	£52,501	4	£187	21%	0.85	240	£44,800	£52,501	5	£210	24%	1.20	300	£63,000	£52,501	6	£233	27%	1.60	360	£84,000	£52,501	7	£257	29%	2.05	420	£107,800	£52,501	8	£280	32%	2.56	480	£134,400	£52,501	9	£303	35%	3.12	540	£163,800	£52,501	10	£327	37%	3.73	600	£196,000	£52,501	11	£350	40%	4.40	660	£231,000	£52,500	12	£350	40%	4.80	720	£252,000	£52,500	13	£350	40%	5.20	780	£273,000	£52,500	14	£350	40%	5.60	840	£294,000	£52,500	15	£350	40%	6.00	900	£315,000	£52,500	
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			<p>2. Free Land to OMV: 30% of market value of the 40% affordable housing quota, equating to a notional value of free serviced land, for 11+ units, with a sliding discount applied from 1-10 units.</p> <p>Indicative scheme for modelling purposes only</p> <div style="border: 1px solid black; background-color: #d9ead3; padding: 5px;"> <p>BOROUGH-WIDE Affordable Housing Calculator (40% policy)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Total number of self-contained residential units:</td> <td style="text-align: right; padding: 2px;">6</td> </tr> <tr> <td style="padding: 2px;"><u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential</td> <td style="text-align: right; padding: 2px;">446</td> </tr> <tr> <td style="padding: 2px;">Number of affordable units applicable:</td> <td style="text-align: right; padding: 2px;">2.4</td> </tr> <tr> <td style="padding: 2px;"><u>Commuted Payment Due:</u></td> <td style="text-align: right; padding: 2px;">£104,067</td> </tr> </table> </div> <p>Town Centre Affordable Housing Calculator</p>	Total number of self-contained residential units:	6	<u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential	446	Number of affordable units applicable:	2.4	<u>Commuted Payment Due:</u>	£104,067	
Total number of self-contained residential units:	6											
<u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential	446											
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<u>Commuted Payment Due:</u>	£104,067											

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			Units	m2 tariff	% AH	AH units	avg.GIA		Sum due	Avg pu
			1	£73	8%	0.08	60	£4,375	£52,521	
			2	£87	10%	0.20	120	£10,500	£52,516	
			3	£102	12%	0.35	180	£18,375	£52,512	
			4	£117	13%	0.53	240	£28,000	£52,509	
			5	£131	15%	0.75	300	£39,375	£52,507	
			6	£146	17%	1.00	360	£52,500	£52,505	
			7	£160	18%	1.28	420	£67,375	£52,504	
			8	£175	20%	1.60	480	£84,000	£52,503	
			9	£190	22%	1.95	540	£102,375	£52,502	
			10	£204	23%	2.33	600	£122,500	£52,501	
			11	£219	25%	2.75	660	£144,375	£52,500	
			12	£219	25%	3.00	720	£157,500	£52,500	
			13	£219	25%	3.25	780	£170,625	£52,500	
			14	£219	25%	3.50	840	£183,750	£52,500	
			15	£219	25%	3.75	900	£196,875	£52,500	
			<p><u>Key Variables – Model Assumptions:</u></p> <p><u>1. Free Land to m2: £218.75 notional value of free serviced land for the 25% affordable housing quota.</u></p> <p><u>2. Free Land to OMV: 30% of market value of the 25% affordable housing quota, equating to a notional value of free serviced land, for 11+ units, with a sliding discount applied from 1-10 units.</u></p> <p><u>Indicative scheme for modelling purposes only</u></p>							

