

Crawley 2030:
Crawley Borough Local Plan 2015 – 2030

Tinsley Lane Development Brief

April 2017



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1. Introduction

Development Brief Context

Land at Tinsley Lane, Crawley has been allocated for residential, sports and open space use in the adopted Crawley Local Plan (Policy H2). In line with the requirements of the allocation, a Development Brief is required to inform and guide the development process.



The Development Brief forms an adopted non-statutory planning guidance document and is a material planning consideration against which decisions can be made in relation to proposals for development of this site.

The Development Brief has been produced by Crawley Borough Council's Forward Planning team working closely with the landowner, the Homes & Communities Agency (HCA) and in close discussions with council officers from Environmental Health, Drainage, Development Management, and Amenity Services teams, and also by West Sussex County Council, neighbouring stakeholders and local residents.

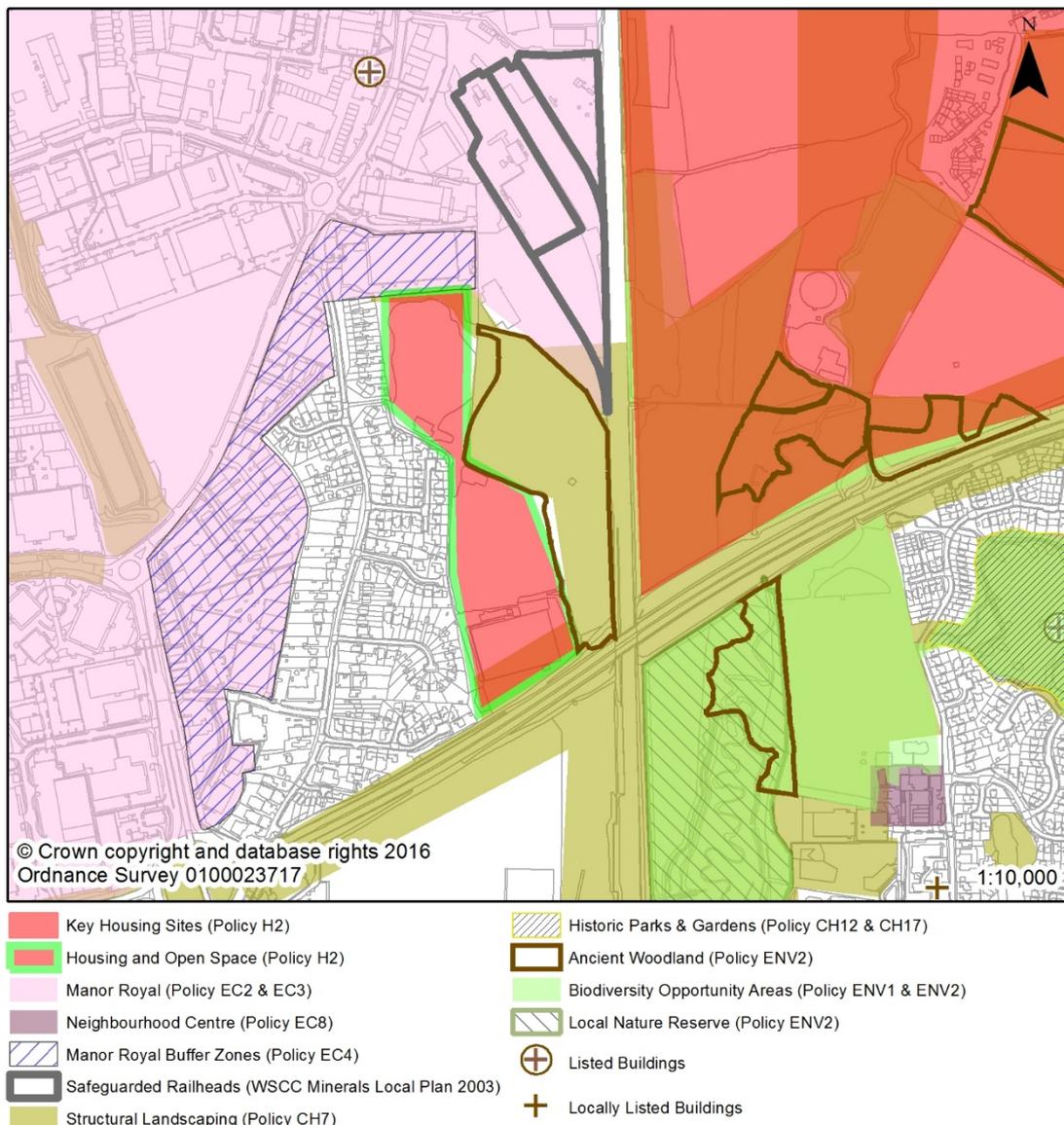
The Development Brief:

- ▶ Describes the site and its surrounding context and establishes a number of opportunities and constraints to development.
- ▶ Expands and explains the policy context, building on the policy requirements established in the council's Local Plan 2015-30 and the allocation for the site.
- ▶ Provides further requirements and advice to applicants seeking to progress a planning application.

Development Brief Preparation

The Development Brief has been adopted by Crawley Borough Council, on 4 April 2017 following informal early engagement with key stakeholders leading up to a formal six week public consultation undertaken between July and August 2016.

Comments received during the public consultation have been taken into account in preparing the final adopted Development Brief. All representations received have been collated and summarised in the consultation statement which accompanies the Development Brief (published separately) along with details of the council's response and where changes have been made to this Development Brief as a consequence.



Tinsley Lane Housing and Open Space Allocation – Local Plan Policy

The Local Plan Policy for the allocation of the site is set out below.

Crawley Local Plan Policy H2: Key Housing Sites

Housing and Open Space Site

Tinsley Lane, Three Bridges (deliverable) 120 dwellings*, mixed use recreation/residential. Development of this site must include:

- i. the replacement of Oakwood Football Club;
- ii. senior football pitch and facilities;
- iii. a junior 3G football pitch;
- iv. community use arrangements for the sports pitch facilities;
- v. enhancement and management for public access of Summersvere Woods;
- vi. on-site publicly accessible play space and amenity greenspace.
- vii. Consideration should also be given to the provision of allotments.

Development must also be carefully planned, laid out and designed to minimise potential future conflicts and constraints on the important minerals function of the adjacent safeguarded minerals site.

Full details of the requirements relating to this site will be set out in a Development Brief.

* Indicative capacity.

Reasoned Justification

6.51 *In determining how far Crawley can meet its own housing needs, detailed assessments have been carried out to ensure the town balances competing land uses in a sustainable manner. This includes landscape character assessments, open space and economic growth assessments alongside the Urban Capacity Study and Strategic Housing Land Availability Assessments. Two sites have been identified and allocated on the Local Plan Map for 'Housing and Open Space'. These are Tinsley Lane, Three Bridges (Deliverable) and Breezehurst Drive, Bewbush (Developable). The layout of these sites has been considered in more detail to ensure they can deliver the quantum of housing within the constraints identified by the open space study for meeting recreational open space needs. A development brief will be prepared for each of these sites to ensure their development adheres to the requirements of the Open Space, Sport and Recreation Study and Playing Pitch Study; critical elements of these are set out in the Policy. For Tinsley Lane this will involve consideration into the needs of the existing football club; whilst for Breezehurst Drive sports pitch improvements will be required both on-site and off-site. The balance between housing and on-site open space will be determined through the design and layout of a detailed scheme.*

...

6.53 *Tinsley Lane is located in close proximity to Crawley Goods Yard which is a safeguarded minerals site. Development must be carefully planned, laid out and designed to minimise potential future conflicts and constraints on its important minerals function.*

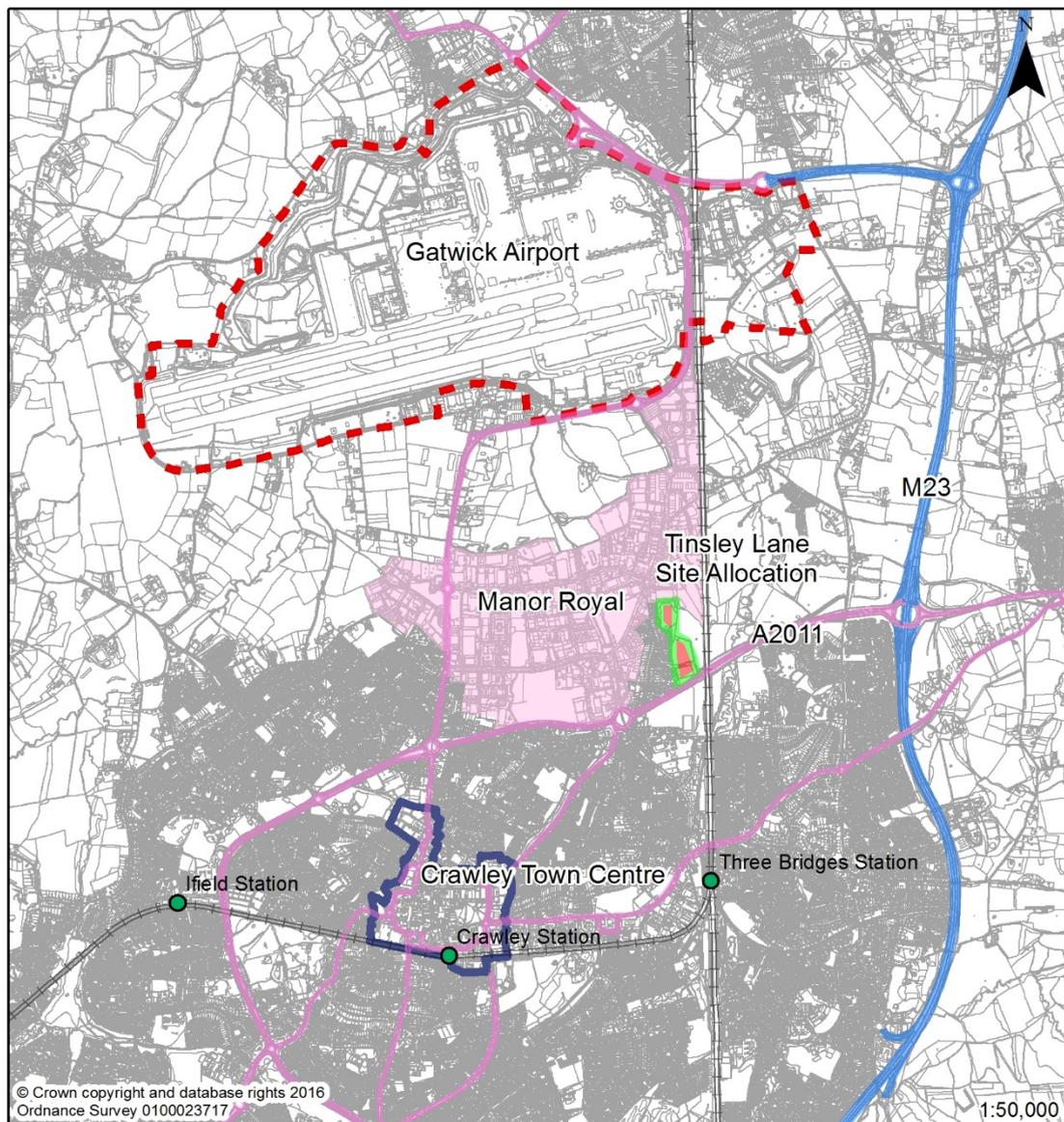
2. The Site in Context

Site Location

Located in Three Bridges, the site lies east of Manor Royal Business District and approximately 2km north east of Crawley town centre.

