



# Tinsley Lane Development Brief Consultation Statement

MARCH 2017

## Tinsley Lane Development Brief: Consultation Statement

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## **1. Consultation Approach**

*Formal Public Consultation:*

Consultation was undertaken on the draft Tinsley Lane Development Brief over a six week period from **8 July – 19 August 2016**.

As this site is allocated by the Local Plan, the principle of its development is already established through the statutory process. Once adopted, the Brief will form a material planning consideration against which decisions can be made in relation to proposals for development of the site.

Whilst being an open public consultation, it particularly sought to provide a targeted approach to those interested individuals and organisations, and enable stakeholder influence on the detail of the Development Brief in its role as a non-statutory planning guidance document.

During the consultation period, the draft document was made publicly available on the council's dedicated webpage [www.crawley.gov.uk/crawley2030devbrief](http://www.crawley.gov.uk/crawley2030devbrief) and in paper copy at the Town Hall and Crawley Library during normal opening hours.

Emails were sent out to the following targeted list of interested stakeholders, notifying the start of the consultation:

- Ward, County and Borough Councillors
- Internal council experts
- West Sussex County Council
- Natural England
- Highways England
- Sport England
- Environment Agency
- Thames Water
- Southern Water
- South East Water
- Southern Gas Network
- Sussex Police
- Network Rail
- NHS Sussex/Crawley Clinical Commissioning Group
- National Grid
- BT
- Metrobus
- Forestry Commission
- Sussex Wildlife Trust
- Biodiversity Record Centre
- Woodland Trust
- Football Association
- Play England
- Tinsley Lane Residents Association
- Eezehaul
- Crawley Goods Yard
- Manor Royal Business Group
- Homes and Communities Agency
- Amec Foster Wheeler
- Oakwood Football Club
- Home Builders Federation
- Gatwick Airport Limited
- Gatwick Airport Aerodrome Safeguarding

Tinsley Lane Residents Association were sent a paper copy of the consultation draft Development Brief for their assistance. The Chair of the Residents Association forwarded the notification email to all residents on their email list, and requested all concerns to be submitted directly to the Planning Policy Manager at Crawley Borough Council. In addition, a mail-drop was arranged by the Residents Association.

Reminders were sent out prior to the close of consultation to all those on the database, except those who had already responded.

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*Early Engagement:*

Prior to the formal stage of consultation taking place, as part of the preparations and initial drafting of the consultation Development Brief meetings had been held jointly by the council and the HCA's appointed consultants (Amec Foster Wheeler) and the following key stakeholders:

- Tinsley Lane Residents Association;
- Crawley Goods Yard;
- Sport England; and
- Oakwood Football Club.

In addition, a site meeting was carried out between the council and Eezehaul.

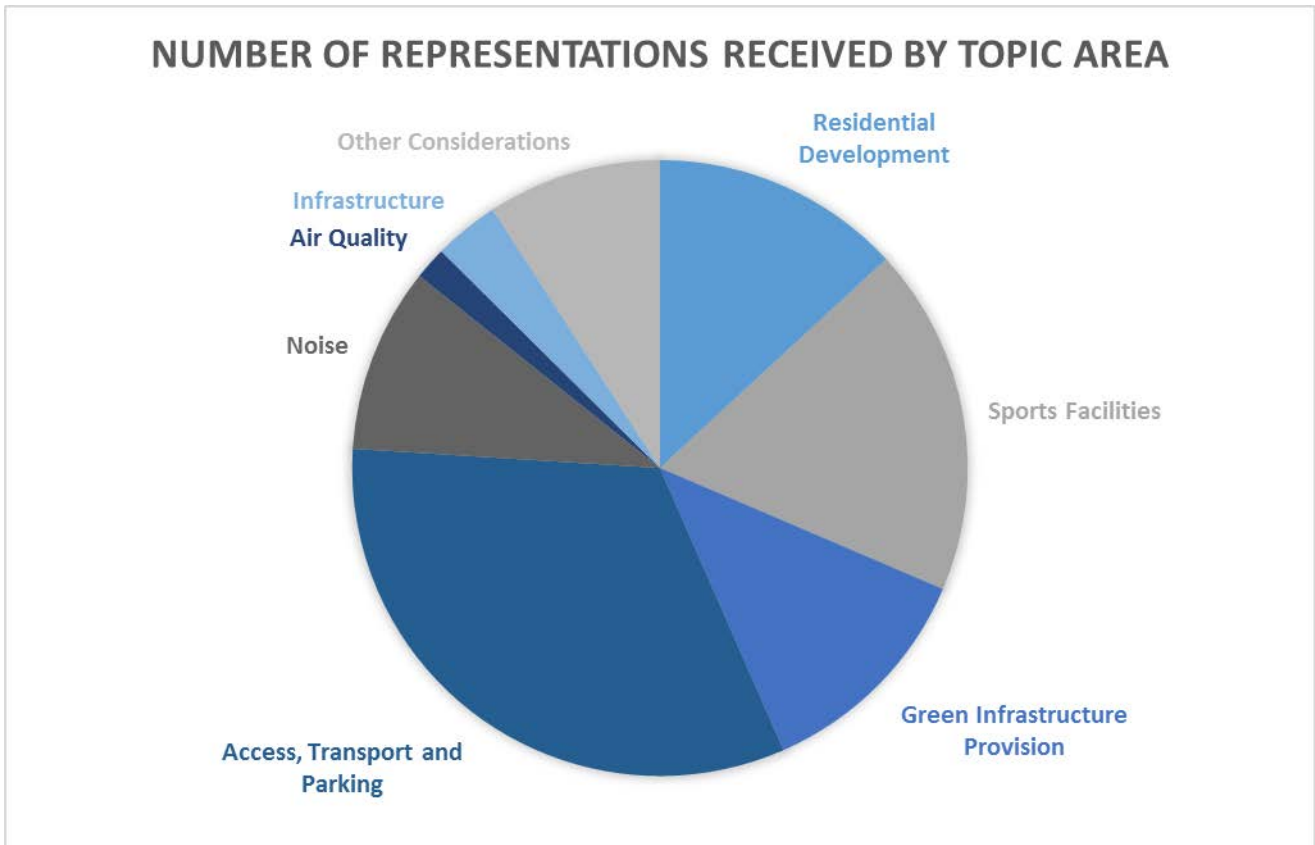
As part of these meetings, early information was shared and comments raised were taken on board.

Discussions were held with key technical experts within Crawley Borough Council and West Sussex County Council, including: Environmental Health, Highways Authority, Development Management, Urban Design, Amenity Services, Housing Enabling and Development, Environment and Sustainable Transport, Ecology and Drainage. On-going liaison with each expert has continued through the emerging draft Development Brief document.

## 2. Outcome of Public Consultation

Responses were received from 78 individuals and organisations. In total, 60 residents local to the Tinsley Lane area of Crawley responded – this includes those representations received from multiple occupants (such as family members) of the same property in a single letter each counted as a separate individual response. A further 18 representations were received from organisations and private companies<sup>1</sup> providing technical and specialist advice on particular elements covered by the Development Brief.

Comments were received on each of the Key Policy Direction topic areas, although they varied in their levels of response rate.



Comments received are set out, verbatim, in the schedule in Appendix A, along with the council's response to the representations made.

The main points raised through the consultation have been summarised below under the Key Policy Direction themes established within the Development Brief.

<sup>1</sup> Organisations that responded were: Manor Royal Business Group; Crawley CCG; Gatwick Airport Limited Aerodrome Safeguarding; Natural England; Environment Agency; Eezehaul; Highways England; Thames Water; West Sussex County Council; Homes and Communities Agency (Amec); Sussex Wildlife Trust; Gatwick Airport Limited; Tinsley Lane Residents Association; Sport England; Crawley Goods Yard (Firstplan); Football Association; Woodland Trust; Southern Water.

### **Key Policy Direction 1: Residential Development**

23 responses were received considering the development quantum of housing and design matters, with a further two representations specifically highlighting green energy. These were received from:

- Manor Royal Business Group (MRBG)
- Gatwick Airport Ltd. (GAL)
- Homes and Communities Agency (HCA)
- Tinsley Lane Residents Association (TLRA)
- Crawley Goods Yard (CGY)
- 18 local residents

#### Quantum of housing

**MRBG** expressed concern should the quantum and design of housing proposed at this location lead to an increase in any land use buffer zone or impinges on the normal operations of established or new businesses locating to Manor Royal.

A local resident raised concerns about a potential conflict of achieving the aims in the design quality section of the Development Brief with the quantum of development proposed for the site, and suggests the issues of access and parking associated with the proposed number of dwellings will be to the detriment of the existing area. This concern was similarly echoed by six other local residents – primarily in relation to the associated impact of the number of cars from the development on the character of the existing area. It has been requested by a local resident that if the development is to go ahead that the numbers and disruption is kept to being sensitive to the character of the existing area.

The implications of the indicative level of housing identified for the site and the other various constraints on the site raises the suggestion that the scheme will involve flats, which is questioned by a local resident as to its appropriateness for an “out of town centre” location and the site is accordingly considered more appropriate for family housing, rather than one or two bedroom flats, particularly due to the proximity of Hazelwick School. The provision of retirement homes on the site was also suggested. Three other local residents raise concerns in relation to issues of privacy, due to the openness of their front gardens.

The **HCA** confirm the housing numbers set out in Policy H2 are indicative rather than definitive, and believe that, subject to detailed design, potentially 150 units may be achievable on the site.

#### Design

**GAL** confirmed that any proposed development would need to take into account Aerodrome Safeguarding, giving consideration to building heights and design.

It was suggested by a local resident that should there need to be flats these should be provided towards the railway side of the development to act as a partial sound barrier from the railway line and minerals site. There is a concern from a local resident that the Development Brief is incomplete as it doesn't provide enough details regarding the proposed buildings, their style and layout, concern is also raised that the style of housing described in the brief do not look to be in keeping with the existing Tinsley Lane residential properties (primarily a mix of bungalows and two storey buildings). This concern is similarly raised by the **TLRA**, who suggest the photographs used in the Development Brief should reflect new dwellings and appropriate landscaping in character with Tinsley Lane (an example is provided). **CGY** raise concern with regards to the issue of “active frontages” towards the woodland, and request this is cross referenced in the text with the need to balance this with noise considerations and mitigation measures and the relationship with the

Goods Yard. Two local residents state that houses overlooking their garden would be unacceptable due to the short garden lengths which would create privacy concerns.

#### Environmental sustainability

**GAL** confirmed that any proposed development would need to take into account Aerodrome Safeguarding, when giving consideration to renewable energy schemes. A local resident questions whether the houses will be built with environmental sustainability in mind so they use low/zero carbon energy, and asks what will happen to the waste during construction.

#### Key Policy Direction 2: Sports Facilities

32 responses were received highlighting matters in relation to the provision of formal sports facilities as part of the development proposals. These were received from:

- Manor Royal Business Group (MRBG)
- Homes and Communities Agency (HCA)
- Sussex Wildlife Trust (SWT)
- Tinsley Lane Residents Association (TLRA)
- Sport England
- Football Association (FA)
- 26 local residents

Provision for the football club as part of the proposals is supported by the **MRBG**, **Sport England** and a local resident. However, detailed comments were received from a number of respondents in relation to the plans.

#### Oakwood Football Club Location

- The **HCA** confirm they consider that an initial capacity review of the northern portion of the site has shown to have capacity to accommodate the sports facilities including sufficient car parking.
- **Sport England** and the **FA** provide detailed technical response in relation to the layout and location of the pitches and associated facilities, to be incorporated into any suitable league design.
- **Relocation:** it is questioned by two local residents why the football club needs to be moved.
- **Access via Tinsley Lane:** concern is raised by two local residents regarding the distance between the boundaries of the garage at 118 and the boundary at 120 and the need for the exit of Kemara Court to require more visibility should the road host any more traffic.
- **Construction: Sport England** support the need to ensure the construction and phasing takes account of the football season and lead in time allows for preparing and seeding any natural turf pitches. However, **Sport England** recommend for the avoidance of doubt the Development Brief should make clear that the replacement facilities will be required to be operational and available for use prior to the commencement of the housing development.

#### Clubhouse

- **Noise:** a local resident raises concerns in relation to both “potential” layout options provided in the draft Development Brief, on the basis of the expectation that the Football Club will wish to maximise the use of the clubhouse for wider commercial use, particularly at weekends for social events. Previous experience was of excessive noise and anti-social behaviour. Two local residents suggest the developers for the clubhouse should ensure the property is well insulated for noise and provided with a good air conditioning system so that windows and doors remain closed, and for a double door entrance and triple glazed windows to help noise level. Noise and littering when the clubhouse is used for events is raised as a concern by four local residents.

