

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

Key to Main Modifications in document:

Blue Text, Bold, Underlined:

Main Modifications additional text to Submission Local Plan (May 2023) version

~~Red, Strike-through Text:~~

Main Modification Deleted text from Submission Local Plan (May 2023) version

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
Plan Period				
MM1	Cover		Amend Title on Cover Page to reflect Plan period: Draft Crawley Borough Local Plan 2024 <u>2023</u> – 2040	Effectiveness Justified
	7	Foreword	Amend Plan period in second sentence of first paragraph: ... guide development in Crawley over the Plan period from <u>2023</u> 2024 – 2040.	
	15	1.34	Amend paragraph: The draft Local Plan period <u>is 2023/24 to 2039/40, and</u> will cover <u>a minimum of 15 years following</u> between the anticipated adoption year of 2024 and 2040 .	
	28	2.47	Amend paragraph: The subsequent structure of the Crawley Borough Local Plan 2024 <u>2023</u> -2040...	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
	105	9.6	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 2023 and 2040, and outlines the strategy through which economic needs will be planned for...	
Vision				
MM2	18	Vision	Amend the Vision: <i>By 2040, 5,030 5,330 new homes will have been built...</i>	Effectiveness
2. Crawley Borough Local Plan				
MM3	23	2.19	Amend the figure in the first sentence of the paragraph: There remains an outstanding need for a minimum of 13.73 17.93 ha new industrial-led employment land in Crawley, principally within the logistics and warehouse sectors...	Effectiveness
MM4	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 12,835 new homes.	Effectiveness
	23	Footnote 13	Amend the footnote: For the period from 2024 2023 to 2040: 755 dwellings per annum x 17 16 years, based on the Standard Methodology Figure 2014-based Household Projections, calculated March 2023.	
MM5	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 7,505 dwellings over the Plan period...	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
4. Character, Landscape & Development Form				
MM6	45-46	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).	Effectiveness
			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 area and as detailed design requirements for the site. This can be in the form of masterplans, design guides and/or codes.	
			Amend section 2 of the Policy: All new development must identify, test, determine and (where appropriate) embrace opportunities for increased density, and major applications must meet ing the requirements of Policy CL3 criteria i and ii a) to c) and Policy CL4.	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>Amend criteria 3i of the Policy: demonstrate how at the components and characteristics of a well-designed place as set out in the National Model Design Code, both existing and proposed, have been considered to create a well-designed proposal;</p> <p>Amend criteria 4a of the Policy: ensure the proposed urban structure results in active travel 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;</p> <p>Amend the final paragraph of the Policy: Major, moderate and high-density range 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.</p>	
MM7	49-50	CL3	<p>Move criteria 3 of the Policy to become criteria 2: Ensure that buildings are orientated to overlook movement corridors in order to provide passive supervision and safety.</p> <p>Amend criteria 2 of the Policy: 2. Major development should P put people before traffic and encourage walking and cycling through establishing a layout of pathways routes, within the proposed site which:</p> <p>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-n New route alignments should follow direct desire lines as much as possible allowing for sustainable travel through routes to be straight and direct,</p>	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>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.</p> <p>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.</p>	
MM8	53	CL5	<p>Amend the second paragraph of the Policy: Proportionate 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 provide indicative and flexible vision for future development form, urban design concepts and design codes informed by preliminary technical appraisals and viability testing.</p>	Effectiveness
5. Design & Development Requirements				
MM9	72	DD4	<p>Amend the Policy Reference to remove “Strategic”: Strategic Policy DD4: Tree Replacement Standards</p>	Consistency with National Policy
8. Infrastructure Provision				
MM10	99	IN1	<p>Insert additional paragraph at the end of the Policy: 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</p>	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>accordance with Policy ST1 should make reference to the 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.</p>	
		8.8	<p>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 (including the Infrastructure Delivery Schedule) sets out in more detail an assessment of infrastructure provision in Crawley, and the additional infrastructure required in order to support the Local Plan strategy. These facilities 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></p>	
MM11	99	8.9	<p>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 cumulative effects are effectively mitigated. Development will be permitted where overall capacity limits, advised by infrastructure providers, are not</i></p>	Effectiveness