The site is bounded by the London to Brighton railway line and Summersvere Wood to the east, a storage and distribution depot and adjacent minerals facility to the north/north-east, the A2011 to the south, and the existing residential area of Tinsley Lane and surrounding residential roads to the west. Beyond the railway line is the location of Crawley's new neighbourhood Forge Wood, with planning permission for 1,900 homes and neighbourhood facilities.

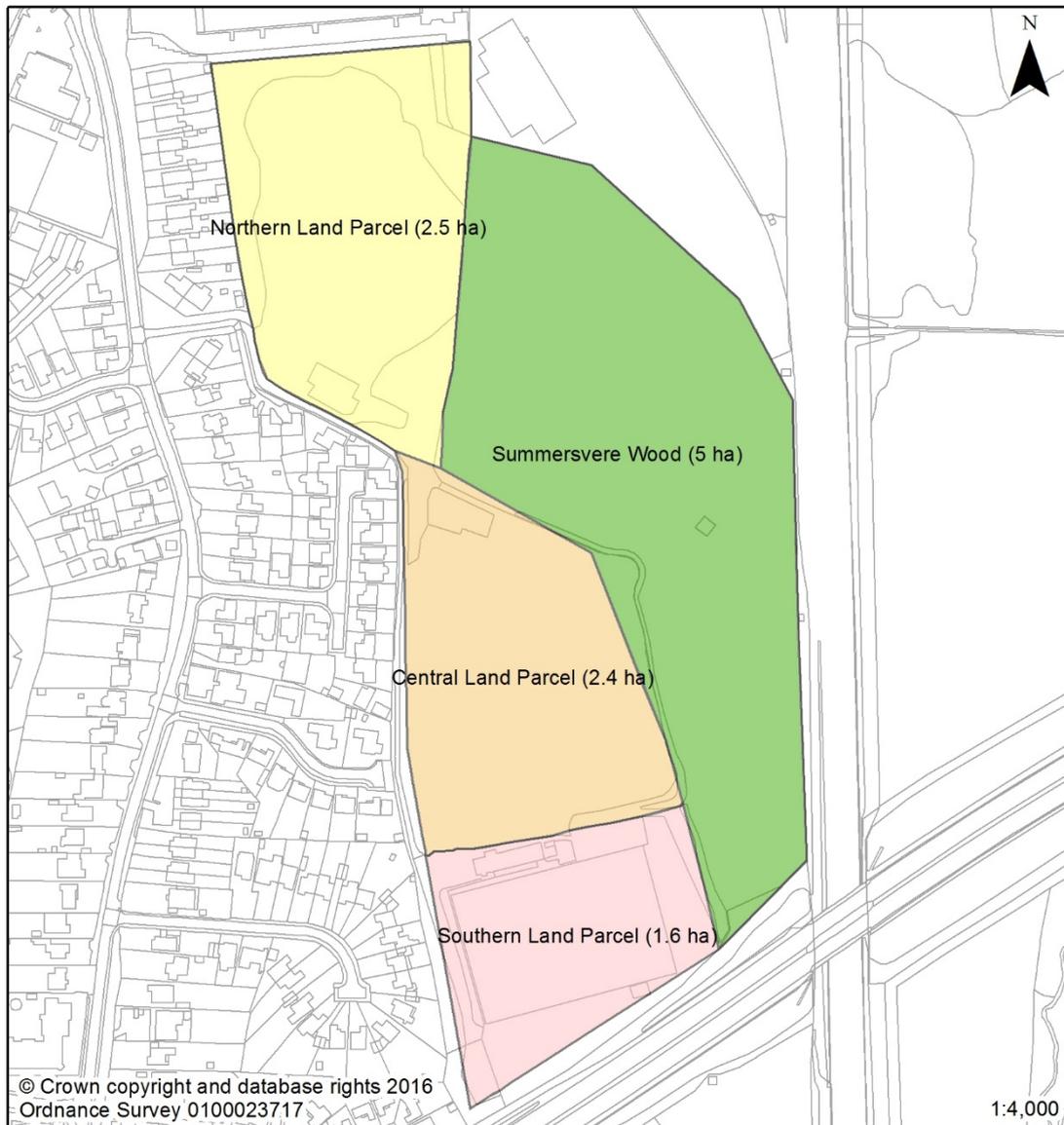
The area around the site is served by public transport, benefiting from a number of bus routes along Gatwick Road, linking Crawley town centre, Manor Royal and Gatwick Airport. In addition, the site is 1.5km north of Three Bridges Rail Station which is accessible on foot/by bike. Hazelwick School is located to the south across the A2011.



Site Description and Current Uses

The site is 11.5ha in total and is currently in the ownership of the Homes & Communities Agency.

The site falls into 4 land parcels, as shown on the following plan, and described below:



- ▶ Summersvere Wood – 4.6ha framing the eastern edge of the site. The wood is designated Ancient Woodland, currently with no public access, and will serve as significant natural asset to new and existing residents.
- ▶ Southern Land Parcel – 1.8ha currently leased to Oakwood Football Club and includes a senior turf pitch, clubhouse, and car parking.
- ▶ Central Land Parcel – 2.4ha grassed area marked out as sports pitches and currently leased to a private company for sports use.
- ▶ Northern Land Parcel – 2.7ha grassed area historically used for sports use and currently leased to a private company. The area has become overgrown and naturalised over time.

Surrounding Character

The existing residential area of Tinsley Lane and surrounding residential streets retain a unique 'semi-rural' suburban character, despite proximity to large scale employment buildings and associated infrastructure and highways that have subsequently been developed in the immediate surrounding area.

The residential areas feature a variety of house types, ages and styles, but due to the maturity of the landscape along the lane including trees and hedges along the edges of the lane and forming a backdrop to dwellings, there is a consistency in character along the length of the lane. The predominant house types are detached bungalows, dormer bungalows and detached family houses dating from the interwar to New Town development periods.

Homes are typically set back from the road with a variety of driveway lengths and front gardens typically bounded by low walls, hedges or post and rail fences set back behind a grass verge at the edge of the highway.



Example of stone work chimneys, Birch Lea

Common building materials include burnt umber tiles and light brown brick, with front balconies, with simple modernist guard rail detailing, and stone work chimneys being common features on several of the homes dating from the 1970s, particularly along Birch Lea. This character sets the surrounding neighbourhood apart from other parts of Crawley.

Neighbouring Stakeholders

Development proposals should be undertaken in consultation with the following site users and neighbouring stakeholders:

- ▶ **Oakwood Football Club (FC)** – As part of the development, land will continue to be leased to Oakwood FC. Oakwood will play a key role in shaping the design and layout of the new sports facilities on the site in line with the requirements of the allocation. Further information is set out in Section 4.
- ▶ **Tinsley Lane Residents Association (TLRA)** – The Residents Association has been active for almost 40 years and provides a voice for local residents in the Tinsley Lane area. TLRA are seeking to ensure an appropriate and sensitively designed development which respects the character of the existing area; safe access for existing and new residents; and user-friendly community amenity space.
- ▶ **The Goods Yard** – Located to the north-east of the site on what was historically Crawley Goods Yard, the Goods Yard today is a safeguarded minerals processing facility and consists of a number of operations including an Asphalt Plant, Concrete Batching Plant, and Construction & Demolition Waste Recycling Facility. Elements of these facilities have permission to operate 24hrs a day, 6 days a week, with the unloading of goods trains carrying aggregates in and out of the facility possible under permitted development rights at any time of the day and night, 7 days a week. Operators at the Goods Yard will expect the applicant to demonstrate that residents of the new development will not be exposed to unacceptable noise levels which could prejudice the existing and future operation of the Goods Yard. Noise assessment and noise mitigation measures will form an important part of the development proposals. Further information is set out in Section 7.

- ▶ **Eezehaul Storage & Distribution** – Eezehaul’s depot is located immediately north of the site. The operator have provided anecdotal evidence relating to localised surface water running off the Tinsley Lane site onto their land. In line with best practice and Local Plan policy requirements, surface water will need to be effectively managed and drained as part of the proposals. Further information is set out in Section 9.
- ▶ **Network Rail** – the boundary of the site adjoins the London-Brighton mainline railway line.
- ▶ **Other adjoining landowners** – including residents and businesses in Powerhub Industrial Estate.

As part of the production of the Development Brief, discussions have been held with the stakeholders listed above to ascertain views, concerns and aspirations. Whilst there are a number of acknowledged constraints facing the site and measures needed to reduce concerns of surrounding stakeholders, there is a clear willingness for all parties to work together to the mutual benefit of all.

Development proposals should seek to build on the positive early discussions and ensure effective engagement with key parties.