- **Location:** **Sport England** and the **FA** confirm the clubhouse location in Option 2 is too far away from the senior pitch. Option 1 is preferred to Option 2 by most local residents (six in total) who responded to this element of the proposed Development Brief as the clubhouse backs on to woodland and not the back gardens, which they are concerned could otherwise expose them to unacceptable noise levels. Concern is raised by the **TLRA**, along with three local residents with both options, whilst Option 1 appears preferable there remains concerns with the location of the clubhouse and the closeness of the pitches to the houses, and Option 2 is considered unacceptable due to fewer parking allocations. An alternative “Option 3” is suggested by two local residents by moving the clubhouse along the back edge of the west side of the northern field, locating it approximately 90 metres from existing residential properties. This is similarly reflected and referenced in six other representations from local residents which suggest its location be changed to be located at the north west side of the football pitch, backing on to Summersvere Wood, and a further local resident made the suggestion that the clubhouse should be located furthest away from any housing, and any loss of trees could be offset by tree planting elsewhere in the development. **TLRA** suggest that should the clubhouse and 3G pitch have to be adjacent to housing then it should be located adjacent to the new housing rather than the existing dwellings, as this will be built to be better soundproofed due to the existing noise from the Crawley Goods Yard. A local resident expressly objects to any clubhouse being positioned close to the residential area along with any live outdoor events being held.

#### Playing Fields & Formal Sports

- **Use:** questions are asked from four local residents in relation to the anticipated usage of the club and pitches. Concern is raised from another local resident with the loss of the playing fields and that there appears to be no provision for pitch training and matches for Oakwood Youth Team who currently use the pitch on the next field to the main Oakwood Pitch. It is questioned by a local resident whether the proposed football pitches are included in the open space calculations, as only a limited number of locals will use the football pitch area. **Sport England** welcome the flexibility to accommodate at least one 3G artificial grass pitch which could be for either the 9-a-side or the senior full-size pitch. **Sport England** further welcome the allowance for Oakwood Football Club to progress to Step 5 in line with their aspirations. The **FA** provide details in relation to the layout and construction of the pitches to meet the ground grading requirements for league status and inclusions of run-off and orientation guidance.
- **Noise:** a local resident raises concerns in relation to the location of the 3G junior pitch, due to the maximised use of the 3G pitch in all weathers and seasons, and particularly during the summer months when residents will have open windows and wish to relax in their gardens. An acoustic screen is requested to be included in the design should the 3G pitch be progressed, and for the pitch to be located as far away as possible from any residential properties. The concern regarding noise from the football pitches (both the main pitch and the 3G junior pitch) is reiterated by eight other residents.
- **Light Pollution:** six local residents raise concerns in relation to the location of the 3G junior pitch. **SWT** recommend the brief refers to and regulates any flood lighting that may be used for the football pitches proposed in the northern parcel of land, as light pollution has the potential to adversely impact ancient woodland and associated species. **Sport England** and the **FA** provide detailed technical response in relation to the floodlighting.



- **Trees and screening:** concern is raised by two local residents in relation to the existing trees which act as a boundary between the football field and the gardens, and provide protection from balls, noise and security to the rear of the properties. Concern is raised by two other local residents in relation to the possible removal of a line of beech trees.

#### Community Use Arrangements

**MRBG** welcome the potential for Manor Royal businesses and employees to benefit from the facilities provided, particularly in light of the need for a range of supporting facilities in Manor Royal. The Business Group would be open to conversations in relation to advancing this opportunity. **Sport England** support the intention to secure wider community use of the pitches and facilities when not used by Oakwood FC, and request it be explicit in the Development Brief that the Agreement is informed by discussions with the FA and Sport England. The County FA interest is reiterated by the **FA**. Two local residents raise concern that increased access to community groups, charities and Manor Royal employees will increase the traffic and access issues.

#### Parking

A local resident raises concerns in relation to the discrepancy between options 1 and 2 in the draft Development Brief, which show 73 and 35 parking spaces respectively. It is also suggested that a planning application should also require a “management plan” to be submitted to the residents association. Concern is raised by two other local residents in relation to the location of the cars parked along the back of the gardens, with the request this be changed and the car parking provided on the far side instead. **TLRA** recommend a condition requiring Oakwood incorporate a management plan in their planning applications which should be approved by residents, to prevent the use of the car park for Gatwick Airport parking. This concern regarding commercial parking for Gatwick Airport is reiterated by a local resident which considers it should be subject to planning controls and restrictive access during unsocial hours. Noise associated with the parking is raised as a concern from a local resident and noise reduction fencing is suggested. Concern is raised by a local resident in general regarding the potential for increased associated parking on Tinsley Lane due to the needs of the football club and the provision of all-weather pitches leading to longer hours of on-road parking congestion.

#### Key Policy Direction 3: Green Infrastructure Provision

15 responses were received considering the green infrastructure elements of the Development Brief. These were received from:

- Natural England
- Sussex Wildlife Trust (SWT)
- Woodland Trust
- 12 local residents

#### Open Space Provision

Provision of green spaces throughout the development is supported by a local resident, and flower beds and similar planting is considered desirable. Support is offered from another local resident for a child’s play area, allotments, additional tree planting and maintenance of open space. Further support is submitted from another local resident for a children’s playground/park/play space (with monkey bars and an outdoor gym).

Concern is raised by a local resident in relation to the calculation of the open space requirements as set out in the brief, with some confusion in relation to them, particularly in relation to density assumptions.

The provision of allotments is both supported by two local residents, with the suggestion it is a facility which is currently desperately lacking, and which should be a stronger requirement through the Development Brief, and also not considered necessary by another resident with the preference to use this space for woodland/green space, due to the increase in traffic movements, and additional parking required, associated with people travelling from elsewhere to use the allotments. **SWT** suggest that the allotments are located where they can be most easily accessed by those without outside space as part of their dwelling.

Concern is raised with the loss of the open space for general, informal amenity use, such as exercise/jogging and dog walking, due to the development and two representations were received from local residents suggesting the improvement of paths to be provided through Grattons Park for people.

Access to Grattons Park area over the railway via a foot bridge, is suggested by local residents to provide access to green areas, play areas, shops and other facilities being provided through the Forge Wood development and existing facilities at Grattons Drive.

#### Woodland & Nature Conservation

The avoidance of any development of the ancient woodland is supported by a local resident.

The current access arrangements to Summersvere Wood is questioned from a local resident as it has permitted access. This is similarly highlighted in responses from two other residents and the current access arrangements (from the garden gates) is requested to be retained in any design. Support is received from a local resident for the improved access into Summersvere Woods; with associated improved maintenance of the wood requested, along with the installation of suitable all-weather pathways to improve its recreational purpose.

**Natural England, SWT, and The Woodland Trust** raise concern regarding increased public access to the ancient woodland and provide detailed comments in relation to the use of the ancient woodland for public access and recreation. **SWT** are concerned for this to have been suggested in advance of establishing the species present within the woodland. They confirm the need for a full survey of the site to be taken before any changes to the management are suggested. In addition, they express the need for the buffer zone to be a minimum of 15 metres, and refer to Natural England's Standing Advice. Further concern is raised in relation to the potential impact of pets such as cats on the species potentially present in the ancient woodland. **The Woodland Trust** recommend further consideration is taken regarding using the ancient woodland as an area of recreation, and highlight concerns in relation to the creation of footpaths and cycle tracks, as these would cause a direct loss to the ancient woodland which goes against National Planning Policy. They provide an example Policy for a site allocation elsewhere in the country which refers to a 50 metre buffer zone. A local resident highlights the presence of bats in the woodlands and is concerned that, whilst dog walking is okay, they should not be opened for generalised parkland. The status of the woodland as ancient woodland is reiterated by another local resident and highlights technical matters in relation to a woodland management plan and buffer zones.

Two local residents confirm sightings of deer along Tinsley Lane and Birch Lea.

#### Key Policy Direction 4: Access, Transport and Parking

This section attracted the largest amount of attention, particularly from local residents, with all but six responses from residents raising the issues of access, transport and parking in some form. In total, responses were received from 60 individuals and organisations:

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- Manor Royal Business Group (MRBG)
- Highways England
- West Sussex County Council (WSCC)
- Homes and Communities Agency (HCA)
- Tinsley Lane Residents Association (TLRA)
- 55 local residents

### Access

The **HCA** acknowledge concerns raised by local residents during the early engagement stage of consultation, in relation to the proposed access off Birch Lea and Kenmara Court. In their representation to the Development Brief, they propose to undertake an assessment of all potential alternative access options, assessed against policy, environmental impacts, delivery feasibility, and costs.

**WSCC** confirm that their duty as Local Highways Authority, when considering development proposals, is to consider whether vehicular access to the site can be achieved safely and in accordance with the relevant highway design standards and guidance. They confirm in their representation to the Development Brief that, whilst **WSCC** have provided comments on the principle of the potential access arrangement as part of the Local Plan process, it will be for the developer as part of the planning application to demonstrate that vehicular access can be achieved via Birch Lea and Kenmara Court; and they explain that should applicants bring forward proposals for alternative access arrangements, these will be assessed against the normal criteria relating to highway safety and design.

**TLRA** and 38 individual local residents raised concerns in relation to the proposed access through Birch Lea. Issues of concern relate to the limited off road parking, the impact on the character of the area, reduced property values and living conditions, highway safety, and privacy.

**TLRA** request that all references to Birch Lea as a suitable access should be removed and West Sussex County Council should be asked to reassess the suitability of Birch Lea as an access route before the official development brief is published, and this should include a site visit together with a representative of **TLRA**.

Suggestions for the redesign to minimise speeding, should Birch Lea become the main access, were suggested from a local resident, including the retention of the S-bend whilst ensuring sufficient sightlines from driveways is created; the provision of visitor parking to be incorporated; and directing cycling to the road, rather than a separate cycle or dual-use path. Birch Lea was suggested as being used as a one way access to reduce traffic flow was suggested by another local resident.

The use of Kenmara Court as an emergency access is also raised as a concern by five local residents.

Concern was raised from a local resident in relation to existing traffic exits from Tinsley Lane, at both the 'Eezehaul' end and at Maxwell Way.

An independent traffic survey was suggested as needing to be carried out from two local residents, with survey data collected at peak times (outside of school holidays) from 7:30am to 9:30am and from 4:30pm to 6:30pm at both ends of the land (where it meets Maxwell Way and where it meets Gatwick Road).

### *Alternative Access Suggestions:*

An alternative access to the north is suggested by 13 local residents from the roundabout on Fleming Way.

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An alternative access to the south on to the A2011 is suggested by **TLRA** and ten local residents (although three representations described it as the A264 which it becomes east of the M23).

Linking the development to Forge Wood either under or over the railway line, rather than through Tinsley Lane was suggested by four local residents, particularly benefiting from access to the new facilities within the new neighbourhood (school, shops, leisure, etc.), to be used as another, or main, exit from the development.

An access through Harewood Close, with the purchase and demolition of a property on that Close, was suggested from a local resident as preferable due to the straighter character of the road.

### Transport

**MRBG** request that consideration is given to the impact any development will have on traffic in this area, which is already difficult and at capacity at peak times. In particular, they raise the need to consider the Tinsley Lane-Gatwick Road junction to the north as well as the Tinsley Lane-Maxwell Way-Bank Precinct-Gatwick Road area to the south.

29 local residents are concerned with the additional traffic along Tinsley Lane. Existing congestion on to Gatwick Road at peak times is noted as being hazardous, and any increase in traffic volume is considered to increase the risk of accidents. Improvements to the flow of traffic through the lane prior to proceeding with any development was recommended by a local resident.

A local resident recommends consideration be given to create additional foot/cycle access provision for those who choose to use it as an alternative to the car. A footbridge over the railway to the new Forge Wood development is suggested for non-vehicular access to the facilities there and to provide direct access from Forge Wood for residents to access Manor Royal sustainably.

Replacement access over/under the Gatwick Road near to the exit of Maxwell Way, following the removal of the previous footbridge was raised by a local resident, to facilitate easier access to the town centre and the southern section of Manor Royal industrial estate.

The reinstatement of the recently terminated 526/527 bus link along Tinsley Lane was requested by a local resident, and at a better frequency. The adequacy of public transport was questioned by a local resident, with the closest bus stops being 20 minutes away. Reference was made by a local resident to the bus service on the lane being cancelled and it was questioned whether this was due to an inability to access the road due to the parking overspill from employees of Manor Royal.

Provision for the number of cars accessing Three Bridges station from a new development using Birch Lea access was requested from a local resident.

**WSCC**, as Local Highway Authority, confirm that in principle the local highway network is capable of accommodating the traffic generated by the proposed level of development without severe capacity or safety constraints. However, this needs to be demonstrated by the applicant through the transport assessment required as part of a planning application. The transport assessment would be expected to quantify impacts and identify mitigation requirements as indicated in the Transport Assessment and Travel Plan section of the Development Brief. As part of such an assessment applicants are encouraged to discuss their proposals for access and mitigation of impacts upon the surrounding highway network at an early stage.

**Highways England** confirm that the Development Brief is in line with the Housing and Open Space site outlined in the Local Plan Policy H2, and note that more units could be feasible if there is capacity for the sports facilities to be located on the

northern land parcel, and also note that whilst Birch Lea and Kenmara Court have been identified for providing access to the site the applicant may wish to review alternative access options. As such, Highways England request they are added as consultee on the scope of the Transport Assessment and Travel Plan at pre-application stage.

#### Parking

**MRBG** acknowledge the over-spill impact of demand from Manor Royal for parking on residential areas. Concern regarding this existing problem (and the associated issue of Gatwick Airport parking) is referred to by 23 local residents. A local resident recommends that Tinsley Lane should have no on road parking at all during weekday working hours.

Four local residents are concerned about any overspill parking from the new development, and consider it essential for all elements of the proposed development are planned with adequate off road parking, suggestions include exceeding those within the Urban Design SPD parking standards annex and two off-road spaces per individual dwelling minimum.