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p><i>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></i></p> <p><i>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 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>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			Amend paragraph numbering following to reflect additional paragraph.	
MM12	101	IN2	<p>Insert a new sentence in Policy IN2 and amend the fourth paragraph: 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. The council’s Infrastructure Delivery Schedule (IDS) and its updates identify a range of infrastructure projects aligned with these objectives.</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; • 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. <p>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.</p> <p>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 by public transport and/or active travel routes a variety of means of transport.</p> <p>Local community facilities should be located close to neighbourhood centres, in the Town Centre, or at suitable locations near Three Bridges Station.</p>	Effectiveness

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
9. Economic Growth				
MM13	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 4.97 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.	Justified
	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 62,737 sqm (13.73 17.93 ha). This is summarised below.	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason																					
	110	9.23	Amend the figures in the Table: <table border="1" style="margin-left: 20px; width: 100%;"> <thead> <tr> <th></th> <th style="text-align: center;"><i>Business Floorspace Need (Sqm) Experian 2022</i></th> <th style="text-align: center;"><i>Business Land Requirement (Ha) Experian 2022</i></th> </tr> </thead> <tbody> <tr> <td>Office/R&D Requirement</td> <td style="text-align: center;">21,770</td> <td style="text-align: center;">3.3</td> </tr> <tr> <td>Office/R&D Supply Pipeline</td> <td style="text-align: center;">21,020</td> <td style="text-align: center;">5.32</td> </tr> <tr> <td>Surplus/Shortfall</td> <td style="text-align: center;">-750</td> <td style="text-align: center;">+2.02</td> </tr> <tr> <td>Industrial Requirement</td> <td style="text-align: center;">91,620</td> <td style="text-align: center;">22.9</td> </tr> <tr> <td>Industrial Land Supply Pipeline</td> <td style="text-align: center;">50,305 28,883</td> <td style="text-align: center;">9.17 4.97</td> </tr> <tr> <td>Surplus/Shortfall</td> <td style="text-align: center;">-41,315 -62,737</td> <td style="text-align: center;">-13.73 -17.93</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	50,305 28,883	9.17 4.97	Surplus/Shortfall	-41,315 -62,737	-13.73 -17.93	
	<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	50,305 28,883	9.17 4.97																							
Surplus/Shortfall	-41,315 -62,737	-13.73 -17.93																							
	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 17.93 ha, and...																						
	117	9.53	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 17.93 ha new storage & distribution-led industrial land in Crawley.																						
	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.																						

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
	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.	
MM14	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	Justified
MM15	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 other 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; 	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<ul style="list-style-type: none"> Tilgate Forest Business Centre; Broadfield Business Park; Lowfield Heath; Broadfield Stadium and K2 Crawley; The Hawth. <p>Employment generating development will be supported in the seven Main Employment Areas listed above 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, including Manor Royal, Gatwick Green, Gatwick Airport and Crawley Town Centre, will only be permitted where it is demonstrated that:</p> <ul style="list-style-type: none"> i. 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 ii. the loss of any land or floorspace will result in wider social, environmental or economic benefit which clearly outweighs the loss; and iii. there would be no adverse impact on the economic function of the Main Employment Area, nor the wider economic function of Crawley. 	
MM16	117-118	EC4	<p>Delete second part of criterion a and amend minimum figure: Provide as a minimum 13.7317.93ha new industrial land, predominantly for B8 storage and distribution use, demonstrating through appropriate evidence the justification for any further industrial floorspace beyond this amount.</p> <p>Amend bullet point d: d. Demonstrate through a comprehensive Mobility Strategy how the development will achieve the master plan-level vision for the development as</p>	Justified Positively Prepared