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			<p><u>TOWN CENTRE Affordable Housing Calculator (25% policy)</u></p> <table border="1" data-bbox="752 518 1774 774"> <tr> <td>Total number of self-contained residential units:</td> <td>10</td> <td>units</td> </tr> <tr> <td><u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential</td> <td>1,000</td> <td>m2</td> </tr> <tr> <td>Number of affordable units applicable:</td> <td colspan="2">2.5 AH units</td> </tr> <tr> <td><u>Commuted Payment Due:</u></td> <td>£204,167</td> <td>@ £204 p/m2</td> </tr> </table> <p>[Rest of text follows on as below]</p> <p>Normally, for schemes of one to ten dwellings payments shall be made on occupation of the first property. For schemes of 11 dwellings or more, the payment schedule will be 50% on commencement and 50% upon occupation of the first market units, unless otherwise agreed. Indexation will continue until the final payment is made.</p> <p>The council may spend the capital contribution in any part of the borough, or within developments beyond Crawley’s administrative boundary where the council secures nomination rights to affordable housing, for the provision of and/or improvements to affordable housing.</p> <p><i>Approach for Small Sites:</i> Where financial contributions are sought (including for calculating the value for on-site tenure options in developments of six to ten new dwellings), the Affordable Housing Calculator has a built-in sliding scale discount, to ensure the contribution required remains proportionate and viable for smaller</p>	Total number of self-contained residential units:	10	units	<u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential	1,000	m2	Number of affordable units applicable:	2.5 AH units		<u>Commuted Payment Due:</u>	£204,167	@ £204 p/m2	
Total number of self-contained residential units:	10	units														
<u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential	1,000	m2														
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<u>Commuted Payment Due:</u>	£204,167	@ £204 p/m2														

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			<p>developments. For smaller schemes (ten dwellings or less) payment is accepted at the point of first occupation in order to aid cash-flow constraints.</p> <p>On smaller schemes of 10 units or less the starting point will be to establish the capital value of the expected affordable housing contribution using the Affordable Housing Calculator. This will determine the commuted sum payable on schemes of 5 residential units or less, unless the applicant wishes to consider on-site provision whereby the approach detailed below will also apply.</p> <p>For schemes in the range of 6 to 10 residential units, the capital contribution established by the Affordable Housing Calculator for on-site provision will be modelled by the council to determine the most appropriate on-site use of this resource to address local housing needs while taking into account practical considerations and constraints.</p> <p>The council’s options would then be to apply this capital value across the available affordable housing units as either Discounted Market Sale or Shared-Equity, which would not require the involvement of a Registered Affordable Housing Provider. Alternatively, with the involvement of a Registered Affordable Housing Provider, the options available to the council would then include either Shared-Ownership or Affordable Rent. The council may choose to apply this capital value over fewer affordable units than are due in order to improve the affordability of the affordable units.</p> <p>Worked Examples</p> <p>For example:</p>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>C3 Scheme: A scheme comprising of 6 residential units (2 x 1b/2p flats, 2 x 2b/4p flats, and 2 x 2b/4p houses) <u>outside the Town Centre</u> would have:</p> <ul style="list-style-type: none"> • an affordable housing requirement of 2.4 affordable units; • which would be equivalent to a capital contribution towards affordable housing ranging between £104,067 and £119,953. • This is based on 446m² GIA and almost £1.5m GDV, depending on which option is applied. <p>C2 Scheme: <u>A scheme with a Gross Internal Area (GIA) of 10,000 square metres, outside the Town Centre, comprising 100 self-contained dwellings, and with a Net Sale Area (NSA) of 6,500 square metres, would result in an affordable housing requirement of £2,275,000.00 (£350 x 6500).</u></p> <p><u>Subject to West Sussex County Council providing a care package, this could be used to secure affordable housing within the scheme as follows:</u></p> <p><u>Average market value of scheme dwellings: £340,000</u></p> <p><u>Average cost per dwelling of securing 55% equity: £187,000</u></p> <p><u>Number of dwellings secured by affordable housing requirement = $2275000 / 187000 = 12.166$. This could be increased to 13 with an additional £156,000 in grant funding.</u></p> <p>In addition, to further reduce disproportionate burdens on smaller developments, the council will seek to simplify viability assessment</p>	