#### **Key Policy Direction 5: Noise**

14 responses related to issues of noise pollution. These were received from:

- Manor Royal Business Group (MRBG)
- West Sussex County Council (WSCC)
- Sussex Wildlife Trust (SWT)
- Gatwick Airport Limited (GAL)
- Tinsley Lane Residents Association (TLRA)
- Crawley Goods Yard
- 8 local residents (with additional residents raising concerns relating to the noise associated with the football club, clubhouse and pitches – identified above in Key Policy Direction 2)

**MRBG** support the reference in the Development Brief to Policy ENV4 (this should be EC4): Employment Development and Residential Amenity, highlighting the importance of ensuring the economic function of the area is not constrained by any nearby residential development.

**SWT** recommend that the potential noise mitigation measures suggested, such as acoustic fencing/barriers, need to take into consideration 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.

Reference is made by two local residents to the existing noise of the area from the Goods Yard, Manor Royal and the airport, and a concern generally in relation to noise during and after construction from another local resident.

#### Crawley Goods Yard

Local Residents raise concern in relation to the existing noise levels. There is a perceived weighting in the Development Brief towards the new residents, which instead is suggested should be seeking to reduce the potential for noise pollution from the Goods Yard for new and existing residents. Further there is concern from two residents that the noise mitigation measures are only suggestions, and should instead be mandatory with further in-depth investigation undertaken and reviewed prior to development starting.

**GAL** support the Section 7 of the draft Development Brief on matters of Key Policy Direction 5: Noise, due to the development's proximity to the existing insitu noise generated development i.e. the Crawley Goods Yard and railhead.

**Crawley Goods Yard Operators** provide some detailed background to the proposal and suggest some detailed amendments in relation to the noise section within the draft Development Brief. The early engagement with the Goods Yard Operators is welcomed. A query is raised regarding the involvement of West Sussex County Council as the Minerals Authority, responsible for safeguarding the Goods Yard. Amendments to the Policy extract and the site location plan (particularly in relation to the location of the Goods Yard) is requested. Detailed wording amendments and additional information is proposed.

#### Oakwood Football Club

Noise issues raised relating to Oakwood Football Club have been set out above in relation to Key Policy Direction 2: Sports Facilities.

#### Transport

- **Airport**

**GAL** confirm the site lies outside the 60Leq contour for the airport, and so raises little concern for GAL with the current airport single runway configuration.

However, they do identify the possible need for noise mitigation because the northern part of the site falls within the potential future second runway 57Leq contour. The use of the northern land parcel for the purposes of sports pitches is supported by GAL, as it would avoid any new noise sensitive development within the potential future airport 57Leq contour.

**TLRA** request that reference to “airport” should be included within the section alongside the other noise generators.

- **Road**

**WSSC** confirm that the site is located close to a Noise Important Area identified by DEFRA on the A2011 Crawley Avenue on the eastern side of Hazelwick roundabout. Therefore, they suggest, for the purposes of the Development Brief, it may be helpful to acknowledge the location of this Noise Important Area.

Concern is raised from a local resident in relation to the anticipated additional traffic noise along Birch Lea.

#### Key Policy Direction 6: Air Quality

Three technical responses were received in relation to air quality from:

- Manor Royal Business Group (MRBG)
- West Sussex County Council (WSSC)
- Gatwick Airport Limited (GAL)

**WSSC** question the formal designation date of the AQMA, and the definition of “significant” in relation to the increase in traffic movements within the AQMA, as well as recommending some minor wording changes.

**MRBG** highlight the importance of ensuring the proposed Air Quality Assessment is undertaken, and ensuring the development does not increase congestion on surrounding roads. Consideration of junctions to prevent increases in queuing traffic is considered would be helpful.

**GAL** support the content of section 8 (Key Policy Direction 6: Air Quality).

#### Key Policy Direction 7: Infrastructure

Seven responses were received in relation to infrastructure:

- Environment Agency (EA)
- Ezehaul
- Thames Water
- Southern Water

- 3 local residents

#### Utilities and Drainage

**EA** support the water efficiency requirement of “110 litres per person per day, unless this can be shown to be unviable or unfeasible” to address water stress.

A local resident raises concern, if the development goes ahead, whether there is sufficient water and sewerage pipe work installed to prevent flooding or water shortages; he highlights the existing issues in relation to the current capacity of drains on Tinsley Lane and frequent water leaks from the mains.

**Thames Water** support the requirement of a utilities and drainage assessment as part of the planning application and confirm it is important to consider the net increase in wastewater (and water supply) demand to serve the development and also any impact that developments may have off-site further down the network. On this basis, they confirm it is important the developers demonstrate that adequate wastewater (and water supply) infrastructure capacity exists on and off the site to serve the development and that it would not lead to problems for existing users.

In relation to the site, **Thames Water** provide some detailed site-specific comments, in particular in relation to upgrades to the local sewerage network.

A local resident raises concerns in relation to the information gathered to-date for the Drainage Report.

**Southern Water** confirm they have no particular issues to raise, but query what the level of proof required to show “*that the development can connect into and be served by the relevant utilities providers*” is and in the experience of Southern Water it is often possible to address the issues through the proper use and discharge of planning conditions.

#### Flooding and Sustainable Drainage

**EA** confirm they have no major concerns with the contents of the draft Development Brief.

**Ezehaul** confirmed the draft Development Brief document is comprehensive and there are no new concerns raised from them above those already mentioned (drains and surface water run-off). They support being included in the proposals as they are prepared, and will work with other parties to gain a workable solution whilst maintaining the operation at Ezehaul.

**Thames Water** raise some concerns in relation to the appropriate use of SuDS – particularly in areas with high ground water levels or clay soils. They express the critical importance of limiting the opportunity for surface water entering the foul and combined sewer networks, and therefore, recognise the important role SuDS can play.

A local resident maintains that there should be adequate water drainage from the sports pitch and car park area, away from existing residential properties so that there is no adverse impact on them.

#### Other Considerations

A number of responses were received relating to a number of other considerations.

#### Planning Application Requirements

**West Sussex County Council** highlighted the need for EIA and archaeological survey.

**Gatwick Airport Limited** and **Crawley Goods Yard** suggested consultees who should be involved as part of the planning application process.

Developer Contributions and CIL

**Manor Royal Business Group** and **Crawley CCG** made representations in relation to financial contributions secured through the development of this site.

Other Comments

Additional representations were received highlighting general issues relating to employment and the need to protect the future employment function of Manor Royal from **Manor Royal Business Group** and **Crawley Goods Yard**.

Issues relating to privacy, safety, crime and antisocial behaviour were received from nine local residents.

Four local residents raised concern in relation to property prices.

**TLRA** and 13 local residents raised concerns regarding construction traffic, particularly in relation to safety, damage and noise.



**APPENDIX A: LOCAL RESIDENTS CONSULTATION REPRESENTATIONS RECEIVED AND COUNCIL RESPONSES**

<b>TINSLEY LANE DEVELOPMENT BRIEF</b>			
<b>Respondent</b>	<b>Para/ Page no.</b>	<b>Comments</b>	<b>Council's Response</b>
Alex Bondonno		<p>I would like to make an objection to the local plan regarding the proposed development on the football fields near Tinsley lane.</p> <p>1 My first objection is regarding the lack of adequate planning for traffic and access to the new site. Access through Birch Lea and Tinsley Lane is not adequate for the site, particularly given the levels of congestion in the lane during peak hours and its regular use as a 'rat run' for non local traffic.</p> <p>Additional access should be made via the roundabout at Fleming Way, behind the current Eezehaul site to the north east corner of the sports field in order to ease what will be an inevitable problem for residents in the future.</p>	<p>Concerns relating to access at Birch Lea and Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the planning application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p>
		<p>2 Also in stipulating: "</p> <p>1. Consideration should also be given to the provision of allotments'</p> <p>This effectively means any developer has no need to provide this facility, which is desperately lacking for our local community (allotments) Currently there are no locally accessible allotments for our community and the nearest site outside our community has an extensive (and closed) waiting list. The word consideration should</p>	<p>Support for allotments is noted.</p> <p>The Local Plan Policy H2 states that consideration should be given to the provision of allotments. The Development Brief confirms there is an existing deficiency in this area for accessible provision, and calculates an expected area of allotment provision to be included within the development to meet the needs of the existing and new residents.</p>

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		be strengthened. e.g. the developer 'must' provide allotment facilities.	
		3 Your description of Summersvere Woods is inaccurate: There is currently permitted access to Summersvere Woods which is designated by signs on site.	Summersvere Wood is a privately-owned woodland, which does not benefit from unrestricted public access, where access is allowed it has been permitted by the landowner.
John Browning		As a resident at the Northern end of Tinsley Lane I have the following concerns outlined below regarding the July 2016 Consultation Draft of the Tinsley Lane Development Brief issued by Crawley Borough Council in support of the Local Plan for 2015 to 2030.	
	Section 4	<b><u>Section 4 Key policy direction 2 - sports facilities</u></b> The facilities layout section on page 14 states: "Whilst the location of the sports facilities in the northern 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."	
		<b><u>3G pitch concerns</u></b> The weakness with this is that the protection of new residents (and expansion of the football club from an area of 1.8 ha to one of 2,7 ha) is at the expense of existing residents located close to the	Existing noise disturbance for current residents is an acknowledged issue. The proposals for the sports provision, including the 3G pitch, must be designed to ensure a good standard of

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>northern land parcel. The additional area appears to necessary due to the incorporation of the "junior" 3G artificial pitch, which is where one of my major concerns lies relating to noise.</p> <p>Residents in and around the existing "Northern Land Parcel" have historically been subject to excessive noise disturbance from the following sources:</p> <ul style="list-style-type: none"> <li>• Goods Yard noise (from Days Aggregates train unloading activities) intermittent but potentially occurring throughout the 24 hours at any day of the week but particularly intrusive at excessive levels during anti-social hours.</li> <li>• Surrounding industrial noise from Eezehaul, Mitsubishi and other businesses - usually daytime hours but occasionally early evening or early mornings.</li> <li>• Aircraft noise which appears recently to have become more intrusive and at a greater frequency (and is currently being monitored in the area by the airport).</li> </ul> <p>The one area of respite from noise intrusion is evenings and weekends.</p> <p>The inclusion of a 3G pitch adjacent to dwellings without any robust noise (and light) barrier can only increase the duration and intensity of noise pollution residents will be subject to.</p> <p>By its very nature a 3G pitch is designed for intensive use in all weathers and seasons and in order to maximise its use and financial benefit the Football Club will inevitably want to use it into the evenings for a variety of activities (training, tournaments, five a</p>	<p>amenity is maintained for existing and new residents. Policies established within the Local Plan will ensure proposals are submitted with sufficient evidence to show how the scheme will not cause unreasonable harm to the amenity of the area. Where proposals for noise generating development is located close to residential areas, they must adhere to the Local Plan Noise Annex, and will be required to appropriately mitigate noise impacts through careful planning, layout and design.</p> <p>Chapter 4: Key Policy Direction 2: Sports Facilities has been amended slightly to include cross-reference to the relevant Local Plan policies to ensure they are taken into account at an early stage of design.</p>

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>side competitions etc.) not only in the football season but also potentially throughout the summer months when residents have open windows or want to relax in the quiet of their gardens. Additionally a number of properties have young children who on a summers evening could potentially suffer sleep deprivation.</p> <p>If a 3G pitch is to be included then it must be located as far away as possible from any residential properties and an acoustic screen must be included in the design directly adjacent to the pitch on any aspects facing onto or towards residential properties.</p> <p>A further potential benefit of including such acoustic screening if properly designed may be to mitigate some of the night-time noise issues from the Goods Yard operations.</p>	
		<p><b><u>Clubhouse</u></b></p> <p>The Football Club will inevitably want to maximise its use not only for football related activities but also for wider commercial use particularly at weekends for social events, consequently the location of this building in either of the "potential" layout options shown is unacceptable as it should be located as far away from any residential buildings as possible. I believe another resident present at the meeting on the 23rd May subsequently proposed an alternative location to the Amec Foster Wheeler representatives who had been present at that meeting!</p> <p>Experience with the previous clubhouse located on the northern field was one of excessive noise and anti-social behaviour that at</p>	<p>Concerns relating to the location of the Clubhouse are noted.</p> <p>The proposals for the sports provision, including the clubhouse, must be designed to ensure a good standard of amenity is maintained for existing and new residents. Policies established within the Local Plan will ensure proposals are submitted with sufficient evidence to show how the scheme will not cause unreasonable harm to the amenity of the area. Where proposals for noise generating development is located close to residential areas, they must adhere to the Local Plan Noise Annex, and will be required to appropriately mitigate noise impacts through careful planning, layout and design.</p>

