

## 1. List of Parties involved

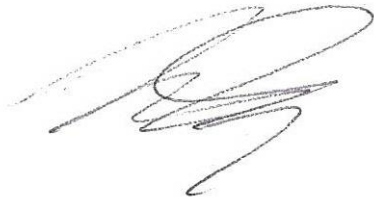
- Crawley Borough Council (CBC)
- West Sussex County Council (WSCC)

## 2. Signatories



***Clem Smith, Head of Economy and Planning  
Crawley Borough Council***

***11 August 2023***



***Mike Elkington, Head of Planning Services  
West Sussex County Council***

***11 August 2023***

## 3. Introduction and Scope

This Statement of Common Ground (SCG) has been prepared by Crawley Borough Council (CBC) and West Sussex County Council (WSCC) on the topic of transport evidence and impacts.

CBC is the local planning authority for the area, and has the main responsibility for preparing the Local Plan and coordinating development and change within the borough.

WSCC is the responsible authority for the local highway network along with planning for minerals and waste, and other services such as education. The April 2020 Statement of Common Ground between WSCC and the local planning authorities in West Sussex sets out the statutory and non-statutory functions and services. This excludes the M23 corridor in Crawley and A23 Airport Way, which form part of National Highways' Strategic Road Network (SRN) which is the subject of a separate SoCG.

CBC submitted its Local Plan for independent Examination in July 2023. The purpose of this SoCG is to set out the basis on which CBC and WSCC have actively and positively worked together in recognition of the benefits which can be achieved through positive joint working and in order to meet the requirements of the Duty to Cooperate.