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			<p>requirements. If a viability or delivery problem is accepted, then the council will consider:</p> <ul style="list-style-type: none"> i. Varying mix/tenure split; ii Varying payment timing; iii Reducing percentage of affordable and/or applying a lower sum to the off-site calculation. 	
Parking Standards Annex				
	298		<p>In the Parking Standards Annex to the Local Plan the electric vehicle charging infrastructure requirements on page 298 is amended as follows:</p> <p>Electric Vehicle Charging Infrastructure</p> <p><u>Provision of EV charging infrastructure as part of new vehicular parking should be made in accordance with Building Regulations, with EV charge points being designed and located in a manner appropriate to the requirements of the development.</u></p> <p>Until the introduction of national requirements for EV charging infrastructure in new developments, through Building Regulations or otherwise, provision should be made as follows:</p> <ul style="list-style-type: none"> • ‘Active’ charging points for electric vehicles should be provided on a set proportion of car parking spaces, in accordance with the following table. This is based on West Sussex County Council Guidance on Parking at New Developments (2019), and is informed by the government’s intention that 50% –70% of new car sales should be ultra low-emission by 2030; • Ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in future. <p>Year Proportion of ‘active’ charging p</p>	Factual Update.

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			<p>2020 28%</p> <p>2021 33%</p> <p>2022 37%</p> <p>2023 41%</p> <p>2024 45%</p> <p>2025 49%</p> <p>2026 53%</p> <p>2027 58%</p> <p>2028 62%</p> <p>2029 66%</p> <p>2030 70%</p>	
Noise Annex				
	305	2.1.6	<p>Amend paragraph:</p> <p>Section 130 of the NPPF states 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents'. <u>Paragraph 134 of the NPPF states "Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:</u></p> <p><u>a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and</u></p>	For Clarity and to Update.

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<u>supplementary planning documents such as design guides and codes; and/or</u> <u>b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'</u>	
	305	2.1.7	Amend the start of the first sentence: <u>Paragraph 130</u> Section 127a of the NPPF states that...	Factual Update.
	305	2.2.1	Amend the paragraph: The key objective of Local Plan Policy EP4 is to guide the relationship between noise sensitive development and noise sources to ensure that a good quality of life and health is maintained for current and future residents.	For Clarity.
	306	3.3	Amend the paragraph: As noise exposure increases it crosses the Lowest Observed Adverse Effect Level , and <u>at this point it is an observed adverse effect</u> may reach the Observed Adverse Effect Level . At this level noise can start to cause small changes in behaviour, and <u>attitude or other physiological response</u> . For example, this could cause people to turn up the volume on the television or needing to speak more loudly to be heard. <u>There may be some reported sleep disturbance. Where noise is identified as falling within the lowest observable adverse effect level but below the significant observed adverse effect level then it should be mitigated and reduced to a minimum. As noise approaches the significant observed adverse effect level, greater effort is likely to be required to mitigate and reduce it to a minimum proportionate to the effect.</u> The noise level starts to have an	For Clarity and to Update.