Key Policy Directions

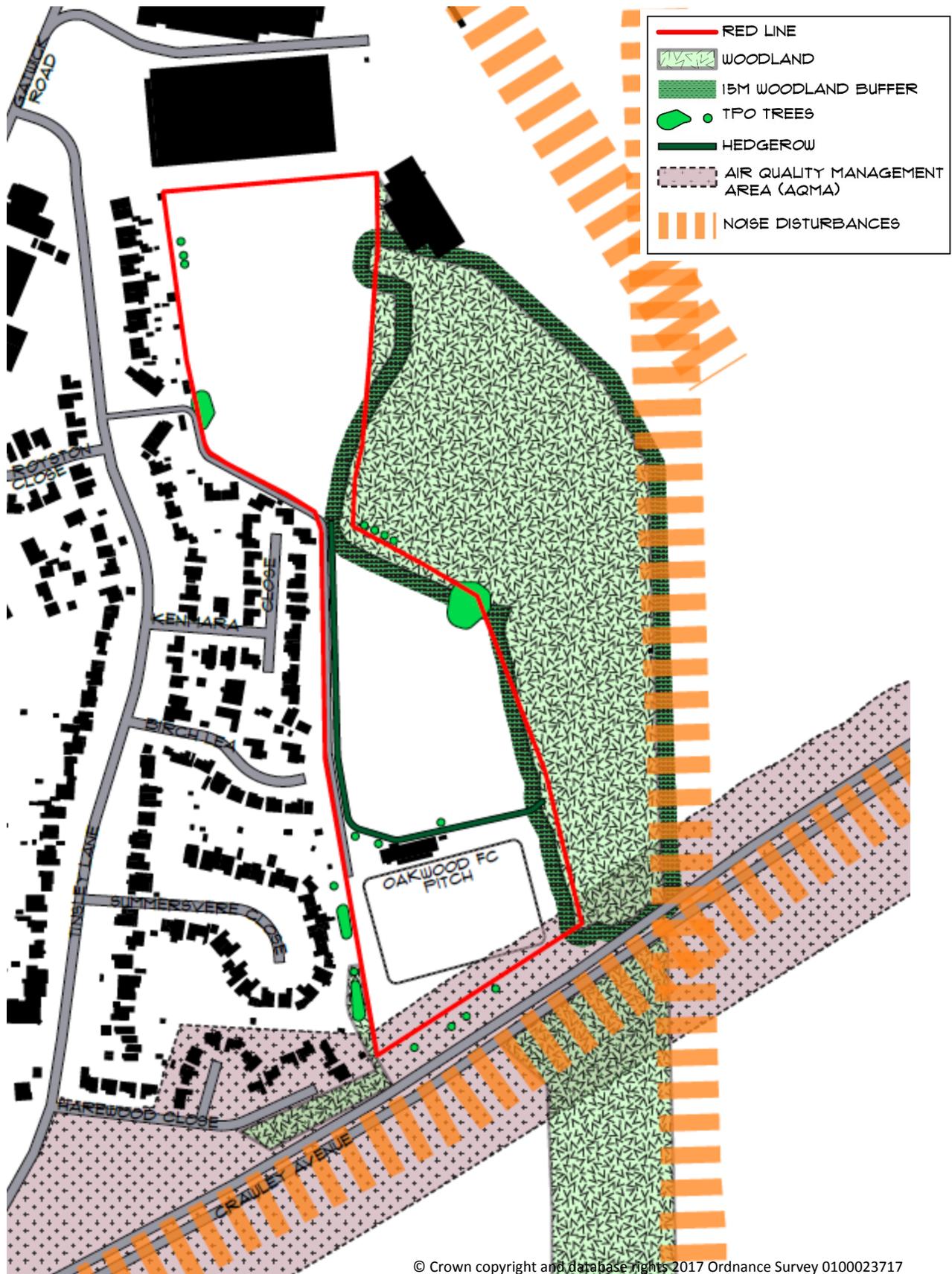
Through the Local Plan examination, continuing assessment of the site and its context, and an appreciation of issues and opportunities raised by key stakeholders, a number of topic areas have been identified.

These are considered as areas requiring more targeted policy direction and guidance within the Tinsley Lane Development Brief. The remainder of this document is structured around these key policy directions, which are identified as follows:

- ▶ Key Policy Direction 1: Residential Development
- ▶ Key Policy Direction 2: Sports Facilities
- ▶ Key Policy Direction 3: Green Infrastructure Provision
- ▶ Key Policy Direction 4: Access, Transport and Parking
- ▶ Key Policy Direction 5: Noise
- ▶ Key Policy Direction 6: Air Quality
- ▶ Key Policy Direction 7: Infrastructure
- ▶ Other Considerations

Whilst there is a focus on certain topic areas, development should adhere to the full range of policies for residential and open space development set out in the Local Plan, supporting Supplementary Planning Documents (SPDs) and the National Planning Policy Framework (NPPF).

Applicants should also refer to national and local validation requirements for submitting planning applications.



Tinsley Lane Site: Environmental Features and Constraints

3. Key Policy Direction 1: Residential Development

Development Quantum

The Local Plan allocation for the site identifies that there is the potential for **120 units** on the site. The housing numbers attributed to allocations in the Local Plan are *indicative* rather than definitive levels.

The Local Plan Inspector's Report, with reference to Tinsley Lane, concluded that more units could be feasible if it can be proven that there is capacity for the sports facilities and associated car parking to be located on the northern land parcel leaving the central and southern land parcels free for residential development and open space requirements. As discussed in Section 4 Key Policy Direction 2: Sports Provision, subject to detailed design, the northern land parcel may be capable of accommodating the sports facilities. However, it is equally possible that less units may prove to be realistic once work has been undertaken to fully understand the site's various infrastructure capacity and environmental constraints and may better facilitate good placemaking.

Housing Mix

Policy H3: Future Housing Mix establishes that developments should provide a mix of dwelling types and sizes to address local housing need and demand. Whilst acknowledging that housing mix may be driven by the site's characteristics and viability, the proposals should have regard to the council's Strategic Housing Market Assessment and any subsequent updates with respect to housing needs and demand within Crawley. A study has been undertaken to consider the evidence in relation to Crawley's market housing mix requirements. This confirms that a housing mix set out in Table 1 below (for owner occupier and/or private rental market housing) would be appropriate for market housing in this location. This is the expected starting point for a suitable housing mix for this scheme. Any variations should be supported by clear evidence and justification, in particular relating to the site's characteristics, viability and market demand.

The number of housing units feasible should be established via an informed masterplanned approach which must ensure the requirements of the allocation and any necessary mitigation measures are designed into the scheme in an effective and holistic manner alongside the housing provision, open space and parking requirements.

The location and quantum of housing must not constrain the economic functioning of the adjoining employment area. Care must be taken to ensure the development does not lead to any need to extend the Manor Royal buffer zone or impinge on the normal operations of established or new businesses locating to Manor Royal.

The planning application will need to prove there is capacity within the local infrastructure to accommodate the number of units proposed alongside the site's physical capacity and access constraints and the need to establish a well-designed neighbourhood.

The requirement for affordable housing provision is established in **Policy H4: Affordable & Low Cost Housing** and, unless viability is constrained, the development should deliver 40% affordable and 10% low cost housing. In accordance with the Policy, the council expect a minimum of 70% of the affordable housing to be Affordable Rent (or Social Rent where other forms of subsidy exist) and up to 30% Intermediate tenure. This reflects the council's preference for rental accommodation to address local housing needs and local affordability, whilst also aiming to achieve a suitable balance of tenures to address the spectrum of affordable housing needs.

Where viability is a concern, the council take a cascading approach to priorities, in which adjusting the percentage of affordable housing to a negotiated level that the scheme can support would only be considered in the last instance, when all other options have been explored and discounted. In such

instances, this cascade approach will assess various permutations between the percentage of affordable housing to be provided and the mix of tenures within this provision, and it will be at the council’s discretion to decide the most suitable balance to best address local housing needs within such a viability appraisal.

The supporting text for **Policy H3** provides the recommended mix of dwelling sizes for the affordable housing element within any development scheme. This is set out in Table 1 below. Whilst the demand for those in local housing need falls predominantly towards the smaller one-bedroom and two-bedroom units,

there remains an important opportunity for some larger and family units which could be delivered within the context of this scheme, and the Local Plan is clear that it should not be regarded that affordable housing may be provided in only flatted accommodation by virtue of the requirement for smaller house types. In order to achieve reasonable levels of integration of tenures within the scheme, and to manage the level of clustering of tenure-types, the mix of affordable housing units will be expected to broadly mirror the mix of unit types intended within the wider scheme, and provide a balanced ratio of family accommodation alongside the requirement for smaller unit types.

Table 1: Housing Mix (Local Plan Policy H3)

	50% Private Market Housing + 10% Low Cost		40% Affordable Housing	
	Owner Occupier Market Housing	Private Rental Market Housing	Affordable Housing (Affordable/Social Rent & Intermediate tenures)	
1 Bed	10%	5%	25%	
2 Bed	30%	30%	50%	
3 Bed	35%	40%	20%	
4+ Bed	25%	25%	5%	

Design Quality

The development should seek to respond to the following general design principles:

- ▶ the development should be a leading example of good quality placemaking, reflective of values and needs of modern suburban living in 2017.
- ▶ consider the site in context and respect the character of the surrounding residential area. The layout, massing and height of the development must not cause significant harm to the visual amenity of the surrounding area and should seek to mitigate against the visual impact of the development on existing residents, particularly along the western and north/north-western boundary of the site, recognising the variances in existing plot sizes and garden lengths in this location.
- ▶ careful design and layout of the development on the site should balance



Characteristic balcony detail, Birch Lea

the need to avoid overdevelopment and cramming of dwellings on the site with the aim of maximising the potential quantum of units. The council’s internal and external space standards must be complied with.

- ▶ boundary treatments, such as landscaping and fencing, should be carefully considered to maximise their benefits, including improved security and privacy and reduced disturbance, light pollution and noise.
- ▶ the development layout should provide good links through the development and to neighbouring residential areas and then into the countryside beyond.
- ▶ the development should be seamlessly integrated into the existing neighbourhood and not function as a standalone appendage.
- ▶ integrate sports provision with informal amenity space and surface water drainage features to create an attractive and functional green infrastructure network for the site for the benefit of new residents and the local community.
- ▶ maximise opportunities to integrate Summersvere Wood into the overall development layout and green infrastructure network ensuring the development does not ‘turn its back’ on the woodland. Active frontages overlooking the woodland and wider open space provision are required and will ensure natural surveillance enhancing both visual amenity and security. The built form along the woodland edge should clearly demonstrate this interface by maintaining a low, open and integrated form. The design of the development in this location will require significant care to balance the need to maintain good urban design principles with mitigation against the noise levels from the Goods Yard, railway and road.



Existing boundary treatment, Oakwood Football Club access road and hedgerow

- ▶ ensure measures required to create vehicular access enhance safety and minimise harm to the visual quality and residential amenity of the existing residential streets.
- ▶ achieve a safe, secure, pedestrian and cycle friendly environment.
- ▶ seek to mitigate against noise and air quality through effective design layout in the first instance with additional mitigation measures as required to reduce to acceptable levels.
- ▶ Further policies covering specific issues such as sustainable design, energy efficiency and water stress are listed below and should be adhered to.

Further information on how the development should incorporate sports, green infrastructure and access, and seek to mitigate against noise and air quality concerns is set out in later sections.

Environmental Sustainability

The development should address climate change by pursuing the objectives set out in **Policy ENV6: Sustainable Design and Construction**. These should be pursued in accordance with the following ‘energy hierarchy’:

1. Be lean: reduce demand for energy. Appropriate techniques could include:
 - Specification of advanced standards of fabric energy efficiency (e.g. insulation);
 - Orienting building surfaces with extensive fenestration (e.g. rear

- elevations) in a southerly direction to permit solar gain during winter;
- Use of shading, passive ventilation, thermal mass, and reflective or light-coloured materials to reduce overheating risk and associated demand for mechanical cooling and ventilation.