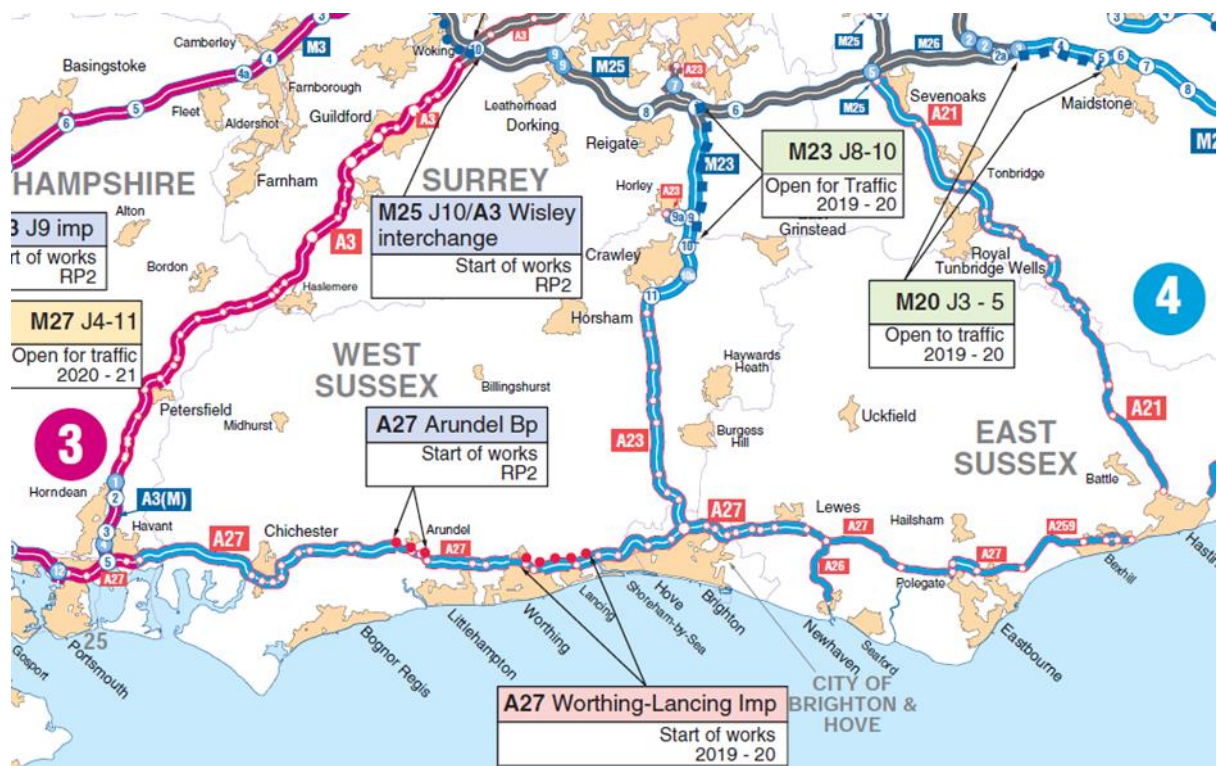
## 4. Strategic Geography

Crawley is located within the north east of West Sussex county, halfway between London and the south coast. Horsham district abuts the town on the western side, Mid Sussex district to the south and east, whilst the county of Surrey lies to the north of the borough. Crawley borough covers 4,497 hectares. Its administrative boundaries are drawn tightly around the town itself, with very little land falling outside of the built up area. The M23 motorway forms the borough boundary to the east/south east.

The borough lies within the Coast to Capital Local Enterprise Partnership (LEP) Area and the Gatwick Diamond Economic Area. Crawley is one of the largest towns by population in West Sussex, along with Worthing. Gatwick Airport is located within the borough to the north of the town and is a major international gateway to the UK and focus for employment in the south east. The Airport is also a major surface transport hub with a network of transport facilities and services that connect it to destinations in the local area and the wider region.

The SRN includes the A23 trunk road and M23 corridor. It is a key connector for the Gatwick Diamond Area, and connects Brighton, Crawley and eventually London via the M23 and intersects the M25 Orbital Motorway at Junction 7. M23 Junctions 9, 10, 10a and 11 connect directly into Crawley borough.

The map below shows Crawley borough in the context of the SRN and the wider strategic geography. As this map was produced prior to 2020, please note that the stated delivery dates for the two A27 interventions have since changed, now being RP3 for Arundel Bypass and RP2 for Worthing-Lancing Improvement. Appendix A provides additional maps to scale.



### Crawley Transport Strategy 2020

The Crawley Transport Strategy “New Directions for Crawley”<sup>1</sup> seeks to identify opportunities for Crawley to develop a more attractive and practical transport infrastructure for everyone, whether or not they drive. It looks at:

- Current travel and access issues
- A vision for the future as a low carbon, healthy and attractive town
- Some options for improvement
- What could be delivered in the town over the next five years

This is supported by Crawley Borough Council’s Local Cycle and Walking Infrastructure Plan<sup>2</sup>.

<sup>1</sup> New Directions for Crawley (2020) CBC: <https://crawley.gov.uk/sites/default/files/2020-10/New%20Directions%20for%20Crawley%202020.pdf>

<sup>2</sup> Crawley Local Cycle and Walking Infrastructure Plan (2020) CBC: <https://crawley.gov.uk/sites/default/files/2020-10/Crawley%20LCWIP%20report%20and%20appendices.pdf>

These non-statutory documents mark a step change in approach to transport infrastructure and seek to support the delivery of Crawley Borough Council's Climate Emergency declaration and the Government's net zero commitments.

#### West Sussex Transport Plan 2022-36

The West Sussex Transport Plan 2022-36<sup>3</sup> (WSTP) is the statutory Local Transport Plan for West Sussex and was adopted by the County Council on 1 April 2022. The WSTP sets out key transport objectives for the County including for safety and sustainability and it includes eight area transport strategies with short, medium and long term investment priorities, including one for Crawley, intended to deliver the WSTP's objectives.

Appendix B sets out the key joint working and cooperation involving CBC, National Highways and WSCC during the preparation of the Crawley Borough Local Plan Review.

### 5. Strategic Matters

Key Strategic Issues between the parties has been identified as including:

- Local Highway Network: traffic and transport impacts and mitigation

Government policy places much emphasis on housing delivery as a means of economic growth and addressing the national shortage of housing. The Standard Housing Methodology (SHM) as referred to in NPPF (with details set out in Planning Practice Guidance) sets a need arising from Crawley for at least 755 dwellings per annum.

As a land constrained borough with high housing needs, and particularly high affordable housing needs, it is essential that Crawley meets as much of its housing need as possible within its administrative boundaries. Any unmet need is to be considered through the process of Duty to Cooperate with its neighbouring authorities within the Northern West Sussex Housing Market Area in the first instance.