TINSLEY LANE DEVELOPMENT BRIEF			
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		times caused considerable nuisance to residents in nearby properties.	Chapter 4: Key Policy Direction 2: Sports Facilities has been amended slightly to include cross-reference to the relevant Local Plan policies to ensure they are taken into account at an early stage of design. Explicit reference has been made to the requirement for proposals for the sports facilities to demonstrate how they have incorporated "Secure by Design" principles into the development to reduce crime, fear of crime and anti-social behaviour and disorder.
		<p><b><u>Football Club related Parking and Traffic and Facility Management.</u></b></p> <p>The two potential indicative layout options shown contain 73 and 35 parking spaces respectively.</p> <p>This variation indicates no degree of consistency has been used for the layouts consequently in order for residents to fully understand the impact of the Football Club relocation regarding additional issues of noise, traffic, on street parking, community access and security the Football Club as a pre-requisite to any detailed planning application should provide a "management plan" to the residents association that clearly details the following:</p> <ul style="list-style-type: none"> <li>• Proposed hours of operation for all activities.</li> <li>• Proposed seasons of operation (including bank holidays) for all activities.</li> <li>• Number of parking spaces required, taking into account predicted patterns of usage for all activities including extra</li> </ul>	<p>The indicative layouts in the consultation draft Development Brief were provided to offer suggestions as to how a scheme may be designed within the site. They have been removed from the final version of the document.</p> <p>In relation to parking for the Football Club, the document has been amended slightly to highlight the need for adequate parking to be provided.</p> <p>The majority of the issues listed will be an essential part of the information required for the planning application. A management plan with the Football Club will be required as a planning condition and/or through a S106 Agreement. The Development Brief will be amended to refer to this.</p>

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>parking or drop off spaces when change-overs between users occurs.</p> <ul style="list-style-type: none"> <li>• Access controls to the area particularly those bordering any residential properties.</li> <li>• Anticipated number of traffic movements particularly at times of weekday peak traffic flow, evenings and during weekends and bank holidays and when holding special events.</li> <li>• Management controls the Football Club will exercise or require hirers to adhere to relating to any noise or anti-social activities.</li> <li>• Complaints handling procedure.</li> <li>• Access arrangements for the wider Tinsley Lane community.</li> </ul> <p>The precedent set with Eezehaul who were required to incorporate a "management plan" in their planning applications which then became a condition of their consent should be followed as this has worked satisfactorily to the benefit of the company and local residents, consequently a plan of this sort should also be required to be agreed as part of any sports ground planning application for the northern field.</p>	
	Pages 7, 10 & 11	<p><b><u>Pages 7, 10 &amp; 11 - Surrounding Character</u></b></p> <p>This section details the unique character of the "Tinsley Lane" area but the Development Quantum outlined in Section 3 (page 10) and the associated housing mix along with the indicative illustrations on page 11 leads me to believe that any developer is unlikely to be</p>	<p>The indicative quantum of development has been set by the Planning Inspector as part of his Examination into the Crawley Borough Local Plan.</p> <p>The Development Brief confirms that this number may change on the basis of detailed evidence, including infrastructure capacity and character and environmental</p>

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Respondent	Para/ Page no.	Comments	Council's Response
		<p>able to achieve the stated aims in bullet points 2,3 &amp; 4 in the Design Quality section on page 11 which state:</p> <ul style="list-style-type: none"> <li>• "careful design and layout of the development on the site should balance the <b>need to avoid overdevelopment and cramming dwellings on the site</b> with the aim of maximising the potential quantum of units."</li> <li>• "the development layout should adopt a <b>permeable approach which provides good links through the development and beyond.</b>"</li> <li>• "the development should be <b>seamlessly integrated into the existing neighbourhood and not function as a standalone appendage.</b>"</li> </ul> <p>Issues of access and parking associated with the proposed 120 extra dwellings on this site combined with the other development requirements outlined in the brief will be to the detriment of the existing area which is already under severe noise, traffic and parking pressures.</p>	<p>constraints, which will need to be submitted as part of the Planning Application as well as the detailed design and layout.</p>
	Section 6	<p><b><u>Section 6 - Key Policy Direction 4 - Access Transport &amp; Parking</u></b></p> <p>The statement that "WSCC highways Authority considers access to the site is likely to be achievable via Birch Lea and Kenmara Court subject to design improvements" is a gross over-simplification and in order to substantiate this WSCC should be asked to pay for an independent traffic survey to be conducted on behalf of the Tinsley Lane community AND any future residents of the new development.</p>	<p>Concerns relating to access at Birch Lea and Kenmara Court are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p>

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		<p>This should take into account realistic car ownership levels likely to be seen in the proposed properties as well as proposed use of the redeveloped Football Club and its impact on the Gatwick Road junctions.</p> <p>In particular the properties in Birch Lea are all of the larger 3 to 4 bedroom type with very limited off road parking which if being built to comply with current Crawley Council "Urban Design Policy - Annex 1 Parking Provision" would be expected to be provided with 2 to 3 parking spaces per property. The frontages of a number of these properties make off road parking for this number of vehicles unviable, consequently on road parking in this narrow proposed access road which has a blind bend at the top (as clearly illustrated in the photo at the bottom of page 7 of the Development Brief) is inevitable for some residents or their visitors.</p> <p>Similar (and different) issues also exist in Kenmara Court.</p> <p>Both CBC &amp; WSCC are aware that on road parking in the Tinsley Lane area is a significant issue due to its use as an overspill car park for Manor Royal and a "free parking area" for airport users. Consequently if new development car parking is not to overspill into the existing Tinsley Lane area it is essential that all elements of the proposed development are planned with adequate off road parking which I would suggest will almost certainly need to exceed the requirements outlined in Annex 1 of the Urban Design Policy.</p> <p>Any overspill parking into Birch Lea and Tinsley Lane could easily become a significant road transport issue as visibility issues already exist at certain times of day and in particular during peak</p>	<p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the planning application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>



TINSLEY LANE DEVELOPMENT BRIEF			
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		periods when the Lane is used as a "rat-run" to avoid congestion on the Gatwick Road.	
	Section 7	<p><b><u>Section 7 - Key Policy Direction 5 - Noise</u></b></p> <p>The whole premiss of this Development and the significant extra cost and complexity associated with having to relocate the Football Club from the Southern field has been driven by the recognition that the Goods Yard operation as a safeguarded minerals site has special privileges and protections that allow the unloading of aggregate trains by the use of a metal "bucket grab" to scoop the material from the metal wagons at any time (historically often throughout the night).</p> <p>Various "studies" worked and re-worked from common base data to reach diametrically opposing conclusions were presented at the "inspectors" hearing.</p> <p>And although on page 26 it is stated that</p> <p>"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 master-planning and incorporation of mitigation measures ensuring noise levels are reduced to appropriate levels as proven by the modelling exercise."</p> <p>no new evidence or substantive data was made available to TLRA at the meeting at the Town Hall on the 23rd May!</p>	<p>A developer can only be required to mitigate the impacts from their own development or to ensure it is acceptable – they cannot be required to mitigate existing impacts. However, the Development Brief includes wording encouraging any noise attenuation measures to also reduce the noise impact on existing residents, wherever possible.</p> <p>The new development must not make the existing situation significantly worse.</p>

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>The Amec Foster Wheeler representatives present would only indicate that recent monitoring data when made available to their client (Days Aggregates?) had surprised them?</p> <p>What is not in dispute and is recognised in the Development brief is that noise will be a major issue at some point or another to new residents (as it is to some existing ones).</p> <p>Consequently I dispute the whole emphasis and premiss of this section which while recognising noise as an issue is weighted towards minimising the effect relating to new residents.</p> <p><b>The single aim of this section should be to grasp the significant opportunity that this development offers to reduce the potential for noise pollution from the Goods Yard for new and existing</b> residents by re-wording the final bullet point on page 27 under "Noise mitigation Measures" to read:</p> <p>"all necessary measures should be incorporated into the scheme design to reduce noise impacts from the Goods Yard operations and the Football Club relocation on new and existing residents."</p> <p>Finally I am aware that CBC may take the view that a number of the above points are covered by the various "options or alternatives" outlined in the Development Brief, however what I am disputing is the implied weighting and emphasis put on the "options or alternatives" that are of concern to me as an existing resident who will be impacted by the Development.</p>	
Mrs. Valerie Godefroy		Looking at the initial plans regarding the football field. Please note that the trees at the bottom of the gardens act as a boundary and I	Boundary treatment, such as landscaping and fencing will be a considered part of a planning application in

TINSLEY LANE DEVELOPMENT BRIEF			
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		believe in the past when the club was first there, also prevents any balls coming into the gardens. They are to remain as act as a wind, noise and security to the rear of the premises.	<p>order to ensure a good level of amenity is retained, for example through improved security and reduction in disturbance and noise, in line with the Local Plan policies.</p> <p>The Development Brief sets general design principles which seek to protect the amenity of existing residents along the boundary of the site. Further clarification has been included in relation to boundary treatment.</p> <p>Additional wording has been included in the Development Brief, in relation to retention and enhancement of existing soft landscaping along the boundary, as part of the Green Infrastructure section.</p>
Colin and Audry Curtin		With regard to the planning of Oakwood F.C., I would go for option 1 as the clubhouse backs on to woodland and not my back garden, we could be expose to unacceptable noise levels.	Preference for Option 1 is noted. However, the options have been removed from the final Development Brief, as the layout will need to be determined through technical evidence. The Development Brief has been amended to provide greater emphasis to the location of the clubhouse to the east of the playing fields, where this doesn't conflict with the ecology of the ancient woodland.
		I am very concerned about the extra traffic within Tinsley Lane, 120 dwellings = 2 cars per house = + 240 extra cars up and down the lane. We have big problems with workers from Manor Royal parking in the Lane, this needs to be addressed A.S.A.P.	A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the planning application, to identify how the development will

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
			<p>maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief, and the reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>
Nichola and Michael Addley		<p>As residents of 118 Tinsley Lane, we are in receipt of your Development brief and have the following concerns.</p> <p><b>1) Access to the football ground Via Tinsley Lane.</b> The distance between the boundaries of the garage at 118 and the boundary at 120 is not wide enough to provide a safe access onto a well used road.</p> <p>The exit of Kemara Court also will require more visibility than currently, should the road host any more traffic.</p> <p>Although the proposal is for EMERGENCY access only to the housing development, this would have to be guaranteed. <b><u>Emergency access in practice not simply in theory.</u></b></p> <p>We can not understand why the obvious access with a slip in and a slip out onto the A2011 has not been considered. A slip way is already in practice on the A2011 further up the road and we can not</p>	<p>Concerns regarding access via Kenmara Court are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process, including any physical measures necessary to restrict access to emergency access only. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the planning application, to identify how the development</p>

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		understand why it has not been considered here, especially as access via Birch Lea is not a good idea either.	will maximise the usage of sustainable modes of transport as opposed to the private car.
		<p><b>2) Club house Noise levels</b> Option 1 is the better of the two provided as the club house in option 2 is <b><u>totally untenable.</u></b></p> <p>The old club house seldom hosted late night events BUT on those nights, we had little sleep. With the new club house, surely business will increase and parties into the night will increase. No matter how well the builders attempt to insulate the property, noise will travel.</p> <p>Of the 2 options, option 1 is preferred and we trust the builders will ensure the property <u>well insulated for noise and a good air conditioning system in place</u> so that windows and door remain closed.</p> <p>However <b>Option 3 would be preferable.</b> Which is option 1, only moving the club house back, closer to the woods to the left of the pitch rather than to the right, this would provide less neighbour noise inconvenience and site the club house next to an existing noise level and again host <u>insulation for noise and a good air conditioning system in place</u> to keep the windows and doors closed.</p> <p>A double door entrance would help noise levels and triple glazed windows.</p>	<p>Preference for Option 1 and the suggested alternative approach are noted.</p> <p>The options have been removed from the final Development Brief, as the layout will need to be determined through technical evidence. The Development Brief has been amended to provide greater emphasis to the location of the clubhouse to the east of the playing fields, where this doesn't conflict with the ecology of the ancient woodland.</p> <p>A management plan with the Football Club will be required as a planning condition and/or through a S106 Agreement. The Development Brief has been amended to refer to this.</p>
		<p><b>Foot traffic safety.</b> The new housing will increase pedestrians cutting through to the industrial estate. The football club will also attract the young, who are more likely to be reckless. Most pedestrians today host ear</p>	Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site.