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>regards movement, including through include measures and improvements to that maximise sustainable access to the site, focusing on how the development will and optimise the usage of sustainable modes of transport as opposed to the private vehicle. The Mobility Strategy will and detailing detail infrastructure improvements that will be required to adequately mitigate the development impacts on the highways network, detailed and set out 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.</p> <p>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></p> <p>Amend final paragraph in Policy: The development of the site will be in accordance with an agreed master plan, <u>incorporating a vision-led approach as required by Department for Transport Circular 1/2022</u>, 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.</p>	
MM17	120	9.58	<p>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 during the Plan period. A Masterplan will be required for the</p>	Effectiveness

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			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.	
MM18	124	9.76	Amend the paragraph: A developer contribution will be sought for all major residential and employment applications. This will normally be a proportionate financial contribution that 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. 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 supported, subject to negotiation and agreement with the council. Contributions will be agreed by the council and developer and secured through a S106 legal agreement.	Effectiveness
		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, or the achieving of the Policy EC5 objectives through other measures. Both parts of Policy EC5...	
10. Gatwick Airport				
MM19	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 equivalent or greater value for biodiversity compensation is secured.	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
MM20	139	GAT2	Amend second paragraph in the Policy: Small scale development such as changes of use, minor building works and residential extensions within this area will normally be acceptable. 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. The airport operator will be consulted on all planning applications within the safeguarded area.	Effectiveness
MM21	140	10.19	Amend the paragraph: For the purpose of policy interpretation small-scale development also includes development such as residential extensions, updating or refurbishment of buildings , some changes of use, or other minor 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 include those that are short term, with a defined end date and which don't involve significant construction. 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.”	Effectiveness

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
11. Crawley Town Centre				
MM22	150	New Para. 11.27	<p>Insert new paragraph to follow existing 11.26:</p> <p><u>Crawley College campus has a considerable amount of underused accommodation poorly configured for educational use, especially on the northern part of the site. There is potential for the 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 on the south of the site, with the northern part of the site 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 agreed in 2022 (or an 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></p>	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
MM23	153	New Para. 11.44	Suggested additional Paragraph 11.43 (now 11.44) 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>	Effectiveness
12. Housing Delivery				
MM24	154	Vision Housing	Amend the figure in the first sentence of the Vision Housing Extract: By 2040, 5,030 5,330 new homes will have been built to support the needs of the growing population...	Effectiveness
MM25	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 5,330 net dwellings in the borough in the period 2024 2023 to 2040 ¹ . This minimum requirement will be broken down into an annual average requirement on a stepped basis as follows:	Effectiveness

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

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<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. ● Years 1-10 (2023-2033): 386dpa ● Years 11-17 (2033-2040): 210dpa. <p>After this supply is deducted from the identified housing need of 12,835 12,080 over the period 2024 2023 to 2040, there will be a remaining unmet housing need, of approximately 7,505 7,050 dwellings, arising from Crawley over the Plan period. This will arise as follows:</p> <ul style="list-style-type: none"> ● Years 1-5 (2024-29): 355dpa ● Years 6-10 (2029-34): 395dpa ● Years 11-16 (2034-40): 550dpa ● Years 1-10 (2023-2033): 369dpa ● Years 11-17 (2033-2040): 545dpa. 	
MM26	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>	Effectiveness
		Footnote 108	12,080 12,835 dwellings housing need (Standard Method 755 x 16 17 years) – 5,330 5,030 dwellings total supply 2024 2023 – 2040 (CBC Housing Trajectory, March 2023) = 7,505 7,050 dwellings unmet need.	
MM27	165-167	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	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>(2024/25 2023/24 – 2027/28 2028/29) or ‘developable’ in years 6–17 16 (2028/29 2029/30 – 2039/40)...</p> <p>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.</p>	
		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.	
		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 .	
13. Meeting Housing Needs				
MM28	180	13.8	Amend existing wording: The surveys carried out in 2023 as part of the Assessment, highlighted completed questionnaires identified a demand for pitches, particularly through: <ul style="list-style-type: none"> • the aspiration for Gypsy and Traveller children to live on a pitch; 	Justified