Government equally places emphasis on building a strong, responsive and competitive economy, including by ensuring that sufficient land is available to support growth, innovation and improved productivity. This includes the need to set criteria, or identify strategic sites, for local and inward investment to match the economic strategy and to meet anticipated needs over the Plan period.

As a consequence, the draft Submission Crawley Borough Local Plan identifies the following total housing and employment supply over the full Plan period 2024 – 2040:

- Housing: 5,030 net dwellings;
- Employment: 26.2ha for B Use Classes (provided within the existing Main Employment Areas and through the allocation of a new strategic site for industrial-led development of 13.73ha).

In line with the West Sussex Transport Plan 2022-36, WSCC expects the local plan-making process to explore all options to reduce the generation of additional trips on its highway network by private motor vehicles including a reduction in the need to travel and integrating land use considerations with the need to maximise opportunities for walking, wheeling, cycling, public transport and shared travel. This is to ensure compliance with paragraphs 104 to 113 of the National Planning Policy Framework 2021.

WSCC expects that sustainable transport infrastructure and service improvements will be bought forward alongside development that will encourage more sustainable travel patterns arising from development sites to minimise the need for additional highway infrastructure. This is particularly necessary where the potential impact is on sections of the road network that could experience capacity problems in the short or medium term. Where a need for highway infrastructure improvements is identified as necessary to make development acceptable in planning terms, WSCC expects that Crawley

<sup>3</sup> <https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-transport-plan/>

Borough Council will seek to secure the delivery of the necessary infrastructure through the development management process. Therefore, as necessary and appropriate, any development must be accompanied by suitable mitigation in the right places at the right time, that is to the required standards and is deliverable in terms of land availability, constructability and funding.

## 6. Key Points of Agreement

**The parties agree** that for the Crawley Borough Local Plan to be sound, the parties must demonstrate that if any unacceptable impacts on the local highway network arise from the overall quantum of anticipated development, as well as its distribution, these can be appropriately mitigated. Where necessary, the policy, mitigation and practical frameworks in order to ensure this, should be put into place.

On this basis, it is **agreed** that the Local Plan should not leave all matters of assessment and mitigation to individual applications as it is likely that cumulative effects will need mitigating or mitigation is larger than can be delivered by a single developer/development. It is **agreed** that the Local Plan needs to identify necessary mitigation options and establish the process for its delivery.

Therefore, this SoCG seeks to demonstrate that CBC and WSCC are taking full responsibility for the identified needs arising from the planned growth identified within the draft Submission Local Plan. The parties will ensure necessary policy is in place with suitable mitigation identified. The parties will work together to ensure existing delivery frameworks are used and, where relevant and necessary, new delivery mechanisms are created.

**The parties agree** that the draft Crawley Borough Local Plan seeks to reduce demand on the local highway network by promoting more sustainable forms of transport, in particular, through the following draft Local Plan policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places – Principles of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development – Layout, Scale and Appearance
- Policy IN1: Infrastructure Provision
- Policy ST1: Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards
- Policy ST3: Improving Rail Stations
- Policy ST4: Safeguarding of a Search Corridor for a Crawley Western Link Road

### *Technical evidence:*

The main evidence underpinning the draft Submission Crawley Borough Local Plan in respect of impact on the road network is the Crawley Transport Modelling Study, prepared and undertaken by Stantec Consultants on behalf of CBC. This incorporates a purpose-built model (the Crawley Town Model) which has enabled an objective high-level assessment of the impacts of development going forward in a study area focused on Crawley borough.

This study has been commissioned by CBC and supported continually by the technical input from WSCC, along with the involvement at key points from NH.

The full final study was published in June 2022, following its six-week publication as part of the Crawley Borough Council Additional Regulation 19 Consultation (between May and June 2021). The June 2022 Transport Modelling was supported by WSCC and NH.

**The parties agree** that the Transport Modelling Study has been undertaken appropriately and is an appropriate basis for testing, strategically, the highway impacts of the draft Crawley Borough Local Plan.

Appendix B shows the key stages in the preparation of the Transport Modelling Study which has secured agreement in the approach and establishes the ongoing cooperation and discussions involved in developing the evidence.