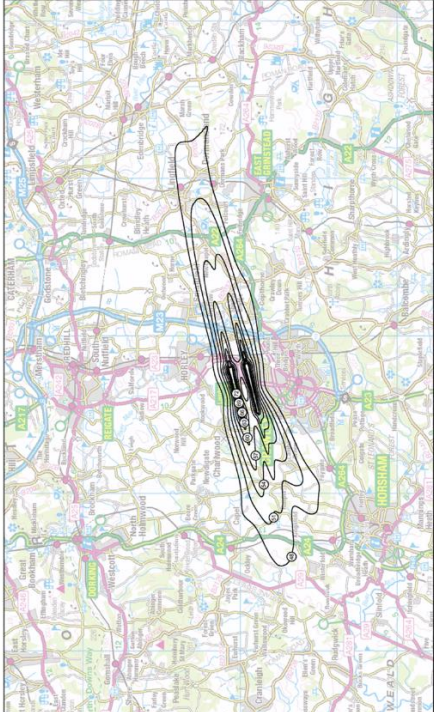
Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			adverse effect and steps need to be taken to mitigate and minimise those effects.	
	306	3.4	Amend the paragraph: Continued increase in noise exposure will at some point cause the Significant Observed Adverse Effect Level to be crossed. Above this level, noise causes a material change in behaviour, attitude or other physiological response , for example necessitating that windows are kept closed most of time. If noise exposure is above this level, the planning process should be used to prevent this effect from occurring, by use of appropriate mitigation, for example through design and layout.	For Clarity and to Update.
	306	3.5	Amend the paragraph: At the highest extreme, the Unacceptable Adverse Level , noise exposure would cause extensive and sustained changes in behaviour, attitude or other physiological response , without an ability to mitigate the effect of noise. At this level, the impacts on health and quality of life are such that regardless of the benefits of the activity causing the noise, noise exposure to sensitive uses should be prevented from occurring.	For Clarity and to Update.
	306	3.7	Amend the first sentence of the paragraph: The NPSE and PPG recognises that level of effect can also be described in terms of behavioural responses such as having to have windows closed or the person having to make adaptations as a result of noise.	For Clarity.
	306	4.1.3	Amend the paragraph: Building on the noise exposure hierarchy identified in <i>Planning Practice Guidance: Noise</i> , and using the previous guidance in PPG24 and evidence identified in Topic Paper 7 Section 6 , the Annex identifies measurable local	For Clarity.