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<ul style="list-style-type: none"> • 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> • <u>No additional households required new pitch sites.</u> 	
MM29	180	13.9	<p>Amend existing wording: It <u>was concluded, in the original Accommodation Needs Assessment undertaken in 2013/14,</u> is considered 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</u></p>	Justified

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>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 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>	
MM30	182-183	H5	<p>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.</p> <p>Outside the Town Centre On C3 developments, 40% affordable housing will be sought where 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>	Effectiveness

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<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 Crawley Town Centre</u> 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 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>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<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>Sites of 10 dwellings or less <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. Affordable provision for such schemes should be met on-site and equate to:</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, <u>in the case of on-site provision</u>, 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>Exceptions 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>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<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 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 Rent tenure.</p>	
MM31	187	13.40	Amend and split the last paragraph (now 13.39) of the Reasoned Justification for Policy H5:	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>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.</u></p> <p><u>13.40 This value can then either be put towards on-site provision (where 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</u></p>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			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.	
MM32	191-192	H8	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 allowing stay of up to one month, and 66 decibels for overnight/short term temporary stay/transit temporary transit sites	Effectiveness
		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 66 decibels for overnight/short term temporary stay/transit temporary transit sites would not be in the long term interest of future inhabitants.	
		13.58	Amend the last sentence in the paragraph: ...For these areas, temporary planning permission may be an appropriate decision until certainty is achieved.	
15. Sustainable Design & Construction				
MM33	221-224	15.45	Amend reference to ‘Local Planning Authority led’ (now paragraph 15.47): ..., together with measures to be identified in a joint Local Planning Authority and South Downs National Park Authority -led Offsetting Implementation Scheme (OIS) being prepared;...	Consistent with national policy Effectiveness
		Policy SDC4	Insert the word “Strategic” ahead of Policy in the Policy title: Strategic Policy SDC4: Water Neutrality	
			Move Section 5 (Water Neutrality Statement) up to Section 2.	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>Water Neutrality Statement</p> <p>5. 2. <u>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:</u></p> <ul style="list-style-type: none"> a. <u>baseline information relating to existing water use within a development site;</u> b. <u>full calculations relating to expected water use within a proposed development; and</u> c. <u>full details of how any remaining water use will be offset.</u> <p>Offsetting Scheme</p> <p>2. 3. A local...</p>	
			<p>Amend policy criteria 2 (now criteria 3):</p> <p>2. 3. A local planning authority <u>and South Downs National Park Authority (SDNPA)</u>-led water offsetting scheme will be introduced to bring forward development <u>and infrastructure</u> supported by Local and Neighbourhood Plans. The authorities will manage access to the offsetting scheme to ensure that sufficient water capacity exists to accommodate planned growth within the Plan period.”</p>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>Amend policy criteria 3 (now criteria 4) and split into two criteria: “3. 4. Development proposals are not required to utilise the local planning authority and SDNPA-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.”</p> <p>Amend policy criteria 4 (and renumber to criteria 6 to take account of additional criteria above): “4. 6. Where an alternative water supply is to be provided, the <u>Water Neutrality</u> s <u>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.”</p> <p>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’ 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></p>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
		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 Local Authority and SDNPA-led 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>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.</p>	
		15.50	Amend the first sentence: Development is not required to utilise the Local Authority and SDNPA-led OIS,	
		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>15.54 (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</p>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>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></p> <p><u>The</u> 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> <p><u>15.56</u> <u>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.</p>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
16. Environmental Protection				
MM34	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, having regard to surface water flow paths . Surface water will not be allowed to drain to the foul sewer. 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;	Justified
	227	EP1	Amend Policy EP1, Part v: ...development will: ...not be permitted to take place within 8 metres from the edge of bank of top of any Main River or 12 metres from any Ordinary Watercourse, nor within 3 metres of any sewer system without prior consent from the appropriate authority;	
MM35	232	EP4	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. 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. Noise sensitive uses proposed in areas that are exposed to noise above the Lowest Observed Adverse Effect Level (LOAEL) or at within the Significant Observed Adverse Effect Level (SOAEL) from existing or future industrial,	Justified