*Impacts on the strategic and local highway network and mitigation:*

**The parties agree**, based on appropriate modelling and analysis reported in the Crawley Transport Modelling Study Report, that it will be necessary to continue to deliver sustainable transport interventions in the town which are coming forward through the Infrastructure Plan (IP) supported by the LCWIP in order to reduce the propensity to make private vehicle trips. Examples of sustainable transport interventions currently being progressed in the Borough include the Crawley Station Gateway scheme and the Three Bridges station access improvements. The Transport Modelling Study has assumed reductions in vehicular trips which are agreed to be realistic and achievable if sustainable transport interventions continue to be delivered but are not necessarily dependent on delivery of any one single sustainable transport scheme.

The Transport Modelling Study identified that following a reduction in private vehicle trips due to sustainable transport interventions and delivery of already committed highway network interventions - some of which have already been delivered and others are associated with and funded by previously consented development - one local highway network location will remain severely impacted by the Crawley Borough Local Plan to the extent that it requires mitigation. A mitigation design has been agreed and costed for the junction of Ifield Avenue and Crawley Avenue to resolve this residual impact.

The Transport Modelling Study also identified necessary highway junction improvements at specified locations on the National Highways SRN which complement the with-mitigation forecasting agreed for the combined highway networks and are addressed through a separate SoCG. Taken together, the sustainable transport interventions and highway mitigation measures form a transport mitigation package that is expected to come forward as part of the Infrastructure Plan. If the transport mitigation package does not come forward, or is only partially delivered, then this is likely to mean that the development will lead to a worsening of traffic conditions that will impact other users of the transport network.

In addition, Transport Modelling Sensitivity Testing was commissioned by CBC to consider:

- Task 1 (TN01): TEMPro trip end comparisons
- Task 2 (TN02): GAL DCO Sensitivity test
- Task 3 (TN03): Gatwick Green trip generation comparison.

**The parties agree** that these measures would provide a solid basis for successfully mitigating the impacts attributable to the Crawley Borough Local Plan, and will be implemented through developer funding as is proportionate to the impacts of development, or, in part or in full, through other identified funding where there is an identified shortfall to address an existing issue or a need for forward funding.

These measures are identified in the Infrastructure Plan, which is being updated to provide further detail regarding their timing, funding, and delivery.

**Areas of Agreement:**

- 1. The draft Crawley Borough Local Plan and the West Sussex Transport Plan 2022-36 seek to reduce demand on the local highway network by promoting more sustainable forms of transport.**
- 2. For the Crawley Borough Local Plan to be sound, the parties must demonstrate that if any unacceptable impacts are forecast to occur on the the local highway network arising from the overall quantum of anticipated development, as well as its distribution, these must be appropriately mitigated. Where unacceptable impacts are identified, local plan policies and an**

Infrastructure Plan should be put into place to help deliver transport interventions to mitigate these impacts.

3. **The Transport Modelling Study has been undertaken to an agreed methodology and is an appropriate basis for testing, strategically, the highway impacts of the draft Crawley Borough Local Plan.**
4. **The delivery of the transport mitigation package would successfully mitigate the impacts attributable to the Crawley Borough Local Plan. If the transport mitigation package does not come forward, or is only partially delivered, then this is likely to mean that the development will lead to a worsening of traffic conditions that will impact other users of the transport network.**
5. **There is a need for delivery of transport interventions in the Infrastructure Plan, or for financial contributions that are proportionate to scale of development impacts, to be secured through the development management process. Where developer contributions or other identified funding are not sufficient to meet the cost of the interventions so leading to a funding shortfall, CBC and WSCC will need to work together to identify potential funding opportunities and secure additional funding to deliver the Infrastructure Plan.**
6. **Appropriate sensitivity tests have been undertaken to an agreed methodology to explore three potential aspects of uncertainty that could influence the conclusions of the Transport Modelling Study. The conclusions of the sensitivity testing include that the Transport Modelling Study continues to represent an appropriate assessment of future transport conditions at the end of the Local Plan period in 2040.**

## 6. Governance Arrangements

The authorities are committed to working positively together within the scope of each grouping, sharing information and best practice and continuing to procure evidence jointly, where relevant, throughout the plan preparation phase and beyond.