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			values through which to determine the acceptability of noise sensitive proposals where noise exposure from transport is a factor.													
	307-308	Table 1	<p>Amend the table:</p> <table border="1"> <thead> <tr> <th></th> <th>Examples of Outcomes</th> <th>Daytime (07:00 – 23:00) Threshold</th> </tr> </thead> <tbody> <tr> <td>No Observed Adverse Effect Level (NOAEL)</td> <td>Present and not intrusive: Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area, but not such that there is a change in the quality of life.</td> <td> <u><51dB L_{Aeq,16hr}</u> <u><55dB L_{AFmax}</u> <51dB L_{Aeq,16hr} <65dB L_{AFmax} </td> </tr> <tr> <td>Lowest Observed Adverse Effect Level (LOAEL)</td> <td></td> <td> 51dB L_{Aeq,16hr} 65dB L_{AFmax} </td> </tr> <tr> <td><u>Lowest Observed Effect Level (LOAEL)</u></td> <td>Present and intrusive: Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.</td> <td> <u>Surface Transport Between 51dB and 55dB L_{Aeq,16hr}</u> <u>Aviation Transport 51 to 54dB L_{Aeq,16hr}</u> <u>All Transport Sources >= 55dB L_{AFmax}</u> </td> </tr> </tbody> </table>		Examples of Outcomes	Daytime (07:00 – 23:00) Threshold	No Observed Adverse Effect Level (NOAEL)	Present and not intrusive: Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area, but not such that there is a change in the quality of life.	<u><51dB L_{Aeq,16hr}</u> <u><55dB L_{AFmax}</u> <51dB L_{Aeq,16hr} <65dB L_{AFmax}	Lowest Observed Adverse Effect Level (LOAEL)		51dB L_{Aeq,16hr} 65dB L_{AFmax}	<u>Lowest Observed Effect Level (LOAEL)</u>	Present and intrusive: Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.	<u>Surface Transport Between 51dB and 55dB L_{Aeq,16hr}</u> <u>Aviation Transport 51 to 54dB L_{Aeq,16hr}</u> <u>All Transport Sources >= 55dB L_{AFmax}</u>	For Clarity and to Update.
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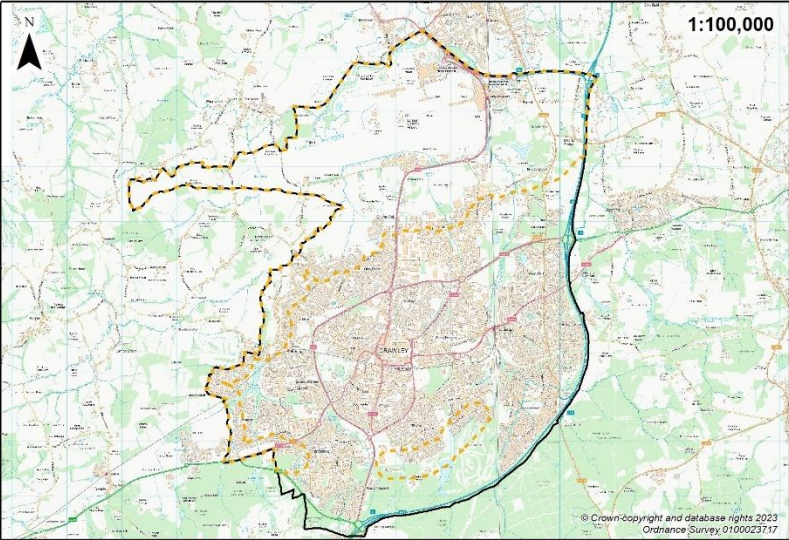
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					<p>Between 51dB and 55dB $L_{Aeq,16hr}$ (51 to 54dB $L_{Aeq,16hr}$ for aviation transport sources)</p> <p>$> 65dB L_{AFmax}$</p>	<p>aviation transport sources.</p> <p>$> 60dB L_{AFmax}$</p>
			<p>Significant Observed Adverse Effect Level (SOAEL)</p>	<p>Present and disruptive: The noise causes a material change in behaviour, attitude or other physiological response, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening, and difficulty getting back to sleep. Quality of life diminished due to change in acoustic character of the area.</p>	<p><u>Surface Transport</u> <u>Between 55dB and 66dB</u> $L_{Aeq,16hr}$.</p> <p><u>Aviation Transport</u> <u>54 to 60dB $L_{Aeq,16hr}$</u></p> <p><u>All Transport</u> <u>65dB to 82dB L_{AFmax}</u></p> <p>For surface transport sources, between 55dB and 66dB $L_{Aeq,16hr}$ (54dB to 60dB $L_{Aeq,16hr}$ for aviation transport sources)</p> <p>65dB to 82dB L_{AFmax}</p>	<p><u>All Transport Sources</u> <u>Between 48dB and 57dB $L_{Aeq,8hr}$.</u></p> <p><u>60dB to 82dB L_{AFmax}</u></p> <p>Between 48dB and 57dB $L_{Aeq,8hr}$ for surface and aviation transport sources, 60dB to 82dB L_{AFmax}</p>
			<p><u>Unacceptable Adverse Effect</u></p>	<p><u>Present and very disruptive. Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep</u></p>	<p><u>Surface Transport</u> <u>Greater than 66dB $L_{Aeq,16hr}$</u></p> <p><u>Aviation Transport</u> <u>Greater than 60dB $L_{Aeq,16hr}$</u></p>	<p><u>All Sources</u> <u>Greater than 57dB $L_{Aeq,8hr}$</u></p> <p><u>All sources</u></p>