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			commercial or transport (air, road, rail and mixed) sources will only be permitted where: in the case of effects within SOAEL there is no alternative; and in all cases 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.	
17. Sustainable Transport				
MM36	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.	Effectiveness
MM37	244	ST4	Insert the word “Strategic” ahead of Policy in the Policy title: Strategic Policy ST4: Area of Search for a Crawley Western Multi-Modal Transport Link	Consistent with national policy
			Insert new criteria into the Policy: The design and route of the Western Multi-Modal Transport Link must take account of: ... c. land safeguarded at Gatwick Airport for potential future southern runway expansion.	
			Insert new criterion d into the Policy:	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			... d. protected sites and habitats, through identification of the potential impacts on these.	
MM38	246	New Para. 17.31	Insert a new Paragraph 17.31: The Area of Search is located mainly 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 open 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 apply in the circumstances of route identification and design for the Crawley Western Multi-Modal Transport Link.	Consistent with national policy
Planning Obligations Annex				
MM39	282		Insert new paragraph between the first and second paragraphs under the sub-heading: Requirements of Part (ii): Developer Contributions towards Employment and Skills: 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 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.	Effectiveness

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
MM40	284		<p>Delete paragraph below Standard Occupancy for Commercial Development table and replace with new:</p> <p style="color: red;">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 borough. This figure, 65.7%, represents (c) the resident employment self-containment rate.</p> <p style="color: blue;"><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></p>	Effectiveness
	284	Footnote 172	<p>Amend reference in footnote:</p> <p>Source: ONS census 2021 2011/Lichfields analysis</p>	
	284-285		<p>Amend figures in Employment and Skills Contribution from Commercial Development table:</p> <div style="border: 2px solid #800000; padding: 10px;"> <p style="text-align: center; color: #800000;">Employment and Skills Contribution from Commercial Development</p> <p>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%); </div>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>e) Minimum cost for supporting an individual to access employment (£6,500)</p> <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: $(\text{Net increase in Gross Internal Area} / \text{Standard Occupancy}) \times 0.657 \times 0.52 \times 0.076 \times \text{£6,500}$</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: $(1,000 / 36) \times 0.52 \times 0.657 \times 0.076 \times \text{£6,500} = \text{£7,135.55} \text{ } \text{£9,015.50}$</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: $(a/b) \times 0.52 \times 0.657 \times 0.076 \times \text{£6,500} / 2$</p> <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: $(1000 / 11) \times 0.52 \times 0.657 \times 0.076 \times \text{£6,500} / 2 = \text{£11,676.36} \text{ } \text{£14,752.63}$</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: $(\text{Number of Rooms} / \text{Standard Occupancy}) = z$ $(a / z) \times 0.52 \times 0.657 \times 0.076 \times \text{£6,500}$</p> <p>For 150 bedroom budget hotel development of 1,000m² net increase in gross internal area, the financial contribution would be calculated as:</p>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>(150 / 3 = 50 staff)</p> <p>(1,000 / 50) x 0.52 0.657 x 0.076 x £6,500 = £5,137.60 £6,491.16</p>	
MM41	285-286		<p>Amend Policy H5: Affordable Housing Section:</p> <p>Policy H5: Affordable Housing</p> <p>Policy H5 requires 40% affordable housing from all residential developments (including both C3 and C2 use classes) 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 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>	Effectiveness