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>phones and become immersed in their ipods and hence less aware of their surroundings and the noise of near vehicles.</p> <p>Lack of visibility for Kemara Court and 118 garage, coupled with modern pedestrian lessened concentration, is a foot passenger safety hazard.</p> <p>Should the proposal proceed, to which we strongly object, foot traffic needs to be encouraged away from 118 and Kemara Court exit and so the foot path needs to be 116 side and a grass verge on 118 side as both exits will prove a danger to foot traffic .</p> <p><b>By far and best solution remains in and out access to both the football pitch and the new development via the A2011 leaving Tinsley lane and birch lea as existing.</b></p> <p>I am happy to converse more should you need any clarification.</p>	<p>This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit. A Travel Plan will also be a requirement of the planning application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p>
Moray Saunderson		<p>Re: Proposed Development/Sports Fields.</p> <p>Along with my neighbours, I am worries about various aspects of the proposed building of 120 homes behind Tinsley Lane.</p> <p>This has always been a relatively quiet residential area, with many elderly people, young children, dogs and cats.</p> <p>I don't like the idea of Birch Lea being used as access, nor the idea of all the extra traffic that 120 homes will bring.</p> <p>What about parking – will there be sufficient within the development, or will the cars spill over into nearby closes and the</p>	<p>Concern relating to access at Birch Lea is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a</p>

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>Lane itself? What about heavy construction vehicles during building works?</p> <p>I fear that the whole character of our home area will change, not for the better.</p> <p>I would ask you please to consider very carefully the queries and objections raised by our Residents Association and individuals and be as thoughtful as circumstances allow about our wellbeing.</p>	<p>requirement of the planning application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>Policies established within the Local Plan will ensure proposals are submitted with sufficient evidence to show how the scheme will not cause unreasonable harm to the amenity and character of the area. The wording of the Development Brief has been amended to strengthen the requirement for mitigation measures to be incorporated into the scheme's final design.</p> <p>Reference is made in the Development Brief to the parking standards established in the Urban Design SPD. This confirms these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p> <p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.</p>
Gordon Pullen		<p>120 dwellings inevitably means in excess of 200 vehicles using the lane each day. The problem with the lane has always been the exits onto Gatwick Road, neither of which are suitable. The southern one</p>	<p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact</p>

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		<p>can be quite dangerous as in order to get over to the right hand lane needs a fair bit of luck. The northern one during the day needs possible traffic lights. As there is now a large development taking place north of the railway with what appears to be new access onto the dual carriageway, perhaps another access from the Tinsley development could be considered. We have lived in Summersvere Close for over 30 years so have seen most of the developments in the lane and feel that this one is just going a bit too far.</p>	<p>of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The Development Brief has been amended to make explicit reference to the need for assessment of the impact the development would have on the Tinsley Lane junctions to the north and south.</p>
Peter May		<p>I write in response to the request for comments on the public consultation regarding the proposed housing development off Tinsley lane.</p> <p>One of the main concerns everyone in the area has, is the increase in motor traffic entering and exiting Tinsley Lane as a consequence of more people living there. I would therefore like to suggest that the planning team consider how additional foot / cycle access may be provided such that those who choose to may use alternatives to the car.</p> <p>One idea I would like to propose is the inclusion of (ideally) an underpass or if that isn't practicable, a footbridge over the railway line that would provide a link to the new Forgewood housing development. This would be advantageous in many respects in providing non-vehicular access for:</p> <ul style="list-style-type: none"> <li>• Schools for children growing up on the new development</li> <li>• Local amenities for the existing and additional populous</li> </ul>	<p>A Travel Plan will be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. The development brief has been amended to request this include exploring the feasibility of a footbridge over the railway.</p>



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		<ul style="list-style-type: none"> <li>• People from Forgewood to get directly to the Manor Royal industrial area</li> </ul> <p>I trust you will consider this idea in you deliberations but please feel free to contact me if you would like to discuss further.</p>	
Kaye Stephenson		<p>I would like to express my concerns about the planned development in Tinsley Lane. As a resident for the past 13 years I feel I have detailed knowledge of the traffic flow and parking situation in the area. I have listed my concerns below:</p> <p>I am deeply concerned that the access to the new development, during the build and after will cause increased congestion in Tinsley Lane and make it almost impossible to exit onto Gatwick Road by the Eezehaul, especially at peak times. The other exit onto Gatwick Road through Maxwell Way is already hazardous and increase in traffic volume will make accidents extremely likely.</p> <p>The traffic during the construction period of lorries, trucks and other construction vehicles will be noisy, cause dirt and dust and again, congestion. Tinsley Lane is only wide enough for 2 cars, if any vehicles are parked then this causes congestion. Also the road at the Eezehaul end of the Lane is curved which makes it hard to see traffic further up.</p> <p>This is a quiet place to live and generally is only used by the people who live here and their visitors. Another 120 approx. dwellings could mean an extra 360 cars using the roads and I really think this would have a huge impact on the quality of life for the residents,</p>	<p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The Development Brief has been amended to make explicit reference to the need for assessment of the impact the development would have on the Tinsley Lane junctions to the north and south.</p> <p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the</p>

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		<p>especially if the only access in and out is by either end of Tinsley Lane.</p> <p>My opinions for the development so as not to cause as much impact on the residents daily life are listed below:</p> <ul style="list-style-type: none"> <li>• The Oakwood clubhouse be at the back of the site as suggested in option 1 of the brief.</li> <li>• The access needs to be somewhere other than just from Gatwick Road such as the north east corner of the sports fields to ease traffic volume, noise and congestion even if it is only used primarily by people using the sports facilities. This is a really serious issue which should be addressed with more vigour to meet the needs of all users of the area.</li> <li>• Tinsley Lane should have no on road parking at all during Mon-Friday working hours so that traffic can flow as easily as possible.</li> </ul>	<p>development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p> <p>Preference for Option 1 in relation to the location of the Oakwood Football Club clubhouse is noted. However, the options have been removed from the final Development Brief, as the layout will need to be determined through technical evidence. The Development Brief has been amended to provide greater emphasis to the location of the clubhouse to the east of the playing fields, where this doesn't conflict with the ecology of the ancient woodland.</p>
Victor Hearnden		<p>Please register my concerns about the planned building of 120 houses at Oakwood.</p> <p>It is obvious that access to the site via Tinsley Lane and Birch Lea is not acceptable. Tinsley Lane is already used as a cut through by drivers trying to escape the congestion on Gatwick Road. Also many workers from Manor Royal use Tinsley Lane as a car park during the week!</p>	<p>Concern relating to access at Tinsley Lane and Birch Lea is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport</p>

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		<p>The congestion caused by using Birch Lea as access would be awful and disruptive.</p> <p>The developers must be told to find an alternative access at their cost.</p>	<p>Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The Development Brief has been amended to make explicit reference to the need for assessment of the impact the development would have on the Tinsley Lane junctions to the north and south.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>
Mr. M. J. Bloxham		<p>Re. Tinsley Lane Development Brief</p> <p>I am a long-term resident of the Tinsley Lane area, and I have studied the plans as outlined in the above brief. Obviously it is</p>	<p>Concern relating to access at Tinsley Lane and Birch Lea is noted.</p>

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		<p>necessary to provide additional housing in some way, but at the same time attempting to minimize any detrimental effect on existing properties.</p> <p>However, the scheme as proposed has one glaring problem, and that is with regard to the extra traffic which would inevitably result from the new housing, and its proposed route. Birch Lea and Tinsley Lane are completely unsuitable and inadequate to deal with this additional traffic. Tinsley Lane already has parking restrictions, and the inevitable increased volume of traffic would certainly create a dangerous situation in the Lane, as well as having a very detrimental effect on the environment and ambience of the many residences along it. Furthermore, ingress and exit at both ends of the Tinsley Lane would engender very congested and potentially dangerous situations.</p> <p>Surely a better solution can be found. One obvious one might be to provide a route behind and around the Eezehaul site, utilizing the existing roundabout at the Gatwick Road/Fleming Way junction. This would provide a safer and more elegant solution to the problem.</p> <p>I trust that you will give the above points your serious consideration.</p>	<p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p>
Ken Holford * attached photographs set out in		<p><b><u>RESIDENTIAL BIRCH LEA</u></b> Birch Lea is a quiet close off Tinsley Lane that was built 50 years ago. It has seven 4-bedroom houses and three bungalows and still looks fresh. The south side has a grass verge with an oak tree at the Tinsley Lane end, and another tree further up. On the other side at the top end is a large and pretty variegated maple – also see the</p>	<p>Concern relating to access at Tinsley Lane and Birch Lea is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be</p>

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Appendix C below.		<p>picture on page 7 in the Development Brief. Another tree is lower down.</p> <p>The 4 bedroom houses do not have the off road parking space for 3 cars, that the CBC recommends. Some cars have to be parked on the road.</p> <p>Page 6 of the Brief lists Birch Lea as a potential access road for the sports fields development.</p>	<p>required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p>
		<p><b><u>Compensation to residents</u></b> Birch Lea as an access road, would significantly reduce property values and living conditions, for which residents would be entitled to compensation.</p>	
		<p><b><u>BIRCH LEA AS A MAIN ROAD</u></b> Would Birch Lea, as a main road, be safe for the residents?</p> <p>The answer is no. It has a blind bend, see the picture Bend-0291 .jpg, that obscures the view down the close, for vehicles coming up, when exiting the drives of numbers 8 and 9, see pictures D8-0282 and D9-0288 --- a similar view of the drives is on On page 7 of the Brief.</p> <p>Another problems is the less than 1 metre wide verge for those. Thus an exiting vehicle soon crosses that into road space in trying to get the car, and the driver's eyes, out beyond the property boundary. The best picture seeing that is D8-0282 on page 4.</p> <p>But even with eyes out in the middle of the existing 4.9 metre wide carriageway the view, down the close, is not good!</p>	

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		<p><b><u>Collision Liability</u></b> A driver coming up the close too fast who runs into the side of an exiting vehicle, will easily claim it to be the other driver's fault. Right now the collision risk is low due to the two drives being near the end of the close where few vehicles come up and go past them. Altering the close to have through-traffic would dramatically change that. The collision risk would be serious.</p>	
		<p><b><u>Safely exiting a drive</u></b> To safely exit a drive the driver's eyes need to be out beyond the boundary wall or hedge. For a straight road that usually provides a sufficient view, but number 8 and 9 are close to a blind bend.</p>	
		<p><b><u>Highway code and driveways</u></b> The Highway Code advises against backing out from a side road onto a main road. Much like backing out from either of those two drives. Going out forwards is not much better, as the car front still comes out before the driver. Reversing in to facilitate a forward exit would also mean reversing into the garage. Risking car damage! Not enough room to turn the car round before doing that. Going out forwards also exposes the driver's side to the collision risk.</p>	
		<p><b><u>Roadside verge modification.</u></b> Birch Lea is not a good basis for a main road. It has a blind bend and 10 vehicle drives.  The proposed use of the south side grass verge, to widen it, is no help to a car driver coming up the close in seeing an exiting car, as</p>	

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		<p>the up-coming car is on the other side of the road. And neither does it improve the view down the close for an exiting driver.</p> <p>If road width had been adequate, a north side wide verge could have been used to move the track over away from the two drives, for the car coming up the close. At least, some help.</p> <p>Roadside verges also have a very important part to play in providing side-on protection for exiting drivers. And not just on the north side.</p>	
		<p><b><u>Finally, traffic flow and parking</u></b> There will be at least 120 houses. A rush hour am and pm. School runs. Cars visiting the sports fields and the club house. Disco events. Service vehicles, refuse, ambulance, fire. Site parking needs to be sufficient and properly sited to avoid visitor using Birch Lea and the hedge gap.</p>	
		<p><b><u>Conclusions:</u></b></p> <ol style="list-style-type: none"> <li>1. Birch Lea is never going to be a good main road because of it's blind bend.</li> <li>2. Exiting the drives of numbers 8 and 9, on the north side, carries risks a side impact from an unseen vehicle coming up the close.</li> <li>3. A driver coming up Birch Lea too fast who runs into the side of the exiting vehicle will find it all too easy to blame the exiting driver.</li> <li>4. As a close the risk is tolerable because very little traffic goes past those drives. That would change drastically if the road were opened for through traffic.</li> </ol>	

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		<p>5. Use of the south side grass verge to increase road width will not improve the view for the exiting driver, or for the driver coming up the close on the other (north) side.</p> <p>6. Roadside verges have an important safety part to play in protecting drivers and their vehicle from a side-on collision.</p>	
Residents of property on Tinsley Lane  *signatures unreadable		<p>We have lived in Tinsley Lane for nearly 20 years, the traffic has slowly become more and more of a problem. At rush hour time to get in and out of the lane is a nightmare sometimes the cars are back up half way up Maxwell Way. To pull out on to Gatwick Road is dangerous what with the bus lane and the lorries coming and going in and out of Eezehaul. The added traffic of another 120 homes can only make it much worse.</p> <p>Parking is also a problem, people leaving their cars while they go to work, also people using they homes as a business Park at my house, this causes a problem for people pulling out of their driveways it is sometimes hard to get a clear view. I live on a bend one way parked cars the other I have to edge out to get any view more cars driving up and down the lane can only be bad news. We have cars and the bus waiting outside our house to get passed the parked cars as it is so pollution must be bad. We have built a wall and gates because when my grandchildren are here we are worried about the road and the amount and speed of the traffic.</p> <p>The character of the Lane has changes dramatically over the last few years due to noise of all the traffic and all the parked cars, the flats that have been built have made it worse so 120 houses can only do the same.</p>	<p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The Development Brief has been amended to make explicit reference to the need for assessment of the impact the development would have on the Tinsley Lane junctions to the north and south.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter</p>



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		Thank you for reading about my concerns but it has been a lovely quiet place to live, popular for that reason it's such a shame to destroy this because of traffic squashing so many people and their cars into a lane that was not built for this amount of traffic or people.	to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.
Mrs. Mary Townley		<b>Access to site via Birch Lea</b> Traffic will have a severe impact on local residents especially when construction work is taking place.	A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.  All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.
		Increased traffic exiting Tinsley Lane into Gatwick Road will cause huge problems. Gatwick Road is already congested at certain times of the day.	
		How can a small rural road, Tinsley Lane, cope with all the extra traffic from engineering work, trucks and lorries whilst work is in progress.	
		Why does Oakwood have to be moved. It has been well maintained and established for many years where it is.	