## 7. Key Outstanding Matters

As part of the Crawley Borough Local Plan Regulation 19 Consultation (May – June 2023) WSCC submitted representations which confirmed that CBC has engaged with WSCC constructively, actively and on an ongoing basis on strategic transport matters relating to the local highway network during the preparation of the Local Plan.

On the basis of the process followed and work undertaken during plan-making in respect of strategic transport matters relating to the local highway network, WSCC considers that the Local Plan is legally compliant in respect of the Duty to Cooperate but raised the following outstanding issues:

- WSCC considers the level of information currently available on the arrangements for delivery of the transport mitigation to be insufficient to demonstrate deliverability. The Infrastructure Plan currently fails to identify the scheme-specific requirements for additional funding and the overall scale of additional funding required.
- For this reason, WSCC consider that it is unclear how the transport mitigation measures, identified through the transport study, will be funded and the extent to which they will rely on non-development related sources. It is considered that the Infrastructure Plan should explain how the transport mitigation package can potentially be funded as well as information on the rationale, phasing, cost and delivery arrangements. However, it is recognised that there will be some gaps in the information, due to schemes being at an early stage particularly those that are needed towards the end of the plan period. Therefore, WSCC requests further information/wording is provided in the Infrastructure Plan and Policy IN1 (Infrastructure Provision) to identify how CBC will work with key delivery partners to

prioritise schemes and secure additional funding and delivery of the transport mitigation required over the plan period to ensure the plan is effective.

- In order to address this issue, WSCC state that the above should be reflected in policy. Additional wording could be included in Policy IN1 (Infrastructure Provision) to explain that CIL will be used to contribute towards the cost of the transport mitigation package in the Infrastructure Plan and that new development may also be required to deliver or contribute towards specific improvements directly related to the development.
- The Policy could also explain that in order to deliver the transport mitigation package CBC will work proactively with NH, WSCC, other transport and service providers, other public sector organisations and private investors and developers to provide a better integrated transport network and improve accessibility to key services and facilities.

## 8. Agreed Next Steps

**The parties agree** the following next steps:

- 1. The Housing and Employment Trajectories will be aligned with the IDP to indicate the delivery of developments against known infrastructure improvements.**
- 2. Further detail concerning the costs and delivery mechanisms of the transport mitigation package will be provided in an updated Infrastructure Plan as soon as possible, and will be updated, monitored, and refined over time thereafter. Following receipt of this, WSCC will confirm as to whether they still consider that changes to wording at Policy IN1 (beyond those proposed in the Schedule of Suggested Modifications submitted alongside the Plan, referred to in item 4 below) continue to be required to secure the delivery process.**
- 3. CBC, WSCC and NH will continue to work closely with neighbouring authorities (including Surrey County Council) as they develop their Local Plans, particularly where strategic scale development is proposed close to Crawley's administrative boundaries, or which would increase traffic on Crawley's SRN or local highway network.**
- 4. CBC and WSCC will support the changes to paragraphs 8.8 and 8.9 of the Plan which are proposed in the Schedule of Suggested Modifications submitted alongside the Plan, on the basis that these are an appropriate response to the concerns raised by WSCC regarding Policy IN1 during the 2023 Regulation 19 consultation.**

## 9. Closing Matters

The parties to this statement have demonstrated in this statement that they have worked jointly and constructively on relevant cross-boundary matters relevant to the plan-making process. The parties confirm that they will continue to do so, through sustained joint dialogue.

It is intended that the Statement of Common Ground will be a living document, updated to reflect progress of the Local Plan and the elements relevant to the identified strategic matters between the parties. If there are any changes of the content of the SOCG these matters can be discussed at future meetings.