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<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 tenures.</p> <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</u></p>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p><u>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, in the case of on-site provision, the requirement will be for the on-site provision of the equivalent percentage in to be made in the form of affordable care beds in order to meet the Policy.</p> <p>Exceptions 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</p>	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>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> <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</p>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<p>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 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>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason																																																																																																																							
			<p>[subsequent tables/boxes in pages 287-288 the Planning Obligations Annex are replaced with the following:]</p> <p style="color: blue; text-decoration: underline;">Boroughwide Affordable Housing Calculator</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>Key Variables:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Free land to m2:</td> <td style="border: 1px solid black; text-align: center; width: 100px;">£350</td> <td rowspan="3" style="width: 10%; vertical-align: middle; text-align: center;">Value Equal to % AH</td> </tr> <tr> <td>Free land to OMV:</td> <td style="border: 1px solid black; height: 20px;"></td> </tr> <tr> <td>Policy Requirement:</td> <td style="border: 1px solid black; text-align: center;">40%</td> </tr> </table> </div> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <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% affordable housing quota.</p>	Free land to m2:	£350	Value Equal to % AH	Free land to OMV:		Policy Requirement:	40%	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	
Free land to m2:	£350	Value Equal to % AH																																																																																																																									
Free land to OMV:																																																																																																																											
Policy Requirement:	40%																																																																																																																										
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																																																																																																																					

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason								
			<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="background-color: #90EE90; padding: 5px; border: 1px solid black;"> <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;">Commuted Payment Due:</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	Commuted Payment Due:	£104,067	
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											
Commuted Payment Due:	£104,067											

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change					Reason		
			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>Key Variables – Model Assumptions:</p> <p>1. Free Land to m2: £218.75 notional value of free serviced land for the 25% affordable housing quota.</p> <p>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.</p> <p>Indicative scheme for modelling purposes only</p>							

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason								
			<div style="background-color: #90EE90; padding: 5px;"> <p><u>TOWN CENTRE Affordable Housing Calculator (25% policy)</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Total number of self-contained residential units:</td> <td style="text-align: right; border: 1px solid black;">10 units</td> </tr> <tr> <td><u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential</td> <td style="text-align: right; border: 1px solid black;">1,000 m²</td> </tr> <tr> <td>Number of affordable units applicable:</td> <td style="text-align: right;">2.5 AH units</td> </tr> <tr> <td><u>Commuted Payment Due:</u></td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">£204,167 @ £204 p/m²</td> </tr> </table> </div> <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 m ²	Number of affordable units applicable:	2.5 AH units	<u>Commuted Payment Due:</u>	£204,167 @ £204 p/m ²	
Total number of self-contained residential units:	10 units											
<u>GIA</u> for C3 Residential & <u>NSA</u> for C2 Residential	1,000 m ²											
Number of affordable units applicable:	2.5 AH units											
<u>Commuted Payment Due:</u>	£204,167 @ £204 p/m ²											

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<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 requirements. If a viability or delivery problem is accepted, then the council will consider:</p> <p>i. Varying mix/tenure split;</p>	

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason								
			ii Varying payment timing; iii Reducing percentage of affordable and/or applying a lower sum to the off-site calculation.									
Parking Standards Annex												
MM42	298		In the Parking Standards Annex to the Local Plan the electric vehicle charging infrastructure requirements on page 298 is amended as follows: Electric Vehicle Charging Infrastructure <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> Until the introduction of national requirements for EV charging infrastructure in new developments, through Building Regulations or otherwise, provision should be made as follows: <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. <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Year</th> <th style="text-align: right;">Proportion of ‘active’ charging points</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td style="text-align: right;">28%</td> </tr> <tr> <td>2021</td> <td style="text-align: right;">33%</td> </tr> <tr> <td>2022</td> <td style="text-align: right;">37%</td> </tr> </tbody> </table>	Year	Proportion of ‘active’ charging points	2020	28%	2021	33%	2022	37%	Justified
Year	Proportion of ‘active’ charging points											
2020	28%											
2021	33%											
2022	37%											

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			2023	41%
			2024	45%
			2025	49%
			2026	53%
			2027	58%
			2028	62%
			2029	66%
			2030	70%
Noise Annex				
MM43	305	2.1.6	Amend paragraph: <i>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’.</i> Paragraph 134 of the NPPF states “<u>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> <u>a) development which reflects 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;</u> <u>and/or</u>	Justified