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			<p>far away from the sound source as possible. It is unlikely that the noise levels could be sufficiently mitigated to acceptable levels which would allow for housing to be developed on the northern field adjacent to the Goods Yard.</p> <p>There may be benefits, which will form material planning considerations through the development proposals, to the relocation of the Football Club to the northern half of the site and concentrating the housing to the south, subject to detailed design and layout to address the other Local Plan policies' requirements.</p>
		<p>Have enough parking spaces been planned. Parking will cause more problems in Tinsley Lane with more residents and non-residents using the Lane.</p>	<p>The reference in the Development Brief for this site, to the parking standards set out in the Urban Design SPD, confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>
		<p>The whole proposal for this site is not compatible with this area and will cause many concerns over access and traffic generation.</p>	<p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process, which included several stages of public consultation and the independent examination of the Local Plan. The proposed allocation of the site was debated at the examination hearing sessions, which were held in public and examined a number of concerns</p>

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			<p>raised in regards to this site, including the access and traffic issues.</p> <p>A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p>
Mrs. Eileen B. Smith		<p><b>Tinsley Lane Development Brief Crawley 2030</b> I am writing regarding the above, to bitterly complain about the proposed housing developments affecting local residents.</p> <p>The proposed access to the site via Tinsley Lane and Birch Lea is utterly ridiculous. Birch Lea is a small residential road and presumably some houses would need to be demolished to gain access.</p>	<p>Concern relating to access at Tinsley Lane and Birch Lea is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities. Proposals to date for access through Birch Lea have not shown any need for demolition.</p> <p>Final access arrangements will be determined through the planning application process.</p>

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		Tinsley Lane is used as a free car park for far too many workers in the vicinity, already cutting the road width in half. It is also used by local taxi drivers awaiting their next customers.	<p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>
		Add to this, the traffic from lorries etc. driving through, it would prove impossible to travel safely down Tinsley Lane. It would spoil the lives of local residents.	<p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.</p>
		We already have a high noise level from the aeroplanes overhead. Now we may have considerable noise throughout the proposed construction.	
		The increased traffic, driving through and parking in Tinsley Lane and the roads leading off the Lane would be indescribable. Have the Council Members ever driven down Tinsley Lane during the weekdays to see how many vehicles there are?	<p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will</p>

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			maximise the usage of sustainable modes of transport as opposed to the private car.
		Local residents, including myself, avoid leaving their homes in the early morning because of the amount of traffic to and from Manor Royal etc. The area is being swamped by industry and retail developments, obviously good for Crawley but not good for folk who live closeby.	
		Could consideration be given to an alternative access from the roundabout at junction of Fleming Way, past the Toyota dealership, round the back of Eezehaul and into the north east corner of the sports fields? It would not blight the lives of so many residents.	Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.
Stephen Ryder		When we first moved to Crawley and settled in Birch Lea it seemed to be a pleasant, quiet place with easy access to the Industrial Estate and local schools. It now appears that this tranquillity, after gradually being eroded over recent years, is now to be ended. If this plan is indeed to be implemented, which I sincerely hope it isn't. I would implore you and your colleagues in planning to do everything in your powers to ensure that it has the least impact possible on me and my fellow residents in the Tinsley Lane area. Matters of particular concern regarding this proposal are:	
		<b>THE SITE IN CONTEXT</b> ACCESS TO THE DEVELOPMENT	Concern relating to access at Tinsley Lane is noted. Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation,

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		<p>My main concern is the access into the development from Tinsley Lane.</p> <p>Given the current difficulties of exiting Tinsley Lane at either end, particularly during the rush hour, and the prevalence of parking at the Northern end making access even more constrained, it seems highly inappropriate to add to this congestion. The suggested development will put another 200 or so cars (yes there will be almost two per household regardless of what any studies may show) into this situation.</p> <p>To avoid this it seems clear that the best exit for this development at the Northern end should be via the existing roundabout on Gatwick Road at the Fleming Way junction rather than through Birch Lea and/or other closes.</p> <p>To leave the development towards the South it would seem to be more sensible to have the exit join to the motorway link road, the A2011. I understand that there is a link planned into the Forge Wood estate around this area too. Provision should be made (have been made?) to widen the link road to three lanes – if only in certain places – and have a direct uncontrolled access to the M23 Northbound to reduce queuing up from the link road, rather than have that lane controlled by traffic lights.</p> <p>Has the possibility been considered of linking the development to the Forge Wood estate either under or over the railway line, rather than through Tinsley Lane? This would require a tunnel under some of Summersvere Wood too but this would also give residents of the development access to the facilities at Forge Wood – I understand that there is a school being built there and shopping/leisure</p>	<p>and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities. However, it is considered unlikely that the option of vehicular access over or under the railway line into Forge Wood would be possible or viable.</p> <p>A Travel Plan will be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. The development brief has been amended to request this include exploring the feasibility of a footbridge over the railway.</p> <p>Final access arrangements will be determined through the planning application process.</p>

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		facilities. This could then be used as another (or indeed the main) exit from the development.	
		<p><b>ACCESS TO GATWICK ROAD – TOWN CENTRE</b> There is reference to the provision of easier access to the Town Centre and indeed the southern section of the Industrial Estate for pedestrians/cyclists. Anybody going to this area needs to cross Gatwick Road near to the exit of Maxwell Way. The footbridge has recently disappeared – is it coming back? – and for the older person was always difficult to use. Is there any provision in the plan for proper access over/under Gatwick Road from this area?</p> <p>With regard to access, the 526/527 bus link along Tinsley Lane was recently terminated, significantly reducing the options to get into town or to the airport by affordable public transport. If any further dwellings are to be built in this area can one of the conditions be the reinstatement of that service – and at a better frequency? It is at least an extra fifteen minutes' walk from Birch Lea to the supposed 'convenient' bus service along Gatwick Road and will be even further from any point in the new development if the exit is via Birch Lea.</p>	<p>A Travel Plan will be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. This should include consideration of whether the bus service could be resumed in this location, or whether there is an alternative.</p> <p>There is a footbridge over Gatwick Road, and a bid to the Local Enterprise Partnership (LEP) for further transport improvements along this corridor is being progressed.</p>
		<p><b>PROXIMITY TO THREE BRIDGES RAILWAY STATION</b> I note that under 'Site Location' reference is made to the site being 1.5km from Three Bridges station and 'accessible on foot/by bike'. Living here for several years has shown me that the majority of residents will go to the station by car – will genuine provision be made for this fact? This will only add to the constant stream of cars</p>	<p>Similarly, the Travel Plan will consider maximising the accessible modes of transport routes to Three Bridges Station to ensure this is a genuinely attractive alternative to the car.</p>

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		going down Birch Lea if the decision is taken that this is where the access must be.	
		<p><b>RESIDENTIAL DEVELOPMENT</b></p> <p><b>DENSITY OF HOUSING</b></p> <p>The development plan suggests 120 dwellings – this does seem to be rather a lot on a relatively small area of land. There is certainly no capacity for any more given the constraints on access and the need for the area to retain at least some semblance of its present character. The plan suggests building yet more flats. I would suggest that people wanting to live in developments of flats would be younger and want to be a lot nearer the town centre or a main line railway station so that they can take advantage of all the leisure activities for young people that we are fortunate to have available in the town centre.</p> <p>Accordingly, given the relative closeness of Hazelwick School, I would suggest that the properties were more family orientated than one or two bedroom flats. Children of a school age could walk from the development – it would seem sensible to arrange for pedestrian access somehow direct to the footbridge over the A2011. It should be an aim to reduce the number of vehicles ferrying children to school – the traffic outside Hazelwick School on a morning is considerable at the moment.</p> <p>If there must be large blocks of flats it would be preferable if they were to be towards the railway side of the development. As suggested this would act as a partial sound barrier from the railway line and the mineral processing facility.</p>	<p>The indicative quantum of development has been set by the Planning Inspector as part of his Examination into the Crawley Borough Local Plan.</p> <p>The Crawley Borough Local Plan acknowledges Crawley has a significantly high housing need emerging from the existing population over the 15-year Plan period, and, due to land supply constraints, is only able to meet around half of the overall requirement. Evidence also highlights a need to provide smaller residential units to meet the requirements of the local residents.</p> <p>However, the Development Brief clearly states there is a need for the design of the site to consider the context and respect the character of the existing area. In addition, it also must avoid overdevelopment of the site and cramming of dwellings. However, this does not necessarily mean the existing form of development will be replicated.</p> <p>The Development Brief expressly requires a mix of dwelling types and sizes to meet needs. Policy H3 of the Crawley Borough Local Plan expects developments to provide a mix of dwelling types and sizes to meet a range of household needs and types.</p>



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		One aspect that I would prefer to be considered is that of the provision of Retirement dwellings – I don't know the extent of this provision in Crawley but there will clearly be an increasing need for this type of property as Crawley's population grows. On a personal level, when I retire I would be keen to stay in the area and a purpose built retirement property nearby would have some appeal.	<p>The Local Plan policies would, in principle, support an element of housing for older people should this come forward as part of the scheme.</p> <p>The Development Brief confirms that this number may change on the basis of detailed evidence, including infrastructure capacity and environmental constraints, which will need to be submitted as part of the Planning Application as well as the detailed design and layout.</p> <p>A Travel Plan will be a requirement of the planning application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. This should include means to maximise sustainable options to access schools.</p>
		<p><b>PARKING SPACES</b></p> <p>There is just a general reference to parking in the plan. I consider it to be essential that there is provision for a minimum of two off-road spaces per individual dwelling to avoid the roads being clogged up with parked cars in the evenings and weekends, with parking restrictions introduced in line with this. What shouldn't be allowed to happen is for the area to become a large car park for Manor Royal, or even worse, Gatwick Airport.</p>	<p>The reference in the Development Brief for this site, to the parking standards set out in the Urban Design SPD, confirm these should be considered a minimum given the site's context. The standards in the SPD relate to the size of dwellings.</p> <p>The quantum and control of parking will be matters to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p> <p>The suggestion relating to introducing restrictions to prevent this parking from being used by Manor Royal or Gatwick Airport is noted. It is considered this can be</p>

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			addressed through the management plan with the Football Club and conditions attached to the planning application.
		<p><b>UTILITIES</b> I am particularly concerned that, if the development goes ahead, there is sufficient water and sewerage pipe work installed so that there is no flooding or, indeed, water shortages. At present after heavy rain the drains on Tinsley Lane do not seem able to cope adequately and with less ground available to absorb rainwater this will only get worse if no improvements are made to them.</p> <p>There are also frequent water leaks out of the mains – I do not know the cause but clearly these will need to be further strengthened if more strain is going to be put upon them.</p>	<p>Existing drainage capacity and issues are recognised. The development of this site will be expected to ensure drainage can be supported by the necessary infrastructure off-site and avoid any cumulative effects on existing infrastructure services.</p> <p>A sustainable urban drainage system will be required and the development of the site must not result in surface water drainage levels beyond those of the greenfield site. Local Plan Policy ENV9 also recognises the south east of England as falling within an area of water stress, and requires that, where viable and technically feasible, new residential development should meet the Building Regulations optional requirement for tighter water efficiency.</p>
		<p><b>SECURITY</b> In comparison with the rest of Tinsley Lane, Birch Lea is relatively trouble free with regard to vandalism/theft/litter etc. principally because it is not a through road. Will the developers be paying for upgrades to security for those properties now apparently to be located on a through road? Personally I can see the need to install a gate for access to the rear of my property and upgrade my alarm system if there is through traffic.</p>	<p>All new development in Crawley is required to provide or retain a good standard of amenity of all existing and future residents, and the scheme must demonstrate how the design considers reducing crime, fear of crime, anti-social behaviour and disorder.</p> <p>There is no evidence to suggest that the new development would cause an increase in crime or</p>

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		I ask only from having seen what happened to the house at the bottom of Tinsley Close when it was 'fire-bombed' and now has closed-circuit cameras installed, together with the number of burglaries reported along Tinsley Lane last summer.	antisocial behaviour. Criminal activity is covered by other legislation.
		<p><b>REDESIGN OF BIRCH LEA</b> If Birch Lea is to be made the main access, please can you ensure that it is redesigned in such a way that speeding is minimised. At present there is an s-bend and I would want this to remain. However, it is also necessary that residents are able to see from their driveways any oncoming traffic and I trust that this will be recognised if the development goes ahead.</p> <p>Provision for visitor parking should also be incorporated into any plan. I would not want to be forced to spend money on a permit however to there must be adequate parking provision for everyone currently resident included in any plan.</p> <p>I would prefer that there were no speed humps at least until after you get beyond the existing boundaries.</p> <p>The provision of a separate cycle path down Birch Lea should NOT be considered as there is not enough room – nor should they be encouraged by any 'dual use' signage to use footpaths. While the road will be very busy it would still be safe for them to ride on it. Also, having cyclists on the road will encourage car drivers to be more careful.</p> <p>Before any decision is made for the access to be via Birch Lea it would be necessary for an extensive visit by one of your staff to fully appreciate the impracticality of such an option. For example,</p>	<p>A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport, along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements.</p> <p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p>