2. Be clean: ensure efficiency in the supply of energy.
The development should explore opportunities to use locally generated energy or on-site generation in order to achieve greater efficiency of energy supply. The Manor Royal area, including the Tinsley Lane allocation, form part of a District Energy Network priority area identified in **Policy ENV7: District Energy Networks**. The generation and supply of energy on district scale is considered to be feasible within this area and the specific form which a future network might take is being modelled by the council. Applicants will be expected to liaise at an early stage with the council's Environment Team and with Manor Royal BID Company (MRBD Limited), in order to establish the potential to use district energy, or to facilitate the connection of the development to a District Energy Network at a future date.
3. Be green: use renewable and low or zero carbon energy sources.
A range of possible low or zero carbon technologies are identified in the Planning and Climate Change SPD. The operational requirements of Gatwick Airport will need to be taken into account when considering these options, and the SPD further identifies the nature of these constraints and the circumstances in which early consultation with Gatwick Airport should occur.

The development will also be expected to address Crawley's water stress, in accordance with **Policy ENV9: Tackling Water Stress**. New dwellings will be expected to comply with the tighter 'optional' Building Regulations water efficiency requirement of 110 litres per person per day, unless this can be shown to be unviable or unfeasible.

Key Local Plan Policies and Relevant Documents

- ▶ **Policy H1:** Housing Provision
- ▶ **Policy H2:** Key Housing Sites
- ▶ **Policy H3:** Future Housing Mix
- ▶ **Policy H4:** Affordable and Low Cost Housing
- ▶ **Policy SD1:** Presumption in Favour of Sustainable Development
- ▶ **Policy CH1:** Neighbourhood Principle
- ▶ **Policy CH2:** Principles of Good Urban Design
- ▶ **Policy CH3:** Normal Requirements of All New Development
- ▶ **Policy CH4:** Comprehensive Development and Efficient Use of Land
- ▶ **Policy CH5:** Standards for All New Dwellings
- ▶ **Policy CH6:** Tree Planting and Replacement Standards
- ▶ **Policy EC4:** Employment Development and Residential Amenity
- ▶ **Policy ENV1:** Green Infrastructure
- ▶ **Policy ENV6:** Sustainable Design and Construction
- ▶ **Policy ENV7:** District Energy Network
- ▶ **Policy ENV9:** Tackling Water Stress
- ▶ **Policy ENV10:** Pollution Management and Land Contamination
- ▶ **West Sussex County Council Waste Plan (2014): Policy W23** Waste Management within Development
- ▶ **Urban Design SPD**
- ▶ **Planning and Climate Change SPD**
- ▶ **Green Infrastructure SPD**

4. Key Policy Direction 2: Sports Facilities

Allocation Requirements

The allocation requires provision of the following facilities:

- ▶ Replacement of Oakwood Football Club
- ▶ Senior football pitch and facilities
- ▶ A Junior 3G football pitch
- ▶ Community Use Arrangements for the sports facilities.

Facilities Layout

Initial design analysis has indicated that, subject to detailed design, there may be capacity for all the required sports facilities on the northern land parcel. Whilst the location of the sports facilities in the northern land parcel is not a requirement, it has been agreed by several parties in recent years that sports provision in this location is effective for the Football Club and also creates a logical buffer between the Goods Yard and new dwellings, ensuring new residents are located further away from industrial noise emitted from the Goods Yard.

The agreed design approach and layout will be subject to detailed considerations following studies, including on ecology, trees and drainage, and taking account of constraints such as the Ancient Woodland buffer, in accordance with Natural England advice and following detailed tree and ecological surveys.

The final scheme should be prepared in consultation with Oakwood FC, Sport England and the FA, the local community and through pre-application discussions with Crawley Borough Council's Development Management team.



Existing Oakwood Football Club Grounds

Oakwood Football Club (FC)

Oakwood FC's senior team currently play in the Southern Combination Football League which is part of the FA National League System. The Club is currently in Division One. The Club has approximately 250 members and is home to a male and female senior team and 8 junior girls' and 8 junior boys' teams.

The Club has forged positive and strong links with the local community with residents automatically made members of the Club and encouraged to support team games and make use of the clubhouse as a base for community meetings and events.



Existing Oakwood Football Clubhouse

Required Provision of Facilities

Proposals should provide the following facilities which have been determined through FA guidance and discussions with Sport England and Oakwood FC. Applicants should ensure the latest FA guidance is adhered to on all appropriate matters and the football pitches and facilities layout should meet the FA and national league system requirements.

- ▶ A single sports facility incorporating a clubhouse, Senior pitch and a Junior 9v9 pitch with associated parking.
- ▶ A new clubhouse building. This should be located in order to minimise disturbance to existing residents. The most appropriate location is likely to be to the east side of the playing fields. However, this is subject to retaining a minimum 15m buffer zone from the ancient woodland and adequate mitigation measures incorporated following ecological and arboricultural surveys.
- ▶ Based on current FA guidance, Senior pitch to be 106m x 69.5m in total including run off.
- ▶ Based on current FA guidance, Junior 9v9 (9-aside) to be 79m x 52m including run off.
- ▶ Provision of at least one of the two pitches as a 3G/artificial pitch. Agreement for the final pitch provision to be subject to Oakwood FC aspirations, latest technology, and viability and/or funding opportunities. Artificial pitch provision will enable more intense use of the pitch and facilities which could increase opportunities for community use availability. The implications of more intensive use and longer usable hours possible with artificial pitch provision must be taken into account in relation to the amenity of existing residents (for example noise and light pollution).
- ▶ Effective pitch drainage arrangements.
- ▶ Provision of adequate and appropriate amount of car parking to meet the anticipated needs of the Club, along with effective parking, access and internal circulation. The layout of any overspill parking must also provide sufficient space to create turning circles for match day coaches, and for this to be retained when capacity is reached for car parking.
- ▶ Provision of effective space around the edges of the pitches to enable the Club to expand and provide facilities such as enlarged car parking and covered stands to ensure the Club can progress up the League whilst meeting FA facility requirements.
- ▶ Take measures to ensure a good standard of amenity for existing and new residents with respect to noise – including consideration of proximity of games to rear gardens, floodlighting, access, and parking. Proposals must adhere to the standards in the Local Plan Noise Annex

and will be required to appropriately mitigate noise impacts through careful planning, layout and design.

- ▶ Floodlighting to the sport pitches must be designed to mitigate against the impact of light pollution on the ecology of the ancient woodland.
- ▶ The design and location of the sports facilities, including the Clubhouse, must demonstrate how “Secure by Design” principles have been incorporated to reduce crime, the fear of crime, anti-social behaviour and disorder.



Northern field previous clubhouse location

Facilities Management

Early discussions between the current landowner, Oakwood FC, and the council's Amenity Services team have determined that the ideal arrangement for all parties would be for the landowner to transfer the ownership of the sports pitches, clubhouse and surrounding land to Crawley Borough Council who would then lease the facilities to Oakwood FC on a long term lease arrangement. Oakwood FC would then operate and manage the facilities on a sole basis unless support is need from the council. Whilst a number of arrangements are likely to be feasible, the applicant should ensure that the arrangements are finalised as part of the S106 agreement.

A management plan with the Football Club will be required as a planning condition to clearly set out hours and terms of use of the facilities (including the pitches, club house and parking).

Community Use Arrangements

Whilst Oakwood FC will use the pitches most evenings for training and matches, there is an opportunity to secure wider community use of

the facilities during the day and over periods when there is limited Club activity. Users could include community groups, charities, Manor Royal employees, schools etc.



Informal use of existing pitches

The applicant should facilitate community use arrangements, potentially as part of a Community Use Agreement as part of the S106 Agreement or agree to establish arrangements as part of a condition of a planning consent.

The community use agreement will set out management arrangements, which will be informed by discussions with the County FA and Sport England and be agreed by the council, as landowner, and Oakwood Football Club.

Construction & Phasing

The development will be required to deliver the sports facilities in a manner which ensures minimum disruption to Oakwood FC being mindful of the football season and the lead in time for preparing and seeding pitches (if turf is used).

Applicants should be aware that if the residential element is to be located on land used currently by the Club, the replacement sports facilities will be required to be developed, and operational and available for use, prior to the commencement of the housing development.

The construction and phasing programme should be determined as part of the planning application to ensure minimal disruption to the Club. It should be noted that the Football Club would not be able to relocate mid-season due to FA requirements.

Key Local Plan Policies and Relevant Documents

- ▶ **Policy CH3:** Normal Requirements of All New Development
- ▶ **Policy H2:** Key Housing Sites
- ▶ **Policy ENV4:** Sports, Open Space & Recreation
- ▶ **Policy ENV10:** Pollution Management and Land Contamination
- ▶ **Policy ENV11:** Development and Noise
- ▶ **Policy IN4:** Car and Cycle Parking Standards
- ▶ **National Ground Grading** – Category F (NLS Step 5) FA Guidance
- ▶ FA Guide to Pitch & Goalpost Dimensions
- ▶ FA Guide to 3G Football Turf Pitch Design Principles & Layouts
- ▶ Crawley Local Plan Noise Annex
- ▶ Urban Design SPD
- ▶ “Secured by Design” design guide

5. Key Policy Direction 3: Green Infrastructure Provision

Open Space Requirements

The allocation requires provision of the following:

- ▶ Enhancement and management for public access of Summersvere Woods
- ▶ On-site publicly accessible play space and amenity green space
- ▶ Consideration should also be given to the provision of allotments

Green Infrastructure

As an existing greenfield site, the site at Tinsley Lane forms part of the green infrastructure network of the borough. In recognition of this, it is allocated for the purposes of Housing and Open Space. **Policy ENV1: Green Infrastructure** seeks to conserve and enhance Crawley's green infrastructure network. In relation to new development, proposals should:

- ▶ *take a positive approach to designing green infrastructure, utilising the council's supplementary planning documents to integrate and enhance the green infrastructure network;*
- ▶ *maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting to the urban/rural fringe and the wider countryside beyond.*

Part of this site's green space will be lost following the construction of buildings and the infrastructure necessary to support the residential and sports elements.

The loss of some of the existing outdoor sports space to housing has been deemed acceptable through the Local Plan examination, by the replacement and enhancement to sports facilities required by the Policy.



Unused playing field to north of site

In addition, other specific new and enhanced open space elements are required to ensure the loss of open space and increased population resulting from the development is balanced by new and enhanced provision of open space that better meets the needs of the Tinsley Lane community. These include:

- ▶ accessible natural green space (the woodland);
- ▶ play space;
- ▶ amenity green space; and
- ▶ allotments.

The broad requirements for these are set out below. The provision of green infrastructure should be considered carefully as part of the early design of the scheme to ensure they are fully integrated into the development proposal and function successfully and offer well-designed, safe and visible links between the neighbourhood and green spaces.