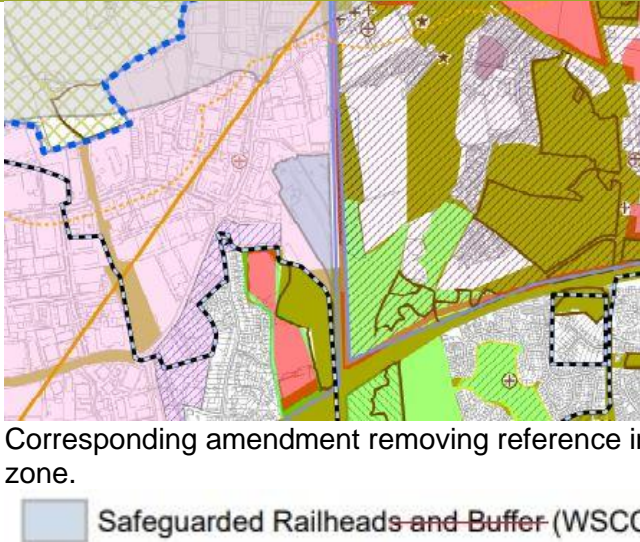

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				<p><u>deprivation/awakening, loss of appetite, significant medically definable harm, e.g. auditory and non- auditory.</u></p> <p>All Sources >82 L_{AFmax}</p>	<p>> 82dB L_{AFmax}</p>	
			<p>Unacceptable Adverse Effect</p>	<p>Present and very disruptive Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep deprivation/awakening, loss of appetite, significant medically definable harm, e.g. auditory and non-auditory.</p>	<p>For surface transport sources, greater than 66dB L_{Aeq,16hr}</p> <p>For aviation transport sources, greater than 60dB L_{Aeq,16hr}</p>	<p>greater than 57dB L_{Aeq,8hr} for surface and aviation transport sources.</p> <p>> 82dB L_{AFmax}</p>
	308	4.1.6	<p>Amend the paragraph: All the above levels would include the predicted noise from any proposed or required changes in transportation noise including the potential additional southern wide spaced runway at Gatwick Airport, for which land is required to be safeguarded in the 2013 Aviation Policy Framework. The predicted noise contours associated with a possible wide-spaced southern runway at Gatwick Airport are set out in Figure 1 and 2 of the Local Plan Noise Annex. These contours in Figure 1, which are the same as those identified in Plan 31 of the Gatwick Airport Master Plan 2019 (Air Noise Map – Additional Runway – Summer Day - 2040). The night contours in Figure 2 were produced by Jacobs in 2014 to inform the Airports Commission. These figures will be used for the purpose of determining planning applications where aviation noise is a consideration, unless otherwise indicated by the Local Planning Authority. Should the contours shown in Noise Annex Figure 1 or 2 be superseded by more up-to-date noise contours, it will be for the Local Planning Authority to</p>		<p>For Clarity and to Update.</p>	