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		one of the considerations that would need to be made, were the grass verges to be severely foreshortened, would be for serious concerns having to be raised over sightlines on exiting the drives. These are not good even now, particularly for house numbers 8 and 9 in Birch Lea.	
		<p><b>SPORTS FACILITIES</b></p> <p>It is good to see that provision for Oakwood Football Club is included in the draft plan. Whilst not directly immediately affected I would suggest that an option with the clubhouse furthest away from any housing would be preferable to those affected residents. It is apparent from the photographs of this area that it would be fairly straightforward to have the exit road for the development running to the west of these fields and around onto the Gatwick Road roundabout. Any loss of woodland could be easily offset by tree planting elsewhere in the development.</p>	<p>Support for provision for Oakwood Football Club is noted.</p> <p>Preference for the clubhouse to be located furthest away from existing residents is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required as part of the Planning Application to address alternative access opportunities. However, it should be noted that Summersvere Wood is designated ancient woodland. Government guidance places great weight on the protection of this habitat and the development must ensure there is no loss or deterioration to this, and this includes imposing a minimum of a 15m buffer zone from the designation.</p>
		<p><b>GREEN INFRASTRUCTURE PROVISION</b></p> <p>Again, it is good to see that provision is going to be required to enable better access into Summersvere Woods and that there will be provision for actual green spaces throughout the development – it would also be desirable to have flower beds and similar planting. The wood itself could do with being kept in better condition and</p>	<p>Support for the access to the woodland and green spaces within the development is noted.</p> <p>The Development Brief requires the preparation of a management plan to ensure the long-term maintenance of the woodland as an ecologically valuable habitat, for</p>

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		installing suitable all-weather pathways would make for a better recreational facility.	quiet outdoor recreation and educational value. This may include the improvement to existing pathways to prevent damage to tree roots and protect the most ecologically sensitive areas within the wood. This will be subject to, and advised by, a full ecological survey to ensure there is no harm or deterioration to the ancient woodland.
		<p><b>ALLOTMENTS</b></p> <p>I consider that the provision of allotments is unnecessary and would much rather this space be used for woodland/green space. Allotments would result in additional traffic movements and additional land being required for parking, as I suspect the allotments would not all be taken up by residents resulting in people coming from other parts of the town to tend their plants.</p>	<p>Allotments have been identified, through the Open Space Study and based on the council's allotments waiting list, as an open space type which is under-provided in this location.</p> <p>The council considers there is a benefit to "door-step" provision for those who live within walking distance to the Tinsley Lane housing and open space site.</p>
		<p><b>OTHER MATTERS</b></p> <p><b>CONSTRUCTION TRAFFIC</b></p> <p>If the development is to go ahead can limits be placed on the working hours and site access times, with deliveries limited to access during working hours i.e. 9:30 to 4:30 from Monday to Friday? Where will this access be? I do not want heavy lorries going up and down Birch Lea for months on end. This is another reason why it makes it that much more sensible to have the main access direct from Gatwick Road and/or the A2011.</p>	<p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.</p>

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		<p><b>LITTER</b>                      Much of Tinsley Lane is litter-strewn, which in part can be attributed to it being a thoroughfare to the Industrial Estate. I fear that with the development this will only get worse. It is possibly a forlorn hope but can provision be made for more litter bins (and more frequent collection from them) around the area, together with more dog-waste bins?</p>	<p>The request for more litter bins and dog-waste bins is noted.</p>
		<p><b>PROVISION OF RAILWAY STATIONS IN DEVELOPMENT PLANS – GENERAL</b>                      Why were there no provisions in both the Forge Wood and the Kilnwood Vale development plans for railway stations to be constructed? They wouldn't need anything sophisticated – just simple platforms with a bit of cover, and some car parking (multi-storey). The number of cars this would take off the road and the reduction in congestion would be considerable. I understand that only now is consideration even being given to the possibility of a station in the Bewbush/Kilnwood Vale area. Surely this should have been considered years ago when the plans were initially drawn up.</p>	<p>The Joint Area Action Plan for Kilnwood Vale does include the identification of a site for a new railway station. This can only be provided with the agreement of Network Rail and discussions are ongoing.</p> <p>There is no new railway station for Forge Wood as this was not a requirement through the outline planning permission which was granted through appeal by the Secretary of State. It is unlikely that a new railway station would have been considered acceptable by Network Rail between Three Bridges and Gatwick Airport stations on the mainline between London and Brighton.</p>
		<p><b>SECOND RUNWAY AT GATWICK AIRPORT</b>                      Would it not be sensible to wait for a decision to be made as to whether the second runway at Gatwick is going to be built before considering developing this area? Although it will not be directly under the flight-path the noise could be excessive making this an inappropriate area for new dwellings.</p>	<p>All development proposals allocated within the Local Plan include consideration of the current position in relation to Gatwick Airport: as a single runway airport but with land safeguarded for the potential runway expansion should this be agreed. In order to ensure that possible future noise sources are taken into account, sites allocated in the Local Plan and any development</p>

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			proposals are assessed against the noise contours which have been modelled on the basis of a second runway at Gatwick, as based upon ERCD report 0308 and published by the CAA (2003). This will ensure that all Local Plan site allocations are "future proofed" against the possibility of a second runway at Gatwick Airport in the future.
		<p><b>DEVELOPMENT IN THIS AREA OF CRAWLEY IN GENERAL</b> At present, walking around this North Eastern part of Crawley during rush hour, I am amazed at the patience of people trying to get to and from work. To have all of the industry concentrated in this area may have seemed to have been a good idea at the time but as the town's population has expanded westwards the queues to get into this area are extraordinary. Has the time not come when we say Crawley is full? Driving around the South-East there are still swathes of land near to railways and motorways where there is much more room for development than in Crawley. As an example the railway line from Reading to Basingstoke has two stations on it surrounded mostly by green fields. Can't pressure be put on the government for developments elsewhere, such as these?</p>	<p>National planning guidance requires local planning authorities to meet the housing, and other development, needs arising from their own areas as far as they are able to. Through the Crawley Borough Local Plan it was determined that Crawley is only able to meet around half of its projected needs within the borough. It was recognised that Crawley has substantial constraints and over the Plan period will experience a reduction in the amount of sites available for new housing development, and an increasing reliance on smaller sites.</p> <p>Tinsley Lane playing fields were identified as a site which could meet some of the needs, and accordingly, following its independent scrutiny, has been allocated as a housing and open space site with in the Local Plan for approximately 120 dwellings.</p>
		<p>I trust that due consideration will be given to the serious concerns that I have described above before any decision is taken on the further development of the Tinsley Lane area under this consultation draft.</p> <p>Thank you for granting us this opportunity to raise these matters.</p>	<p>All other local authorities will face the same requirements and levels of scrutiny in relation to provision of sufficient sites for housing development to meet the significant need nationally.</p>

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Seth Bondonno		<p>Thank you for taking the time to read my individual reply to the proposed housing development on the sports fields.</p> <p>I disagree with the proposed construction. There is not enough room and it will destroy the local environment. We moved to this area because it was nice and quiet. The roads are not big enough to cope with it and there are no amenities for people to walk anywhere so there will be an increase of car driving ruining the local area. They should put paths down through Grattons park for the people and the entrance and exit should be through the A264.</p> <p>I am 17 years old and I frequently use the fields to walk my dog and play football with friends. I will be unable to do this after any construction takes place and it will be a great inconvenience to my everyday life.</p> <p>In short I think it is a terrible idea to build houses in this area especially since there are other better suited areas for houses to be built.</p>	<p>National planning guidance requires local planning authorities to meet the housing, and other development, needs arising from their own areas as far as they are able to. Through the Crawley Borough Local Plan, it was determined that Crawley is only able to meet around half of its projected needs within the borough.</p> <p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process, which included several stages of public consultation and the independent examination of the Local Plan. The proposed allocation of the site was debated at the examination hearing sessions, which were held in public and examined a number of concerns raised in regards to this site, including the loss of existing open space issues. This was based on an Open Space Study for Crawley which identified areas of over and under provision of open spaces.</p> <p>The site's allocation, expanded upon within the Development Brief, requires significant open space to be provided as part of the development, including:</p> <ul style="list-style-type: none"> <li>• The replacement of Oakwood Football Club;</li> <li>• Senior and junior football pitches;</li> <li>• Enhancement and management of the woodland for public access;</li> <li>• On-site publicly accessible play space and amenity greenspace; and</li> </ul>



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			<ul style="list-style-type: none"> <li>Allotments.</li> </ul>
Sharon Bondonno		<p>As a local resident, I am deeply concerned about the proposed Tinsley Lane development. There is not enough space for 120 new houses with the resultant traffic and cars added to the small neighbourhood especially with the added development of a 3G pitch with the added traffic that will bring. The current roads are too small to cope with the extra traffic. Even if you widen the current small roads it will change the character of this quiet area forever. It is not acceptable to add this extra burden to the area. It would be better if less houses were built, more greenery was preserved and you add an extra entrance from a264. - road to motorway. This would remove some of the increased traffic from this quiet area.</p> <p>Also what thought have you given to the needs of people who would like to walk / cycle?</p> <p>You are adding huge amounts of houses without having a green plan for encouraging people to walk. It is not acceptable that the only way to access the rest of Crawley is over a footbridge through a hotel. What thought have you put into making this situation better?</p> <p>There should be underpasses or a path over the a264 to enable walkers/ cyclists to go to Grattons park and access Pound Hill/Milton mount so that the area is then linked better to the rest of Crawley without the need for a car. The current residents will be losing a field to walk dogs in/ exercise / jog around. This is important for having a healthy lifestyle. If you linked the areas you would be creating a pleasant form of exercise for the increased</p>	<p>A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport, along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements.</p> <p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. This will include improvements to pedestrian and cycle access and networks.</p> <p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process, which included several stages of public consultation and the independent examination of the Local Plan. The proposed allocation of the site was debated at the examination hearing sessions, which were held in public and examined a number of concerns raised in regards to this site, including the loss of existing open space issues. This was based on an Open</p>

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		<p>population as well as a way to develop green policies and a way of living that does not rely on the car.</p> <p>To be clear, I object to the Tinsley Lane development in its current form as it is clearly too big for the current proposal.</p> <p>I would like a reply to my thoughts on creating a greener/ more sustainable neighbourhood.</p>	<p>Space Study for Crawley which identified areas of over and under provision of open spaces.</p> <p>The site's allocation, expanded upon within the Development Brief, requires significant open space to be provided as part of the development, including:</p> <ul style="list-style-type: none"> <li>• The replacement of Oakwood Football Club;</li> <li>• Senior and junior football pitches;</li> <li>• Enhancement and management of the woodland for public access;</li> <li>• On-site publicly accessible play space and amenity greenspace; and</li> <li>• Allotments.</li> </ul>
Mike Tyrrell		<p>As a local resident, in Harewod Close, I have studied the consultation draft of July 2016. While I recognise that the overall decision to use the football land for new building has been made, the full design proposals for the use of the present grass areas seem fine. The ancient woodland is untouched. BUT I do have serious concerns about one aspect.</p> <p>This is the potential disruption to the daily lives of some residents, especially those in Birch Lea. Also the major problem of access while the building is being done, with the proposed access through a widened Birch Lea, and also the lane towards Oakwood further along Tinsley Lane.. The overall traffic load is also a worry, which will affect all of us.</p> <p>Could it be possible, even now, to find an alternative access to the site for the building work only? It occurs to me that an entry could</p>	<p>Concerns relating to access at Birch Lea and Kenmara Court are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how</p>

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		be made from Crawley Avenue, which runs alongside the site, more or less level with the present football field.	the development will maximise the usage of sustainable modes of transport as opposed to the private car.
Amelia Reed		<p>Myself and my family moved to Birch Lea September 2015. Part of the reason we moved to Birch Lea was because it is a cul de sac and we wanted a safe place for our children to be able to ride their bikes and be safe when going out to the front of the house to get in the car etc. There are a number of young families and older residents that live within Birch Lea that I feel would lose the security of living in a cul de sac if the access road is put in Birch Lea, not only because of the increased traffic but also the increase in pedestrians and we are not to know what type of people will be potentially moving into this new development and therefore walking past our homes. My husband works away on a regular bases so I am on my own with my daughter and feel safe in the fact that there is not the through fare in Birch Lea. We moved from Maiden Lane in Langley Green where I had to have an alarm on the house as I didn't feel safe as never knew who was around and walking past our home. I once caught a man trying to open the side access door to our house and we had things stolen from our front garden, and have been verbally abused by passer-by. We currently don't have any of these worries with Birch Lea and I do not feel like I need alarm fitted to feel safe.</p> <p>My other concern is the traffic that the access road will bring to Birch Lea. I live at number 1 and my drive is just before the bend. When I pull out of my drive I have to be so careful as there is not clear visibility up the road, with it being a cul de sac obviously no one drives that fast so if I did happen to have a collision then it</p>	<p>Concerns relating to access at Birch Lea and Kenmara Court are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>All new development in Crawley is required to provide or retain a good standard of amenity of all existing and future residents, and the scheme must demonstrate how the design considers reducing crime, fear of crime, anti-social behaviour and disorder.</p> <p>There is no evidence to suggest that the new development would cause an increase in crime or antisocial behaviour. Criminal activity is covered by other legislation.</p> <p>Final access arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment, including a Safety Audit, will be required to support a proposed</p>