Multi-functionality of the individual green spaces provided as part of this development, as places for biodiversity, formal and informal recreation, and visual amenity, should be maximised throughout the design. Drainage, mitigating climate change, providing access and retention of green infrastructure features such as structural landscaping and ancient hedgerows are all further opportunities which should be explored through considering the site's role within the Green Infrastructure network for the borough.



Woodland Edge

Applicants should undertake an arboriculture survey, and an arboriculture impact survey, for all of the trees on the site, including the hedgerows and the woodland areas, to

establish the location and health of all major trees on the site whilst assessing the impact development proposals may have. An ecological survey will be necessary to establish protected species (for example, bats); this would determine the layout and woodland access strategy and management. In addition, the ecological survey should consider the potential impacts of noise and light pollution, as well as issues caused by domestic pets, for example cats, on species potentially present in the ancient woodland, from the residential development and sports pitches, pavilion and floodlighting. The development must ensure that the recommendations of the survey are taken into account in the final design and mitigation measures are carried out. The tree survey should be undertaken, for the existing on-site trees and within the Ancient Woodland, in accordance with guidance in British Standard BS 5837 'Trees in relation to design, demolition and construction'. Ecological surveys should follow guidance approved by the Chartered Institute of Ecology and Environmental Management (CIEEM). More guidance is provided in the council's Green Infrastructure SPD.

The Green Infrastructure Map identifies a number of ancient hedgerows within the site which should be retained and enhanced as part of the layout and design of the scheme, opportunities for maximising their benefits to provide ecological connectivity through the development should be explored.

Existing soft boundary treatments should be retained and enhanced. These provide a visual and ecological value, as well as acting as an amenity buffer for existing residents. This will be of particular importance for the northern field in screening from light and noise intrusion created by the relocation of the football club and more intensively used playing fields.

The southern part of the site, along the A2011, Crawley Avenue, is designated by the Local Plan as Structural Landscaping. The design and layout of proposals for this site should protect and enhance the visual amenity value the soft landscaping in this location provides along the main road corridor.

Further information is set out in the Green Infrastructure SPD.

Trees

Protected Trees

The site contains a number of protected trees on both the north and south fields. The protected trees are shown on the site's Constraints Map, and include individuals (of English Oaks, Silver Birch and Common Ash) and groups of trees (of a specified mixed variety). These trees have been selected due to their amenity value. The Tree Preservation Orders prohibit the cutting down,



Existing trees

topping, lopping, uprooting, wilful damage and wilful destruction of these trees without the local planning authority's written consent.

The design and layout of the development scheme must take into account the amenity value, and maturity and location, of these trees. Wherever possible, the protected trees should be retained. Any loss will need to be clearly justified and agreed with the council as part of the planning approval, supported by the arboricultural survey. Loss of protected trees will be conditioned on the basis of suitable and adequate replacement of species and age and in a location which provide a similar amenity value and benefit.

Tree Planting and Existing Tree Retention or Replacement

To maintain and enhance Crawley's character and biodiversity, **Policy CH6: Tree Planting & Replacement** requires at least one new tree for each new dwelling, of an appropriate species and to be planted in an appropriate location.

The new trees required through the application of this Policy are expected to be provided on-site in the first instance, as this site has the potential to accommodate new tree planting as part of its design, and to provide mitigation in relation to other policies in the Local Plan; including Air Quality and amenity and screening.

Replacement of any loss of trees in line with the requirements set out in the Local Plan is based on the size of the tree to be lost. As the majority of the mature trees within this site are located around the edges of the site, it is expected that a good design will seek to retain such trees, particularly those which form part of the ancient hedgerows or woodland edge or offer significant amenity value for the existing residents, and incorporate them into the design and layout of a scheme. This will have the benefit of introducing a maturity and feeling of local character from the early years of the new development.

Financial cost figures are provided in the Green Infrastructure SPD for the off-site provision of any trees unable to be accommodated within the development site, and in relation to the management of on-site planting.

Woodland

Summersvere Wood is a 4.6ha designated Ancient Woodland which forms a significant natural asset on the north-eastern and eastern side of the site and serves as a buffer from the railway line. Trees and woodland classed as 'ancient' or 'veteran' are irreplaceable and ancient semi-natural woodland and plantations on ancient woodland sites have equal protection under the National Planning Policy Framework. The Woodland should be protected from development and proposals should be prepared and designed in accordance with the detailed national government advice provided by the Natural England's Standing Advice. The Forestry Commission's guidance *Managing Ancient and Native Woodland in England* explains how ancient woodland can be a valuable source of quiet outdoor recreation and an educational asset and how the challenges can be managed.

The woodland is privately-owned and currently only offers limited, informal access, although there are existing access routes through. Key considerations include:

- ▶ An ecological survey will be necessary to establish the flora, fauna and soil-bed assets of the woodland and woodland edge, and should establish the extent of the ancient woodland status, any clearance opportunities and/or management requirements. Discussions should be held with the relevant officers in the council and the Forestry Commission.
- ▶ A buffer, of at least 15m, will be required around the Woodland to protect it from development, based on the ecological and arboricultural surveys. Its extent should be clarified as part of early discussions. In particular, the direct and indirect effects, such as light, noise and dust pollution, on the woodland from the development will inevitably increase as a result of new development and minimising these will be paramount.
- ▶ The constraints plan shows an indicative 15m buffer from the mapped boundary of the ancient woodland designation. However, the actual point of measurement should be determined by the ecological survey. The buffer will need to be well designed and present a graded change between the built fabric and green space. Early engagement with Natural England, and other experts such as the Woodland Trust and Sussex Wildlife Trust and Sussex Biodiversity Record Centre, is strongly advised.
- ▶ In line with the allocation, the enhancement and formalised opening up of the woodland to new and existing residents is required as part of the development. The ecological survey will establish the suitability of this woodland for public access before this can be formally agreed, and the approach taken in relation to the extent of public access should be advised by the recommendations of the ecological survey.



Summersvere Woodland

- ▶ Existing footpaths only should be utilised, with surface improvements carried out to protect the ecology of the woodland and to direct and control the informal recreational use of the woodland away from the ecologically sensitive areas. Where the ecological survey highlights ecologically sensitive areas close to existing routes, the access and management plan should reflect mitigation measures accordingly, to ensure there is no loss or deterioration to the natural environment.
- ▶ The integration of the woodland with the residential development may necessitate multiple points of pedestrian and cycle access and to include a natural seamline between the two, such as an internal road with a woodland flank. However, the creation of new access, such as paths, cycle routes and access points, could be deemed to cause a loss or deterioration of the woodland and may have to be omitted from the scheme as a result of evidence.
- ▶ As a minimum, a principle point of access should be established as the main route into the woodland with secondary access points, where these already exist or can be created with no harm or loss of the woodland, linking residential areas to the woodland via green open space corridors through the development, providing both physical and visual connectivity between the two character areas within the development.

- ▶ A Management Plan should be prepared that sets out how the Woodland will be maintained and managed into the future. The management plan should include details of how the recommendation of the plan will be implemented and how it will be regularly reviewed and updated. Opportunities should be explored to increase the quiet outdoor recreational and educational value of the woodland, whilst balancing this with the existing ecological value, enhancing the site's wildlife benefits, establishing connections to the other green or blue assets within the development and adjacent to the site, and the need to maintain the quiet enjoyment of the natural green space. Improvements to, along with the long term management and maintenance of, the woodland will need to control the pressures created from the development on the ecological assets and value of the woodland, including:
 - increasing disturbance to wildlife from additional visitors and informal recreation;
 - compacting the soil around tree roots and damaging roots and soil, as well as the understorey;
 - polluting the ground;
 - changing the woodland's water table or drainage;
 - dog walking and the impact of domestic pets; and
 - fly-tipping.

- ▶ Proposals for the residential development of the site should consider how improvements to the woodland can mitigate against significant harm. This should be advised by the ecological assessments and detailed pre-application discussions and application advice from the county ecologist and the borough council. However, measures could include, for example:
 - directing main recreation access routes through the woodland away from sensitive areas, based on the ecological assessments and/or those areas created as part of the ecological enhancements;
 - increasing natural surveillance, through the layout of the development on the site;
 - installing access barriers and restricting access points/pull ins to prevent unlawful vehicular access and fly tipping;
 - ecological enhancements, including potential removal of invasive species and new native planting of trees and understorey where considered appropriate and advised by the ecological surveys; and
 - providing appropriate information boards (e.g. wood or other natural materials) within and adjacent to the site to increase the educational value of the site and highlight the ecological assets.



Existing entrance to Summersvere Woodland

Ancient hedgerows

The ancient hedgerow is located on the southern and western sides of the middle field. It is important to note that they are not afforded the same protection as ancient woodland in planning policy but are nevertheless a habitat of principal importance which may contain species of principal importance. An ecological assessment of the hedgerow and a requirement to avoid harm or provide necessary mitigation or, as a last resort, compensation, in line with Local Plan **Policy ENV2: Biodiversity** and accompanying Green Infrastructure SPD, is required.

Play Space, Amenity Green Space and Allotments

For the purposes of the open space assessment, the site is located in Three Bridges neighbourhood. However, it is separated from the wider residential neighbourhoods, in Three Bridges and Pound Hill, by the London/Brighton railway line and Crawley Avenue (A2011). Manor Royal Business Park lies adjacent to the north and west of the site.

Due to the site's more isolated location, accessibility to existing open space is limited in addition to general deficiencies of certain types of open space in Three Bridges neighbourhood. On this basis, the Policy requires the provision of specified open space and open space improvements on site as part of the development.

Play Space

There is a current shortfall of children's play space in this area which any new development would exacerbate. As the housing allocation is on existing open space, proposals should provide provision for children's play space on-site, at a size commensurate to the local population including the predicted increased population based on the new development.

New play space provision on-site must be of sufficient size to cater for both toddlers and junior children and must be located, designed and laid out to encourage frequent use from families and natural surveillance to discourage vandalism, misuse and nuisance.

Youth play space should be considered carefully. There is a current shortfall in this type of open space provision in the catchment area, and the loss of playing fields with tolerated access will result in a loss of informal space which is used by teenagers. However, the catchment population is below that suitable for a new useable on-site multi-use games area. Therefore, discussion should be had with the council in relation to how the layout of the development site can incorporate features for older children and youth provision.

A development of 120 dwellings would result in approximately 950 total residents in the Tinsley Lane catchment area (650 existing population plus 300 potential new residents) which would require a minimum play area size of 665sqm in line with the council's Green Infrastructure SPD quantity standards. To ensure higher play value, retaining interest for children as they grow and enable young and older siblings to play at the same location, provision should meet Type B Facility requirements: *A larger space which can be reached safely by children beginning to travel independently and with friends*. Provision alongside useable amenity green space would reinforce this aim.

Design of the facilities will be in consultation with the council, local residents and in particular young people in the local catchment. With regard to the design of specific play facilities, the design principles of Design for Play (Play England) should be used. Any design must be mindful of designing out crime and antisocial behaviour principles.