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			<i><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></i>	
305		2.1.7	Amend the start of the first sentence: Paragraph 130 Section 127a of the NPPF states that...	
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.	
306		3.3	Amend the paragraph: As noise exposure increases it crosses the Lowest Observed Adverse Effect Level ; and at this point it is an observed adverse effect may reach the Observed Adverse Effect Level . At this level noise can start to cause small changes in behaviour, and attitude or other physiological response . For example, this could cause people to turn up the volume on the television or needing to speak more loudly to be heard. 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. The noise level starts to have an adverse effect and steps need to be taken to mitigate and minimise those effects.	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
	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.	
	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.	
	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.	
	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 values through which to determine the acceptability of noise sensitive proposals where noise exposure from transport is a factor.	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason																
	307-308	Table 1	<p>Amend the table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 30%;">Examples of Outcomes</th> <th style="width: 20%;">Daytime (07:00 – 23:00) Threshold</th> <th style="width: 20%;">Night time (23:00 – 07:00) Threshold</th> </tr> </thead> <tbody> <tr> <td style="color: red;">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 LAeq,16hr</u> <u><55dB LAFmax</u> <51dB LAeq,16hr <65dB LAFmax </td> <td> <u><40dB LAeq,8hr</u> <u><48dB LAFmax</u> <45dB LAeq,8hr <60dB LAFmax </td> </tr> <tr> <td style="color: red;">Lowest Observed Adverse Effect Level (LOAEL)</td> <td></td> <td> 51dB LAeq,16hr 65dB LAFmax </td> <td> 45dB LAeq,8hr 60dB LAFmax </td> </tr> <tr> <td style="color: blue;">Lowest Observed Effect Level (LOAEL)</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</td> <td> <u>Surface Transport Between 51dB and 55dB LAeq,16hr</u> <u>Aviation Transport 51 to 54dB LAeq,16hr</u> <u>All Transport Sources >= 55dB LAFmax</u> </td> <td> <u>Surface Transport Between 40dB and 48dB LAeq,8hr</u> <u>Aviation Transport. Between 40dB and 48dB LAeq,8hr</u> </td> </tr> </tbody> </table>		Examples of Outcomes	Daytime (07:00 – 23:00) Threshold	Night time (23:00 – 07:00) 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 LAeq,16hr</u> <u><55dB LAFmax</u> <51dB LAeq,16hr <65dB LAFmax	<u><40dB LAeq,8hr</u> <u><48dB LAFmax</u> <45dB LAeq,8hr <60dB LAFmax	Lowest Observed Adverse Effect Level (LOAEL)		51dB LAeq,16hr 65dB LAFmax	45dB LAeq,8hr 60dB LAFmax	Lowest Observed Effect Level (LOAEL)	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	<u>Surface Transport Between 51dB and 55dB LAeq,16hr</u> <u>Aviation Transport 51 to 54dB LAeq,16hr</u> <u>All Transport Sources >= 55dB LAFmax</u>	<u>Surface Transport Between 40dB and 48dB LAeq,8hr</u> <u>Aviation Transport. Between 40dB and 48dB LAeq,8hr</u>	
	Examples of Outcomes	Daytime (07:00 – 23:00) Threshold	Night time (23:00 – 07:00) 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 LAeq,16hr</u> <u><55dB LAFmax</u> <51dB LAeq,16hr <65dB LAFmax	<u><40dB LAeq,8hr</u> <u><48dB LAFmax</u> <45dB LAeq,8hr <60dB LAFmax																	
Lowest Observed Adverse Effect Level (LOAEL)		51dB LAeq,16hr 65dB LAFmax	45dB LAeq,8hr 60dB LAFmax																	
Lowest Observed Effect Level (LOAEL)	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	<u>Surface Transport Between 51dB and 55dB LAeq,16hr</u> <u>Aviation Transport 51 to 54dB LAeq,16hr</u> <u>All Transport Sources >= 55dB LAFmax</u>	<u>Surface Transport Between 40dB and 48dB LAeq,8hr</u> <u>Aviation Transport. Between 40dB and 48dB LAeq,8hr</u>																	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			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.	<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>All Transport Sources $>48dB L_{AFmax}$</p> <p>Between 45dB and 48dB $L_{Aeq,8hr}$ for surface and 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>Surface Transport Between 55dB and 66dB $L_{Aeq,16hr}$.</p> <p>Aviation Transport 54 to 60dB $L_{Aeq,16hr}$</p> <p>All Transport 65dB to 82dB L_{AFmax}</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>All Transport Sources Between 48dB and 57dB $L_{Aeq,8hr}$.</p> <p>60dB to 82dB L_{AFmax}</p> <p>Between 48dB and 57dB $L_{Aeq,8hr}$ for surface and aviation transport sources; 60dB to 82dB L_{AFmax}</p>