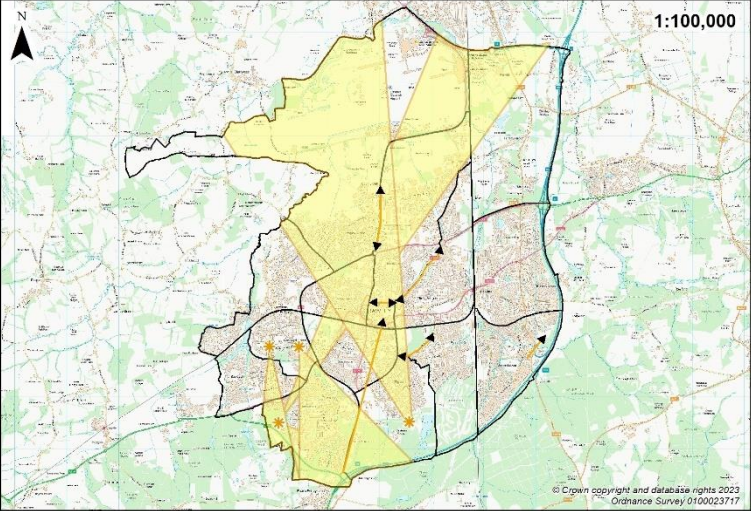






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			decide whether these are appropriate for use in planning decisions. In the event that updated noise contours are confirmed, notification of these changes will be published on the council's website.	
	308	4.1.7	Amend the paragraph: In interpreting the categories for the purposes of Local Plan Policy EP4, noise exposure is considered to be acceptable where the internal noise climate achieves standards set in BS8233 or replacement guidance. (N.B. the noise levels provided in BS8233 refer to steady noise sources only). It is also expected that to achieve an acceptable internal noise climate that individual noise events shall not exceed 45dB L_{AFmax} on a frequent basis. The acceptability of the frequency of events will depend on the level of exceedance of the 45dB L_{AFmax} criteria. Up to 10 events may be acceptable for small exceedances (<5dB), whilst for high exceedances (>10dB) less than 5 events will be acceptable.	For Clarity and to Update.
	311	4.3.5	Amend the date of the document in the last sentence of the paragraph: For further information on the requirements of a Noise Impact Assessment, please see Section 5 of this Annex, and <i>Planning Noise Advice Document: Sussex (2023 4</i> or latest revision).	Factual Update.
	311	5.7	Amend the paragraph: In preparing a Noise Impact Assessment, applicants should adhere to <i>Planning Noise Advice Document: Sussex (202334</i> or latest revision), which supports Local Plan Policy EP4 and this accompanying Annex. <u>Where there is any disagreement between that document and the Crawley Local Plan documents, the Local Plan documents take precedence.</u>	For Clarity.
	312	New Figure	Insert new Figure 2 after Figure 1:	For Clarity.

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			<p><u>NOISE ANNEX FIGURE 2: SUMMER NIGHT (23:00 – 07:00) WIDE-SPACED 2040 NOISE CONTOURS (L_{Aeq, 8hr}) TAKEN FROM PAGE E-83 AIRPORTS COMMISSION COMPENDIUM PRODUCED BY JACOBS</u> https://assets.publishing.service.gov.uk/media/5a809e34e5274a2e87dbad69/airports-commission-compendium-of-results-part-E-06.pdf</p> 	

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Housing Trajectory				
			<p>Updates have been made to the Housing Trajectory to take account of the 2023 Plan Period and to reflect adjustments in anticipated delivery of housing schemes within the Plan period.</p> <p>The updated Housing Trajectory, December 2023 (Base Date 1 April 2023) has been published alongside this Schedule.</p>	
Employment Land Trajectory				
			<p>The Employment Land Trajectory has been updated to remove one development site. This was built out and complete prior to 31 March 2023, so should not have been in the 31 March ELT.</p> <p>The site provided 21,422sqm B8 industrial across a 4.2ha site. Therefore, the minimum need figure in the Local Plan increases to a need for 17.93ha employment land (62,373sqm floorspace). This has led to correlating changes throughout the Local Plan, which have been set out in this Schedule of Suggested Modifications, version 5, above.</p> <p>The Updated Employment Land Trajectory and Employment Land Availability Assessment, December 2023 (Base Date 1 April 2023) has been published alongside this Schedule.</p>	
Local Plan Map				
		Local Plan Map	<p>Addition to Local Plan Map: Add Brick Clay Resource Consultation Area (including buffer zone) – as per West Sussex Joint Minerals Local Plan, 2018 (Partial Review 2021)</p>	For Clarification: recommendation from West

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			 <p>1:100,000</p> <p>© Crown-copyright and database rights 2023 Ordnance Survey 0100023717</p> <p>Brick Clay Resource Consultation Area (WSSC Minerals Local Plan 2021)</p> <p>Corresponding amendment adding Brick Clay Resource Consultation Area to Local Plan Map Legend.</p> <p>Brick Clay Resource Consultation Area (WSSC Minerals Local Plan 2021)</p>	Sussex County Council made to the Regulation 19 Consultation.
		Local Plan Map	<p>Removal from Local Plan Map:</p> <p>Remove the safeguarded railhead buffer zone, which does not need to be shown on the Local Plan map. The buffer zone is included in the Mineral Consultation Area (MCA) for consultation purposes only. The safeguarded railhead is retained and continues to be displayed on the Local Plan Map.</p>	For Clarification: recommendation from West Sussex County Council made to