Amenity Space

There is an existing deficiency in the amount and accessibility of this type of open space within the catchment area. As the housing allocation is on existing open space in an area where there is already a deficiency of amenity space, the proposals should provide provision of 4275sqm of amenity green space on-site in line with the council's Green Infrastructure SPD quantity standards. This is commensurate to the catchment population including the predicted increased population based on the new development.

The amount of space should be provided as a whole to ensure that it is useable for informal recreation and also be located alongside other types of open space such as the play area to encourage its use.

Allotments

There is an existing deficiency in the accessibility of this type of open space within the catchment area. The proposals should provide approximately 1425sqm of allotment space on-site in line with the council's Green Infrastructure SPD quantity standards. This is commensurate to the catchment population including the predicted increased population based on the new development, both of which do not have adequate access to allotments. The size of the allotments will reflect the likely demand in the Tinsley Lane area.

The location of the new allotments should be discussed and agreed with the council at the earliest stage. If it is agreed that this should be provided on-site, then they should not be positioned in an area which would be excessively overshadowed by the woodland or effected by tree roots. They should be located and designed in a way to allow for their effective management and maintenance and natural surveillance. Consideration should be given to locating them to be most easily accessed by those without outside space as part of their dwelling.

Open Space Quantity Calculations

To work out the size of open space to meet the needs within the Tinsley Lane catchment applicants will need to multiply the expected population by the quantity standard.

The existing population of Tinsley is estimated at 650 (260 houses x 2.5 people per house)

The population of the allocation is dependent on the final housing mix which is not known. At this stage, the average Crawley occupation of 2.5 people per household is used. An allocation of 120 houses could assume a population of 300 (120 houses x 2.5 people per house).

Total = 300 + 650 = 950 residents

Multiply this by the quantity standards in the Green Infrastructure SPD (m² per person):

- Allotments: 1.5
- Amenity Green Space: 4.5
- Play Space: 0.7

Amounts to:

- 950 x 1.5 = 1425sqm or 0.1425 hectares of allotment
- 950 x 4.5 = 4275sqm or 0.4275 hectares of amenity green space
- 950 x 0.7 = 665sqm or 0.0665 hectares of play space

The actual provision required will be dependent on final housing numbers and the housing mix. Figures shown above are for illustrative purposes only. Final size, design, layout and facilities are to be agreed with the council.

Management of Open Space

Subject to agreement of the detailed provision and maintenance contributions, the council will positively consider taking on the ownership and management of Summersvere Wood and all open space including play space, amenity space and allotment space provided as part of the development. The applicant should discuss arrangements with the council at an early opportunity and formalise arrangements through the S106 agreement.

Key Local Plan Policies and Relevant Documents

- ▶ **Policy H2:** Key Housing Sites
- ▶ **Policy ENV1:** Green Infrastructure
- ▶ **Policy ENV2:** Biodiversity
- ▶ **Policy ENV4:** Open Space, Sport and Recreation
- ▶ **Policy ENV5:** Provision of Open Space and Recreational Facilities
- ▶ **Policy CH3:** Normal Requirements of All New Development
- ▶ **Policy CH6:** Tree Planting & Replacement
- ▶ **Policy CH7:** Structural Landscaping
- ▶ Green Infrastructure SPD
- ▶ **Forestry Commission Guidance:** Managing Ancient and Native Woodland in England
- ▶ **Natural England Standing Advice:** <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>
- ▶ Chartered Institute of Ecology and Environmental Management (CIEEM)
- ▶ British Standard BS 5837 'Trees in relation to demolition, design and development'

6. Key Policy Direction 4: Access, Transport and Parking

Site Access



Existing vehicular access from Kenmara Court



Existing footpath access from Birch Lea

West Sussex County Council (WSCC), the Highways Authority, considers that access to the site is, in principle, likely to be achievable via Birch Lea and Kenmara Court, subject to design improvements. However, these access arrangements could potentially have significant impacts on the streetscape, and the amenity of existing residents, of Birch Lea and Kenmara Court. In particular, strong concerns have been expressed from residents and the Tinsley Lane Residents Association about the impact and safety of increased car usage along routes originally designed to serve small residential areas.

Therefore, all options to the west, north and south need to be fully explored as part of the planning application submissions, following detailed traffic modelling, and as part of the full transport assessment. As the potential impacts are greater if a sole access was situated through just one of the current residential roads, the access options should include sharing the traffic over more than one access, in order to minimise the impact on a single location.



Birch Lea

Development proposals must show how access and visual impact concerns have been addressed and mitigated against. The access points and detailed design of the access routes should be discussed and approved by WSCC at an early stage to ensure safe and efficient access to the site for both new and existing residents, with mitigation measures incorporated into the final scheme, and should protect the residential amenity of existing residents, as far as possible.

A Road Safety Audit will be required to be submitted as part of a future planning application.

A visual connection between the existing parts of Tinsley Lane and the woodland would arise as a result of a new access point through Birch Lea. This link should be strengthened and accentuated through the design of the development.

Transport Assessment and Travel Plan

In line with **Policy IN3: *Development & Requirements for Sustainable Transport***, a Transport Assessment will be required to assess the impact of the development on the surrounding and wider road network including public transport routes and the cycling and walking network. The scope of the Transport Assessment & Travel Plan should be agreed with WSCC and Highways England at pre-application stage. This will include detailed traffic modelling, undertaken at agreed peak times.

Developments should meet the access needs they generate and not cause any severe impacts in terms of increased traffic congestion or highway safety. This may include mitigation measures for improvements to junctions further away from the site, should this be considered necessary. The assessment must consider the impact the development would have on:

- the Tinsley Lane-Gatwick Road junction to the north; and
- the Tinsley Lane-Maxwell Way-Bank Precinct-Gatwick Road area to the south.

Mitigation measures proposed to address impacts upon the surrounding highway network must be discussed and agreed with WSCC at an early stage.

A Travel Plan will also be required to be submitted which should identify how the development will maximise the usage of sustainable modes of transport as opposed to the private motor vehicle. This should explore the scope to improve the existing bus service (including liaison with Metrobus) and accessibility of the site for pedestrians and cyclists, including exploring the feasibility of a pedestrian link into the new neighbourhood, Forge Wood, to the east of the railway.

Development proposals should connect into and, where possible, improve existing cycle and pedestrian links connecting the site to Three Bridges station and Crawley Town Centre whilst being aware of proposals secured as part of the Forge Wood development and other relevant committed and proposed highway improvement schemes and changes to the highway network. The scheme must also comply with adopted cycle standard and appropriate provision integrated into the design.

Parking Standards

The development site at Tinsley Lane is located in an area where parking provision is in limited supply. Demand for parking within Manor Royal Business District has a knock-on effect on surrounding residential streets where there is significant pressure for parking spaces, often causing problems for local residents.

Development proposals should be mindful of this context and should seek to effectively integrate parking provision into the scheme layout, providing sufficient spaces for residents, visitors, and users of the Clubhouse on-site to ensure no overspill parking into neighbouring residential areas, without dominating the development design.

Conditions will be attached to the planning application restricting parking spaces provided by the new development from its use in relation to Manor Royal overspill or Gatwick Airport car parking.

Parking provision should be in line with adopted parking standards for cars and cycles and should be regarded as *minimum* standards given the site's context.

Current adopted parking standards are provided within the Urban Design SPD.

Key Local Plan Policies and Relevant Documents

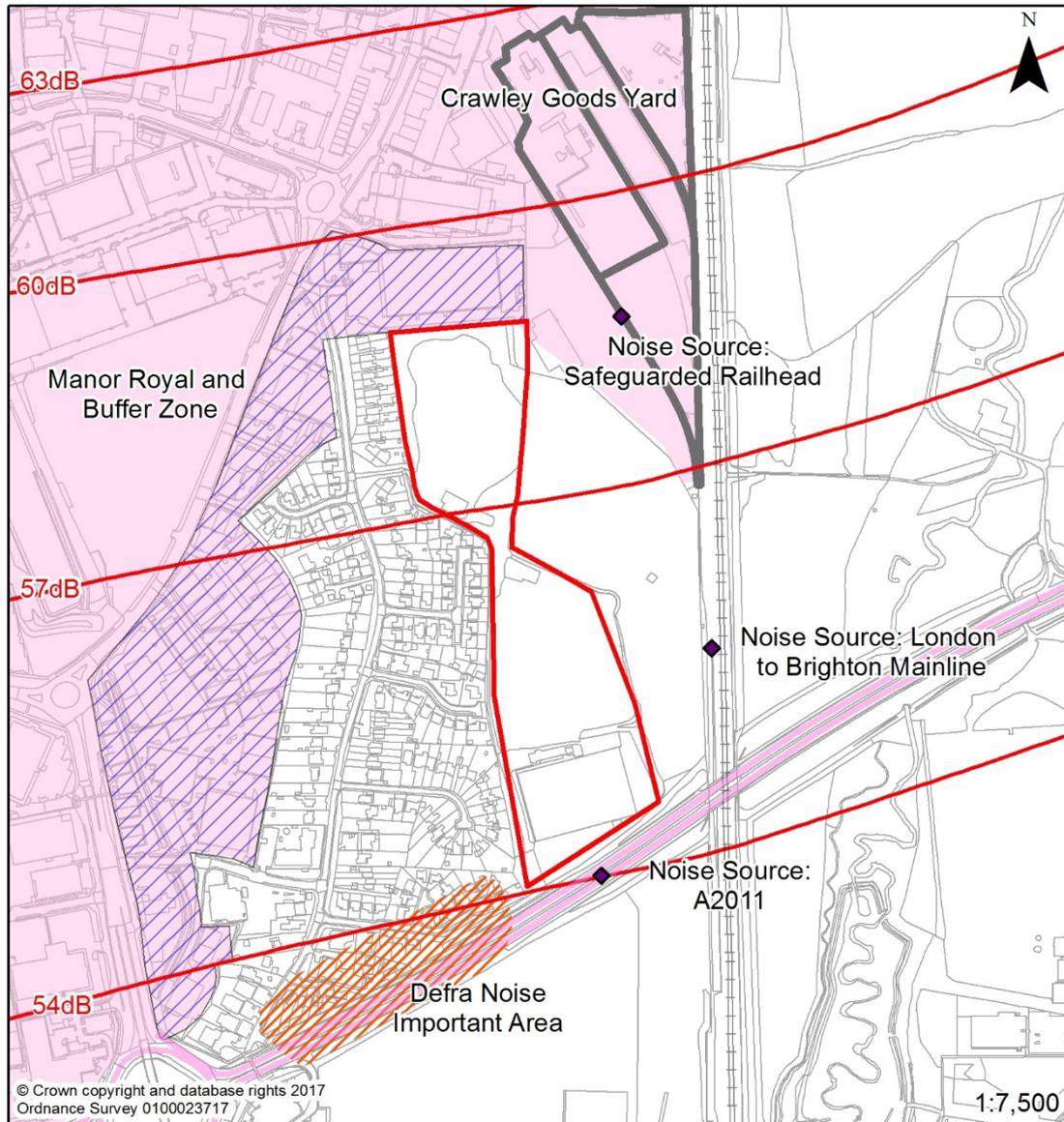
- ▶ **Policy CH3:** Normal Requirements of All New Development
- ▶ **Policy IN1:** Infrastructure Provision
- ▶ **Policy IN3:** Development & Requirements for Sustainable Transport
- ▶ **Policy IN4:** Car and Cycle Parking Standards
- ▶ Urban Design SPD



Tinsley Lane Housing and Open Space Allocation Site: Opportunities and Constraints Plan; access options for further investigation

7. Key Policy Direction 5: Noise

The development proposals will be required to protect future residents from unacceptable exposure to noise from road, rail, aircraft and industry sources, using effective mitigation to ensure that the noise impact for future users is made acceptable.