# APPENDIX A: CRAWLEY CONTEXT

West Sussex County    East Sussex County    Surrey County





## APPENDIX B: DUTY TO COOPERATE MEETINGS AND EVIDENCE BASE PROCESS

Key Milestone	Date
<b>2019 Key Outcomes:</b> <ul style="list-style-type: none"> <li>• <b>Crawley Borough draft Local Plan Review Regulation 18 Carried Out (July – September 2019)</b></li> <li>• <b>Crawley Borough draft Local Plan Review Submission Draft Approved for Publication and Submission at Full Council (16 December 2019)</b></li> </ul>	
WSCC Highways Representations Received to the Crawley Borough Local Plan Regulation 18 Consultation	13 September 2019
CBC/WSCC Meeting to commence Transport Modelling Tender Brief	12 December 2019
<b>2020 Key Outcomes:</b> <ul style="list-style-type: none"> <li>• <b>Transport Modelling Study Commissioned</b></li> <li>• <b>Crawley Borough Submission draft Local Plan Published for Regulation 19 Consultation (January – March 2020)</b></li> <li>• <b>Crawley Borough draft Local Plan (amended) Approved at Full Council for Publication and Submission (16 December 2020)</b></li> </ul>	
Shared Transport Modelling Tender Brief with Highways England	2 January 2020
Feedback from Highways England on Transport Modelling Tender Brief	17 January 2020
Shared Updated Transport Modelling Tender Brief with Highways England	21 January 2020
Agreement on Transport Modelling Tender Brief from Highways England (by email)	4 February 2020
Transport Modelling Study Tender Open	14 February 2020
Transport Modelling Study Tender Closed	13 March 2020
CBC/WSCC Meeting to Evaluate Tender Submissions	23 March 2020
Transport Modelling Study Inception Meeting with successful consultants: Stantec	15 April 2020
CBC/WSCC Meeting to discuss Transport Modelling Study Progress	15 May 2020
General Agreement and Comments to be taken into account as part of the Study (by email)	22 May 2020
Transport Modelling Study Progress Meeting with CBC/WSCC/Stantec	1 June 2020
Transport Modelling Study Progress Meeting with CBC/WSCC/Stantec: Local Plan Scenarios and development assumptions	16 July 2020
CBC/WSCC Crawley Transport Strategy Meeting	4 August 2020
Clarification of position on Query (by email)	18 August 2020
CBC/WSCC Meeting to discuss Transport Modelling Study progress	30 September 2020

Key Milestone	Date
Transport Modelling and Habitats Regulations Meeting with CBC/WSCC/Stantec/and Lepus	28 October 2020
Transport Modelling Study Progress Meeting with CBC/WSCC/Stantec	1 December 2020
Joint Transport Modelling Meeting with CBC/WSCC/HDC/Stantec	1 December 2020
<b>2021 Key Outcomes:</b> <ul style="list-style-type: none"> <li>• <b>Crawley Borough Submission draft Local Plan Published for Regulation 19 Consultation (January – June 2021)</b></li> <li>• <b>Final Draft Crawley Transport Modelling Published (March 2021)</b></li> <li>• <b>Crawley Western Link Road Study Commissioned.</b></li> </ul>	
Transport Modelling Study Progress Meeting with CBC/WSCC/Stantec	1 February 2021
CBC/WSCC Crawley Western Link Road Meeting	30 March 2021
CBC/WSCC/Homes England Crawley Western Link Road Meeting	13 April 2021
Transport Modelling Study Progress Meeting with CBC/WSCC/Stantec	14 April 2021
Emerging Draft Study Report shared with Highways England	14 April 2021
Meeting to Discuss Highways England comments on Emerging Draft Study Report: CBC/WSCC/Highways England/Stantec	27 April 2021
Crawley Western Link Road Tender Open	30 April 2021
Publication of Draft Transport Modelling Study Report & notification to Highways England	18 May 2021
Transport Modelling Study Progress Meeting with CBC/WSCC/Highways England/Stantec	18 May 2021
Crawley Western Link Road Tender Close	24 May 2021
CBC/WSCC Meeting to Evaluate Crawley Western Link Road Tender Submissions	26 May 2021
Crawley Western Link Road Inception Meeting with successful consultants: Systra	3 June 2021
NH comments on Crawley Transport Modelling Study	17 June 2021
Transport Modelling Study Progress Meeting with CBC/WSCC/Highways England/Stantec	17 June 2021
CBC/WSCC Sustainable Transport Mitigation Strategy Meeting	24 June 2021
NH Representations Received to Crawley Borough Local Plan Regulation 19 Consultation	30 June 2021
WSCC Representations Received to Crawley Borough Local Plan Regulation 19 Consultation	30 June 2021