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			 <p>Corresponding amendment removing reference in Local Plan Legend to buffer zone.</p> <p> Safeguarded Railheads and Buffer (WSCC Minerals Local Plan 2021)</p>	the Regulation 19 Consultation.
		Local Plan Map	<p>Linear Contained Views (Policy CL7): Amendment to address issue of this layer being partially obscured by Structural Landscaping layer on Local Plan Map.</p> <p>Long Distance Viewpoint (Policy CL7): Local Plan Map erroneously omitted the Long Distance Viewpoint symbology, which should have been shown as part of the Long Distance View Splays. These have been added with corresponding addition to the Local Plan Map Legend.</p>	<p>For Clarification: To address mapping clarity issue.</p> <p>For Clarification: To address mapping omission.</p>

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			 <p>1:100,000</p> <p>© Crown copyright and database rights 2023 Ordnance Survey 0100023717</p> <ul style="list-style-type: none">  Long Distance Viewpoint (Policy CL7)  Long Distance View Splay (Policy CL7)  Linear Contained Views (Policy CL7) <p>Arrow heads amended to black to enhance clarity. Corresponding amendment made to Local Plan Map Legend.</p> <ul style="list-style-type: none">  Long Distance Viewpoint (Policy CL7)  Long Distance View Splay (Policy CL7)  Linear Contained Views (Policy CL7) 	

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Sustainability Appraisal				
	34		<p>Within the Sustainability Appraisal on p.34 the monitoring indicator related to provision of identified priority infrastructure schemes (in the Table alongside Sustainability Indicator 8) to be reworded as follows:</p> <p>Provision of identified priority infrastructure schemes (monitored through the Community Infrastructure Levy and Infrastructure Plan)</p> <p><u>Progress in delivery of critical infrastructure projects identified in Infrastructure Plan: Appendix 2 (Infrastructure Delivery Schedule), December 2023 – or future updates – alongside housing and employment development, in accordance with the Phasing Chart in the Schedule</u></p>	
Monitoring and Implementation Framework				
	3		<p>In the Monitoring and Implementation Framework on p.3 the same proposed indicator to be included under a new ‘Wellbeing and Communities’ heading at the beginning of the Table as follows:</p> <p>Wellbeing and Communities</p> <p><u>Progress in delivery of critical infrastructure projects identified in Infrastructure Plan: Appendix 2 (Infrastructure Delivery Schedule), December 2023 – or future updates – alongside housing and employment development, in accordance with the Phasing Chart in the Schedule</u></p> <p>Economic Growth and Social Mobility</p> <p>Gross delivery of office and industrial/storage & distribution floorspace as compared with projected take-up.</p>	

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			<p>Losses of office floorspace to industrial/storage & distribution use and vice versa.</p> <p>Losses of office and industrial/storage & distribution floorspace to non-employment uses as compared with projected losses.</p> <p>Completed loss of employment floorspace to residential use via planning permissions in main employment areas.</p> <p>Consented losses of office floorspace to residential use, broken down between planning permissions and prior approvals.</p> <p>Net delivery of office and industrial/storage & distribution floorspace after accounting for losses, as compared with projected delivery.</p> <p>Remaining Identified Employment Land supply.</p> <p>Progress in development of Key Town Centre Opportunity Sites.</p> <p>The number of gross and net dwellings (or dwelling equivalent in the form of C2 development) delivered as compared with the Local Plan target.</p>	
	8		<p>Monitoring and Implementation Framework, on page 8, the section of the table listing indicators under the 'Infrastructure Provision' heading to be amended as follows (with the amended indicator to be confirmed as a key indicator by inserting a Y in the righthand column of the Table):</p> <p>Rate of residential and commercial development to be in accordance with Local Plan annualised requirements and local commercial requirements.</p>	

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			<p><u>Progress in delivery of critical infrastructure projects identified in Infrastructure Plan: Appendix 2 (Infrastructure Delivery Schedule), December 2023 – or future updates – alongside housing and employment development, in accordance with the Phasing Chart in the Schedule</u></p> <p>Provision of identified priority infrastructure schemes (monitored through the Community Infrastructure Levy and Infrastructure Plan).</p>	