A number of potential noise sources affect the site; including:

- Industrial noise from the workings of Crawley Goods Yard, a safeguarded minerals site located adjacent to the north eastern boundary of the site, and in relation to the site's location in close proximity to Manor Royal Main Employment Area;
- Transport noise from:
 - Rail sources: London – Brighton Mainline railway line running north-south along the eastern boundary of the site, adjacent to Summersvere Wood and the railhead at Crawley Goods Yard which allows for the delivery of freight 24 hours a day to the site;

- Road traffic: A2011 running east-west along the southern boundary of the site: a Noise Important Area has been identified by DEFRA in close proximity to the site on the eastern side of Hazelwick roundabout; and
- Aircraft noise: the northern half of the site lies within the Gatwick Airport noise contours¹ 57dB to 60dB, and the southern half of the site lies within the published noise contours for Gatwick Airport 54dB to 57dB².

The provision of sports and clubhouse facilities on the site also have the potential to be a noise generator for new and existing residents.

Appropriate mitigation, through careful planning, layout and design, and appropriate management of new facilities will be required as part of the new development to ensure that noise exposure for existing and future residents is not unacceptable. More information is set out in Local Plan Policy ENV11: Development and Noise and the Local Plan Noise Annex.

Previous investigations into the existing noise impacts have shown there is no simple solution to the noise arising from the Goods Yard. As the noise is caused by the shunting and unloading of trains, it is not possible to shield those activities with a barrier as they are not in fixed locations. Solutions considered as part of the proposed new development should include consideration of how the location and designs of the new buildings can offer an improvement for the existing residents, in addition to ensuring the noise exposure for new residents is not unacceptable. Should there be an intensification in the future of the activities resulting in more disturbance, the council are committed to working with the Goods Yard to install additional measures to protect against noise disturbance.

Policy Context

West Sussex Minerals Local Plan (2003) and Proposed Submission Draft West Sussex Joint Minerals Local Plan (2017)

The Tinsley Lane site is situated close to Crawley Goods Yard and railhead which is located immediately to the north east. Policy 37 of the West Sussex Minerals Local Plan (2003) safeguards the existing railhead and associated storage and handling facilities from other forms of development.

WSSC is in the process of reviewing its Minerals Local Plan and is proposing to identify Minerals Consultation Areas (MCA) as its preferred approach to implementing effective mineral resource safeguarding. MCA will be defined by the site boundary and will include a 250m buffer zone to ensure that the impact on noise sensitive developments are taken into account. Accordingly, due to the close proximity of the safeguarded Goods Yard and Railhead to this site, WSSC should be contacted in relation to any planning proposals at this location.

WSSC draft Minerals Safeguarding Guidance³ requires sufficient information to be submitted with an application to allow the Minerals Planning Authority and the local planning authority to assess whether development close to the safeguarded mineral infrastructure site can proceed without compromising the ability of the site to operate effectively. The types of information required to be provided are set out in in the draft guidance.

¹ as modelled in the case of a second runway at Gatwick Airport (based upon ERCD report 0308 published by CAA (2003))

² set out in Crawley Local Plan Noise Annex (December 2015) CBC

³ Proposed Submission Draft West Sussex Joint Minerals Local Plan (Regulation 19) Draft Minerals Safeguarding Guidance: Safeguarding Minerals Infrastructure, pages 8 – 10 (January 2017) West Sussex County Council and South Downs National Park Authority

Crawley Borough Local Plan (2015)

Policy EC4: *Employment Development and Residential Amenity* seeks to manage the relationship between residential and employment uses, both in terms of preventing existing residential uses being adversely affected by new employment uses, and also through ensuring that new residential development does not constrain the function of existing economic operations.

The Policy states that:

Where residential development is proposed within or adjacent to Main Employment Areas, the principal concern will be to ensure that the economic function of the area is not constrained.

Local Plan paragraph 5.47 expands, noting that:

To promote the continued functionality of Main Employment Areas, where residential development is proposed within or adjacent to Main Employment Areas, regard will be had to the potential impact on the operation of existing economic uses as well as the amenity of future residents...'

Policy ENV11: *Development & Noise* seeks to ensure that quality of life is protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.

The policy states that:

Residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses.

Noise sensitive uses proposed in areas that are exposed to significant noise from existing or future industrial, commercial or transport sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable.

Any residential development is a noise sensitive use, and this issue is critical at the Tinsley Lane site because it is located in an area close to road, rail, aircraft and industrial noise.

Initial modelling undertaken has determined that the impact of noise on a future development at this location is likely to be significant but can be addressed through up-to-date monitoring data and modelling, effective masterplanning and incorporation of noise mitigation measures ensuring noise levels are reduced to appropriate levels as proven by the modelling exercise.

Noise Assessment

A Noise Impact Assessment will be required to be submitted as part of the planning application. Applicants should refer to the Local Plan Noise Annex and the Sussex Authorities Planning Noise Advice Note.

The scope of the Noise Assessment should be agreed with the Environmental Health officer alongside the requirement and extent of any noise monitoring and modelling work to inform the Assessment. With regards to the Goods Yard, monitoring should be undertaken during periods of upper levels of activity and should reflect the Goods Yard's 24 hour operations to avoid 'underplaying' noise risk.

The Noise Impact Assessment will:

- ▶ assess the impact of the proposal as a noise receptor;
- ▶ demonstrate in full how the development will be designed, located, and controlled to mitigate the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

The applicants are encouraged to engage at an early stage with the Goods Yard Operators to agree appropriate locations and times for undertaking noise monitoring. The Goods Yard Operators have indicated their willingness to assist in this respect.

Noise Mitigation Measures

If it is deemed that noise levels cannot be reduced at source, alternative mitigation measures should be considered including:

- ▶ Ensuring noise sensitive uses are located as far away from sound sources as possible.
- ▶ Subject to acceptability in urban design terms, maximise appropriate design layout via orientation and placement of buildings e.g. higher rise apartment properties having a screening effect reducing sound levels for other properties/uses. Ensuring habitable (noise sensitive) rooms and gardens are facing away from noise sources and non-sensitive rooms such as kitchens, bathrooms and utility rooms are on the façade facing the sound sources.
- ▶ Use of acoustic fencing or barriers. Noise mitigation measures, such as acoustic fencing or barriers, will need to take into account consideration of the ecology of the site. Fences must not impede the movement of species or the connectivity of the site to the wider green infrastructure network. This should be advised by the ecological survey.
- ▶ Appropriate unit design utilising high spec glazing and/or sealed windows on the most exposed facades and mechanical ventilation systems to reduce internal noise levels, where required.
- ▶ Other options that could emerge in the development of the scheme design.
- ▶ Where feasible and viable, measures should be incorporated into the scheme design to reduce the current noise impact on existing residents.

Key Local Plan Policies and Relevant Documents

- ▶ **Policy H2:** Key Housing Sites
- ▶ **Policy EC4:** Employment Development and Residential Amenity
- ▶ **Policy ENV11:** Development & Noise
- ▶ Local Plan Noise Annex
- ▶ West Sussex Minerals Local Plan (2003)
- ▶ Proposed Submission Draft West Sussex Joint Minerals Local Plan (2017) (and subsequent document following adoption)
- ▶ Planning Noise Advice Document, Sussex (2013)
- ▶ (Draft) Minerals Safeguarding Guidance, West Sussex County Council (2017) (and subsequent document when adopted)

All agreed noise mitigation measures will be required to be provided in full before any residential units are occupied, unless otherwise agreed with the council's Environmental Health officer.

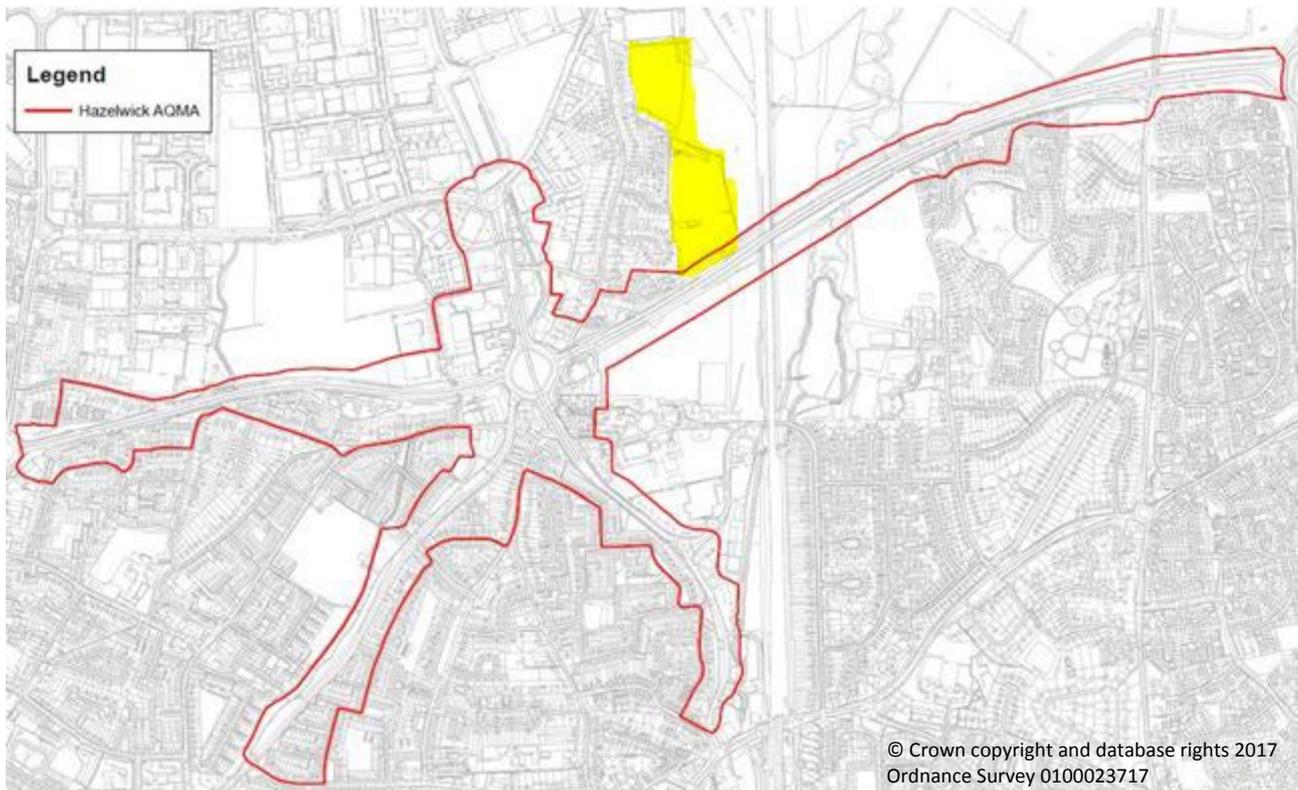
8. Key Policy Direction 6: Air Quality

Air quality issues affect both the northern and southern parts of this site.