**CBC February 2024
Main Modifications for Consultation**

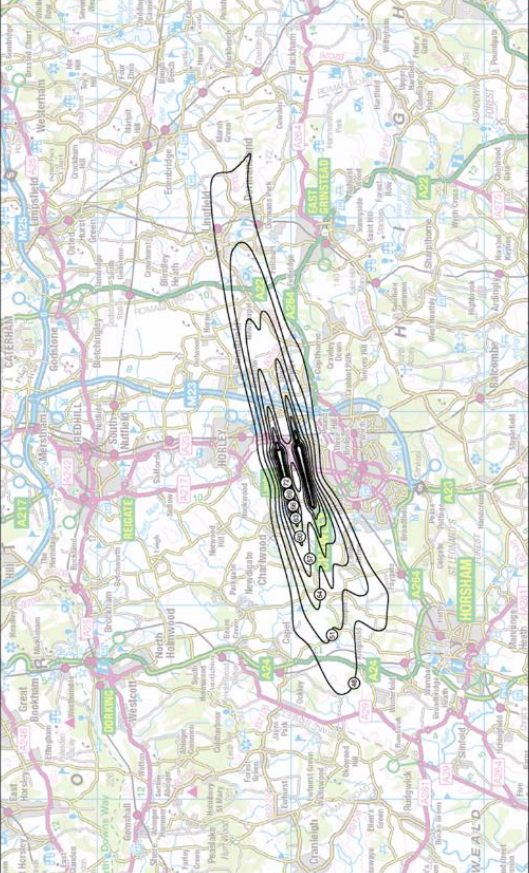
Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change				Reason
			<u>Unacceptable Adverse Effect</u>	<u>Present and very disruptive. Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep deprivation/awakening, loss of appetite, significant medically definable harm, e.g. auditory and non-auditory.</u>	<u>Surface Transport Greater than 66dB $L_{Aeq,16hr}$</u> <u>Aviation Transport Greater than 60dB $L_{Aeq,16hr}$</u> <u>All Sources >82 L_{AFmax}</u>	<u>All Sources Greater than 57dB $L_{Aeq,8hr}$</u> <u>All sources > 82dB L_{AFmax}</u>	
			Unacceptable Adverse Effect	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.	For surface transport sources, greater than 66dB $L_{Aeq,16hr}$ For aviation transport sources, greater than 60dB $L_{Aeq,16hr}$	greater than 57dB $L_{Aeq,8hr}$ for surface and aviation transport sources: > 82dB L_{AFmax}	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
	308	4.1.6	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 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}	

**CBC February 2024
Main Modifications for Consultation**

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			criteria. Up to 10 events may be acceptable for small exceedances (<5dB), whilst for high exceedances (>10dB) less than 5 events will be acceptable.	
	311	5.7	Amend the paragraph: In preparing a Noise Impact Assessment, applicants should adhere to <i>Planning Noise Advice Document: Sussex (2023⁺ or latest revision)</i> , 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>	
MM44	312	New Figure	Insert new Figure 2 after Figure 1: <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)	For Clarity.

Modification Reference Number (Main Modification)	May 2023 Local Plan page number	May 2023 Local Plan Policy/ Para	Suggested Change	Reason
			 <p data-bbox="1339 571 1377 1050">G40-2F-X-C: Galwick 2040 do-something. GAL - no sensitivity test. Carbon Traded Summer average 8-hour night-time LAeq,8h</p> <p data-bbox="1384 443 1400 467">E-63</p>	