Key Milestone	Date
Crawley Western Link Road Study Progress Meeting with CBC/WSCC/Systra	5 July 2021
CBC/WSCC/Systra/Gatwick Airport Limited Crawley Western Link Road Meeting	9 July 2021
Study Progress Meeting with CBC/WSCC/Highways England/Stantec	13 July 2021
Crawley Western Link Road Workshop CBC/WSCC/Systra	28 July 2021
Transport Modelling Study Meeting with CBC/WSCC	3 August 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra	6 August 2021
Crawley Western Link Road with CBC/WSCC	19 August 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra	25 August 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra	2 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra/Gatwick Airport Limited	3 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra	6 September 2021
Transport Modelling Study Meeting with CBC/WSCC	14 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra/Environment Agency	16 September 2021
Transport Modelling Study Progress Meeting with CBC/WSCC/NH/Stantec	16 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra/Homes England	17 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra/Horsham District Council	20 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra/Gatwick Airport Limited	22 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra	23 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra/Gatwick Airport Limited	30 September 2021
Crawley Western Link Road Project Update CBC/WSCC/Systra	6 October 2021
NH comments and outstanding questions on Crawley Transport Modelling (email)	23 December 2021
<b>2022 Key Outcomes:</b>	
<ul style="list-style-type: none"> <li>• <b>Final Crawley Transport Modelling Published (June 2022)</b></li> </ul>	
Crawley Western Link Road Meeting with CBC/WSCC	6 January 2022
Transport Modelling Study Progress Meeting with CBC/WSCC/NH/Stantec	25 January 2022

Key Milestone	Date
Crawley Western Link Road Project Update CBC/WSCC/Systra	26 January 2022
NH confirmation of approval of Crawley Transport Modelling Study	21 March 2022
Transport Modelling Study Meeting with CBC/WSCC	27 April 2022
WSCC confirmation of approval of Crawley Transport Modelling Study	29 June 2022
Final Crawley Transport Modelling Study Published	30 June 2022
Crawley Western Link Road Project Update CBC/WSCC/Systra/Gatwick Airport Limited/Homes England/Horsham District Council	21 July 2022
Crawley Western Link Road Project Update CBC/WSCC/Systra/Environment Agency	19 August 2022
<b>2023 Key Outcomes:</b> <ul style="list-style-type: none"> <li>• <b>Crawley Borough draft Local Plan (amended) Approved at Full Council for Publication and Submission (22 February 2023)</b></li> <li>• <b>Crawley Western Link Road Study Published (March 2023)</b></li> <li>• <b>Crawley Borough Submission draft Local Plan Published for Regulation 19 Consultation (May – June 2023)</b></li> <li>• <b>Transport Modelling Sensitivity Testing Carried Out (June – July 2023)</b></li> <li>• <b>Draft CBC/NH/WSCC Statement of Common Ground Prepared (July 2023)</b></li> </ul>	
Draft Infrastructure Plan shared with WSCC and NH	8 March 2023
NH response to draft Infrastructure Plan received	12 April 2023
Draft Duty to Cooperate Statement shared with WSCC and NH	14 April 2023
NH response to draft Duty to Cooperate Statement received	28 April 2023
WSCC response to draft Infrastructure Plan and Duty to Cooperate Statement received	28 April 2023
Published Crawley Western Link Road Study	9 May 2023
Transport Modelling Sensitivity Testing Commissioned with Stantec	30 May 2023
Transport Mitigation Delivery Meeting with CBC/WSCC	5 June 2023
NH Representations Received to Crawley Borough Local Plan Regulation 19 Consultation	20 June 2023
WSCC Representations Received to Crawley Borough Local Plan Regulation 19 Consultation	21 June 2023
Draft Transport Modelling Sensitivity Testing Technical Notes received from Stantec	27 June 2023
Transport Modelling Study and Regulation 19 Representations Meeting with CBC/WSCC/NH/Stantec	18 July 2023

Key Milestone	Date
Draft Statement of Common Ground Shared with NH/WSCC	21/24 July 2023
Crawley Borough Local Plan Submission	31 July 2023