The dust associated with the heavy industry at Crawley Goods Yard to the north/northeast of the site affects the site from the north. The aggregates handling facility closest to the proposed development site, undertakes concrete crushing and unloading. This process has the potential for dust, which could result in loss of amenity as well as potential statutory nuisance. In addition, there is a road stone coating process and concrete batching facility. There are current proposals for an additional concrete batching plant at the southern end of the Goods Yard. The Goods Yard is a safeguarded minerals site in the WSCC Minerals Local Plan and the policies in place to safeguard the facility from inappropriate development must be taken into account. An assessment should accompany any planning application to determine the environmental impacts from the Goods Yard processes on residential development in this location to avoid future conflicts with the Minerals facility at the Goods Yard.

The southern edge of the site abuts the A2011 and part of the development area lies within the Hazelwick Air Quality Management Area (AQMA), designated in 2015, as shown below.

The AQMA has been established to reduce the long term effects of poor air quality on the health of residents living alongside busy roads.



Air Quality Assessment

In line with Local Plan **Policy ENV12: Air Quality** and supporting guidance set out in Air Quality and Emissions Mitigation Guidance for Sussex, an Air Quality Assessment will be required to analyse the impact of the proposed residential development on air quality.

The Assessment must demonstrate how relevant mitigation measures will be incorporated into the site design and should demonstrate how the development will ensure that air quality is not materially worsened, and is, where possible, improved within the Hazelwick AQMA as a whole.

Site Design Guidance

Development should seek to avoid building within the AQMA boundary. Therefore, development should be designed to set properties back from the boundary of the site to alleviate the health impacts of future residents.

Proposals should also demonstrate how mitigation measures will be incorporated into development to help address objectives identified in the Air Quality Action Plan for the AQMA in discussion with the Environmental Health Officer.

Wider Air Quality Management Area Considerations

Applicants will be required to meet objectives identified in the relevant Air Quality Action Plan. This may be in the form of a financial contribution towards identified air quality mitigation measures in the vicinity of the development or to create new mitigation measures designed to off-set the site-specific impacts created by increased residents, such as an increase in traffic movements with the AQMA.

The Sussex Authorities guidance for air quality emissions mitigation provides an emissions mitigation assessment tool for calculating the appropriate level of mitigation required to reduce the potential effect of the development on health and/or the local environment. The process calculates an exposure cost value based on the number of housing units which should be spent on mitigation measures. Any such payment considered necessary will be secured as part of the S106 arrangements for the development.

Key Local Plan Policies and Relevant Documents

- ▶ **Policy EC4:** Employment Development and Residential Amenity
- ▶ **Policy ENV10:** Pollution Management and Land Contamination
- ▶ **Policy ENV12:** Air Quality
- ▶ **Air Quality and Emissions Mitigation Guidance for Sussex Authorities (2013)**
Sussex Air Quality Partnership

9. Key Policy Direction 7: Infrastructure and Flood Risk

In line with Local Plan **Policy IN1: Infrastructure Provision**, development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.

The development will be expected to contribute to meeting the need for additional infrastructure generated by the development and ensuring cumulative effects are effectively mitigated. Development will be permitted where overall capacity limits, advised by infrastructure providers, are not breached.



Overhead Powerlines through Summersvere Woodland

Utilities and Drainage

A utilities assessment and drainage assessment should be prepared and submitted as part of the planning application and will need to prove that the development can connect into and be served by the relevant utilities providers.

This requirement includes electricity, gas, fibre optic broadband, potable water, foul drainage, and surface water drainage.

Given the size of the proposed development, it is likely that upgrades will be required to the local sewerage network and these should be addressed as early as possible. It is strongly recommended that developers engage with Thames Water, as the wastewater infrastructure providers, at the earliest opportunity to establish:

- The development's demand for wastewater/sewage treatment and network infrastructure, both on and off site, and whether it can be met; and
- The surface water drainage requirements and flood risk of the development, both on and off site, and whether it can be met.

Flood Risk and Sustainable Drainage



Location of existing surface water runoff into adjacent Eezehaul site

Policy ENV8: Development & Flood Risk

requires applicants to ensure:

- ▶ *proposals on all sites of 1 hectare or greater are accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed;*
- ▶ *reduce peak surface water run-off rates and annual volumes of run-off for development through the effective implementation, use and maintenance of SuDS, unless it can be demonstrated that these are not technically feasible or financially viable.*

The site is at low risk of fluvial (river) flooding but initial infiltration testing has determined that due to the local geology, drainage rates for surface water are low. Surface water flooding is a widespread, particular problem in Crawley. A Sustainable Drainage System will be required to be established as part of the overall design layout for the site to enable effective drainage of surface water and will require connections to surface water drains or underground storage tanks. Further guidance on SuDS is set out in the Planning and Climate Change SPD.

The southern part of the site graduates along a decline running to the north and south from its tallest point at Oakwood Football Club, which forms the water shed. From this point, surface water flows to the north, and to north east draining from the raised land into the lower lying Summersvere Wood, and to the south running into a ditch that runs parallel to the south of the site. The northern part of the site drains to the north, again with some run-off to Summersvere Wood, and along the western site boundary to the rear of properties on Kenmara Close. Developers should consult with the council's drainage engineer at an early stage in order to discuss the drainage options and opportunities.



Key Local Plan Policies and Relevant Documents

- ▶ **Policy IN1:** Infrastructure Provision
- ▶ **Policy IN2:** Strategic Delivery of Telecommunications Infrastructure
- ▶ **Policy ENV8:** Development & Flood Risk
- ▶ **CIL Charging Schedule**
- ▶ **CIL Regulation 123 List**
- ▶ **CIL and Section 106 Agreements Guidance Note**
- ▶ **Planning and Climate Change SPD**

Social Infrastructure

Social infrastructure in the provision of education, healthcare, community and library, and emergency services will be provided as part of commuted sums collected through the Community Infrastructure Levy. Further information on CIL is provided in Section 10.

10. Other Considerations

Planning Application Requirements

Applicants should refer to Crawley Borough Council's validation requirements for the submission of planning applications and are advised to discuss proposals and information to be submitted at an early stage through formal pre-application meetings with the Development Management Team.

Screening to determine the need for an Environmental Impact Assessment should also be undertaken at an early stage.

An archaeological assessment must be undertaken at an early stage.

Any proposed development would need to take into account Aerodrome Safeguarding requirements for Gatwick Airport, to ensure that the operational integrity and safety of the airport are not compromised. For example, consideration would need to be given to the following:

- Building heights & design
- Landscaping
- SUDS schemes
- Lighting schemes
- Renewable energy
- Crane & construction equipment heights

It is important that Gatwick Airport Ltd are consulted at an early stage of the design process and pre-application enquiries are welcomed.

Community Consultation

In line with Crawley Borough Council's Statement of Community Involvement, applicants are required to undertake community consultation in advance of submission of a planning application. The scope and extent of the consultation exercise should be discussed at early pre-application stage.

In addition to community consultation, targeted discussions should be held with the following key stakeholders:

- ▶ Tinsley Lane Residents Association
- ▶ Oakwood Football Club
- ▶ Goods Yard representatives
- ▶ Manor Royal Business Groups (e.g. Manor Royal BID Company (MRBD Limited) and Gatwick Diamond Businesses)
- ▶ Relevant officers within the council, particularly Environmental Health, Amenity Services, and Drainage.
- ▶ Statutory consultees such as WSCC Highways, Highways England, WSCC Minerals and Waste, WSCC Lead Local Flood Authority, Sport England, Environment Agency, Natural England, Gatwick Airport Limited Aerodrome Safeguarding, Network Rail, Forestry Commission and relevant utility providers.

Developer Contributions and CIL

Crawley Borough Council has introduced a Community Infrastructure Levy (CIL) for the borough. The details of the charge are set out in the CIL Charging Schedule. This places a CIL charge on appropriate development for any planning permission granted subsequently. This is set as a borough-wide levy of £100 per sqm. for market homes. Affordable housing is not subject to CIL.

The council's dedicated webpage provides the most up-to-date information in relation to the progression of the CIL Charging Schedule and implementation of CIL in Crawley:

www.crawley.gov.uk/CIL

A Section 106 agreement will also be required and will address relevant site specific issues to mitigate impacts on infrastructure that are not covered by CIL. Discussions and negotiations regarding S106 provision should be undertaken at pre-application stage.

Initial S106 requirements at Tinsley Lane are likely to include:

- ▶ Affordable housing (Policies H3 and H4).
- ▶ Delivery of required sports facilities including community access and a management plan for the use of the sports facilities (Policies ENV4 and ENV5).
- ▶ Provision, management and future maintenance of green infrastructure and play facilities (Policies CH3, CH6, CH7, ENV1, ENV2, ENV4 and ENV5).
- ▶ Provision of appropriate access arrangements (Policies CH3, IN1 and IN3).
- ▶ Air Quality (Policy ENV12)
- ▶ Other on-site requirements necessary to make the development acceptable in planning terms.

The planning application should be accompanied by a construction management plan, setting out, for example, hours of activity and access routes. This will be a requirement through a planning condition.

Key Local Plan Policies and Relevant Documents

- ▶ **Policy IN1:** Infrastructure Provision
- ▶ **Policy IN2:** Strategic Delivery of Telecommunications Infrastructure
- ▶ **Policy IN3:** Development and Requirements for Sustainable Transport
- ▶ **CIL Charging Schedule**
- ▶ **CIL Regulation 123 List**
- ▶ **CIL and Section 106 Agreements Guidance Note**
- ▶ **Green Infrastructure SPD**