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		<p>wouldn't be of massive impact. However as soon as an access road goes in the chances of people driving at high speed is greatly increased as they will have a longer distance to build up speed, this obviously then increases the risk for more damage and injury, also with the increased traffic increases the probability of a collision happening. We also have family and friends visit us very regularly all of whom have young families and will also be exposed to the high risk of increased traffic and speeds when parking on the road.</p> <p>We feel so safe and secure in Birch Lea and I think it is totally irresponsible to put in an access road when there are other options, such as a bridge from the Forge Wood development, which I know would cost the developer more but we all know they will be making a fortune out of the development anyway and just because they want to make more money our families and older residents shouldn't be put at risk.</p>	<p>development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p> <p>A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p>
Mrs. Peggy Miller		<p><u>Re: Tinsley Lane Development Brief</u> As a resident of 52 years I am deeply concerns about the above development for the following reasons –</p> <p>i) Birch Lea is a small close of ten homes built in 1962/3 with short narrow drives and small garages, not suitable for today's larger cars. Visitors have to park on the road. The road is on a steep incline with a pronounced S bend. The resultant increase in traffic of upwards of two hundred vehicles daily will make access very difficult indeed. During the development (at least two years) life will be intolerable due to the traffic of heavy lorries/equipment, and increased noise and air pollution.</p>	<p>Concerns relating to access at Birch Lea and Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport</p>

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		<p>ii) Access in and out of Tinsley Lane into Gatwick Road is very difficult NOW as the road is used for overflow parking from Manor Royal (Section 6 The Parking Standards) and is used as a "rat run" during peak times. For many years there has been a road sign at the Gatwick Road end which says NOT SUITABLE FOR HEAVY VEHICLES.</p> <p>iii) On page 4 it is stated that there is adequate public transport. I have checked with local residents and it takes elderly residents and parents with young children, with pushchairs, twenty minutes to reach the closest bus stops in Fleming Way or Gatwick Road. The return journey is only possible by returning to Fleming Way because the footbridge in Gatwick Road (when it is replaced) will be inaccessible due to the steep steps, completely unsuitable for disabled residents.</p> <p>iv) The alternative access proposal put forward by Mr. I. Miller, Chairman of the Tinsley Lane Residents Association, should be considered seriously.</p> <p>I feel strongly that it is essential that everyone likely to make a decision on this development needs to make an early site visit to appreciate the concerns of the local residents.</p>	<p>along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p> <p>A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. This will include consideration of whether there is scope to improve the existing bus service and accessibility of the site for pedestrians and cyclists. The Development Brief has been amended to refer to the expectation for the Travel Plan to include this requirement.</p>
Patricia and Derek Monk		<p>I am writing with regard to the above planning application. My concern is that your current proposed scheme will increase dramatically noise and pollution which will interfere with the quiet enjoyment of my property to which I am entitled.</p> <p>I have the following questions that I would like you to answer.</p>	<p>Preference for the clubhouse to be located furthest away from existing residents is noted. The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. This will include consideration of the need to protect the ancient woodland including</p>

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		<ol style="list-style-type: none"> <li>1) Can the plan for the club house be changed to locate it at the north west side of the football pitch backing on to Summersvere Wood?</li> <li>2) Please can you confirm what day of the week and time restriction would be placed on the games permitted to be played on the proposed new 3G pitch for junior players?</li> <li>3) If permission is granted to enable junior players to use the pitch, what would the process be for changing it to enable usage for adults?</li> <li>4) What club supervision responsibility would be insisted upon all usage of the pitch?</li> <li>5) The current plan suggests cars will be parked along the back of the gardens, can this be changes to locate the cars on the far side to prevent exhaust fumes pumping in to my garden?</li> <li>6) Your plan appears to be taking my tree line my step Father planted the Beech trees in 1959 and are in my garden?</li> </ol> <p>Please refer back to me with answers to the above.</p>	<p>through maintaining a minimum 15m buffer zone. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>Details of the Football Club, pitch use and management will be determined through the planning application.</p> <p>The land included within the red boundary is understood to be wholly within the ownership of the Homes and Communities Agency. There is no intention to build on land outside this ownership.</p>
Terry Priest		<p>As a Tinsley Lane resident, I would like to take this opportunity to make an observation on the Tinsley Lane development.</p> <p>The traffic exits from the Lane are far from ideal at present.</p> <p>At the "Eezehaul" end of the Lane it is very difficult to make a right turn during very busy times of the day. I frequently turn left, go down to the next roundabout go right around and come back to travel right.</p>	<p>Concerns relating to access at Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to</p>

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		<p>Likewise the Maxwell Way exit is far from ideal. With long waits at busy times to filter on a single lane.</p> <p>An alternative arrangement of entry and exit for the new development would be a much more logical approach which I hope can be considered.</p>	<p>support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p>
Shan Subramaniam		<p>With regard to Tinsley Lane development, I am one of the residents of Birch Lea. In my opinion, when Birch Lea will be used for road traffic for the new development, it can easily cause congestion and there is potential Health and Safety risks. To that end, my suggestion is that Birch Lea is used as one way access as this will reduce the traffic flow.</p>	<p>Concerns relating to access at Birch Lea, and the alternative suggested option for one-way access only, are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p>

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Mr Priyesh Patel Mr Dilip Patel Mrs Bhaminiben Patel ** attached photographs set out in Appendix C below.		<p>As residents of number 9 Birch Lea we support our neighbours including Ken Holford (8 Birch Lea) and the residents association in strongly opposing the proposed changes to our street. This consultation seems very late in the day as a decision may already have been reached but for what our opinions are worth please see the below.</p> <p>In addition to the points put forward on behalf of the residents by Ken and the Residents Association we would like to echo the sentiments we would like to bring to your attention some more concerns that we have as residents at number 9.</p> <ol style="list-style-type: none"> <li>1. Dangerous access for those at number 8,9 and 10 due to the fact that there is no footpath on our side, the narrow stretch that runs alongside our wall and the curve in the road is not sufficient for use, it is simply not wide enough. Our driveways would go onto the proposed main road which is not safe when leaving our homes by car or by foot. We are currently a cul de sac and with little traffic there is currently no issue.</li> <li>2. Many neighbours including ourselves moved into this street in particular because of the fact that it is a cul de sac. This means it is quiet, has more of a community feel, and is safe for those with children in terms of being able to use the space on the street. Turning the road in to a main access point would take all of this away. The street would be divided and it is not wide enough to be safe for the increase in traffic. It would not be as safe for pedestrians and children would not be able to play</li> </ol>	<p>Concerns relating to access at Birch Lea and Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p> <p>A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>All new development in Crawley is required to provide or retain a good standard of amenity of all existing and future residents. The Development Brief requires</p>



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		<p>outside. The sense of community on the street would be removed.</p> <p>3. The increase in traffic no longer makes this street a desirable place to live. The increase in noise from constant passing traffic to and from the new development is a concern. We would think that many residents would be thinking of moving away if this was to happen but even that would be hampered as the value of property in the area is very likely to decrease. Surely the council have a duty to consider these concerns and address them appropriately. The noise level on the street would increase hugely with the change in use of the road from both people and vehicle traffic.</p> <p>4. The road is not suited to cater for a higher volume of traffic. The current level of non-residential use is largely limited to functions at the football club, dropping off kids for training and pedestrians using it for leisure. Even with the current level of limited traffic there have been several instances where our front wall which runs adjacent to the sharp bend in the road has been knocked down. This is not only a pain for us to have to keep repairing only for it to keep happening again and again it means that it may not be safe to use our front garden. There is no guarantee the council can give to ensure that these instances would reduce. The likelihood is that with the increase in traffic there will be many more instances where vehicles come into contact with our wall. As previously mentioned the "footpath" on our side is no way near enough protection. I have included pictures below.</p>	<p>appropriate design and layout so as not to significantly adversely affect the amenity of the existing residents.</p>

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		<p>5. Privacy issues, most front gardens on our street are very open and when planning permission is sought to improve our homes the council puts heavy focus on the right to privacy. This change in use of our road removes privacy meaning that those residents who decide to stay will want to do more to maintain the privacy of their homes. Would the council for example stop residents from fencing up the front of their homes to maintain levels of privacy? As mentioned above this also impacts the community spirit. We do not want to block our neighbours out but we also do not want up to 300 more people walking past looking into our property!</p> <p>**photos attached.</p>	
A H Jesson		<p>Once again the subject of extensive development in this area comes to the fore and it's effect upon the existing residents in this most pleasant little corner of the town appears to be ignored. How many of you decision makers have ever visited Tinsley Lane, let alone considered the problems caused by the influx of the great many more motor vehicles using the land to access the new development. Indeed the present situation with the considerable number of residents and their visitors causes some minor tolerable congestion during the day, let alone at starting and ending of business times. And yet you are seriously thinking of making matters very much worse by providing access to this new development via Tinsley Lane and its side roads! Don't we have enough trouble with commercial vehicles from the local services ignoring the "unsuitable for heavy vehicles" sign? This narrow</p>	<p>The general concerns raised relating to the development of this site are noted.</p> <p>National planning guidance requires local planning authorities to meet the housing, and other development, needs arising from their own areas as far as they are able to. Through the Crawley Borough Local Plan, it was determined that Crawley is only able to meet around half of its projected needs within the borough.</p> <p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process, which included several stages of public consultation and the independent examination of the Local Plan. The proposed allocation of the site was debated at the examination hearing sessions, which</p>

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		<p>private residential backwater will end up just another overcrowded Gatwick Road, access onto which will be virtually impossible.</p> <p>I would have thought that the local authorities would have learned a lesson from the lack of foresight of the early new town developers ignoring the need for wider roads, more garages and parking spaces for the inevitable increase in motor vehicles. But it seems that all we should be considering is 'where can we squeeze 'em all in and never mind the consequences'. Never mind the disturbance or the nuisance of extensive development traffic in our relatively quiet backwater, I really feel sorry for those poor folk in the proposed access closes for what they will have to endure and devaluation of their properties.</p>	<p>were held in public and examined a number of concerns raised in regards to this site.</p> <p>However, the consultation on the development brief has sought to engage local residents' views on what the issues, and opportunities, are that a development proposal for this site must take into account.</p> <p>The scheme remains subject to planning permission, during which there will be further opportunities for local residents and other interested parties to provide input.</p>
Janice Archard		<p>We are totally against the building of 120 dwellings on the Oakwood Football pitch, these fields are playing fields, and would be lost with the development. I see there is no provision for pitch for training and matches for Oakwood Youth Team, they currently use the pitch on the next field to the main Oakwood Pitch.</p>	<p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process, which included several stages of public consultation and the independent examination of the Local Plan. The proposed allocation of the site was debated at the examination hearing sessions, which were held in public and examined a number of concerns raised in regards to this site, including the loss of playing fields.</p> <p>Negotiations will take place to ensure the reprovision of Oakwood Football Club takes into account the needs of the growing club and its future potential. The requirement of provision of the 3G junior pitch, in</p>

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			addition to the replacement of the Club's existing senior pitch forms part of this.
		There is no way that amount of traffic could use Tinsley Lane, already there is too much traffic on Gatwick Road, and the traffic uses Tinsley Lane as a short cut, it is difficult to get onto Gatwick Road from Tinsley Lane. Birch Lea is far too narrow for possible 200 cars to use daily, the road is not wide enough, and the side verges are narrow, it would not be possible for 2 cars to pass, the detached houses and bungalows in the Birch Lea close, have only space for one car on the drive, so they currently park on road, where would they park. We live opposite Birch Lea and it is very difficult to come out of the drive, it would be impossible with the amount of traffic out of Birch Lea. It would be a road traffic accident waiting to happen. Another route going onto the Gatwick Road should be made.	<p>Concerns relating to access at Birch Lea and Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p>
		How will Tinsley Lane/Birch Lea/Kenmara Court cope with the engineering work, traffic and lorries during the construction period it would be very dangerous.	All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which

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			could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.
Ms. Patricia Rogers		<p>I noticed in your brochure you mention our land as rural with established property.</p> <p>It is used as a rat-run and I was the victim of a road rage verbal abusive attack. The day time weekday parking allowed is too lengthy and doesn't enable a gap to be used.</p> <p>If you go ahead, please keep the numbers and disruption to be sensitive.</p>	<p>Concerns regarding the existing traffic and parking issues are noted.</p> <p>All new development in Crawley is required to not cause unreasonable harm on the amenity of the surrounding area and be of high quality design to protect and/or enhance the character of the existing area. Final housing numbers will be determined through the Planning Application process based on scrutiny of the evidence provided as part of the Application. For example, amongst other things, a full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site, which will need to assess the impact of the development in relation to transport.</p>
Hayley Edwards		<p>I would like to submit the below comments regarding the development of 120 houses on Oakwood Football pitch, off Tinsley Lane, Three Bridges.</p> <p><b>Access:</b> Access via Birch Lea close is <b>not</b> suitable. Even if the road is to be widened. Already the residence of Birch Lea Close have had their fences and walls knocked down by the small amount of cars who current use this close. An increase in traffic would cause further destruction to these gardens and borders.</p>	<p>Concerns relating to access at Birch Lea are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to</p>

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		Could access not be obtained via the road between the Toyota Garage and Easy Haul?	support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.
		<p><b><u>Oakwood Pitches and Clubhouse:</u></b> The preferred set up would be <u>option one</u> keeping the clubhouse away from houses in Kenmara Close. Any disruption from evening use of the clubhouse would hopefully be less noticeable with the clubhouse backing on to the woods.</p>	Preference for the clubhouse to be located furthest away from existing residents is noted. The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.
		<p><b><u>Tinsley Lane &amp; Parking:</u></b> Another concern would be the increased traffic to the lane. Already we are used as a short cut at 5pm when Gatwick Road is busy, causing huge risks to local children and animals in the lane.</p> <p>We also experience numerous vehicles being parked along the lane during the week from employees of Easy Haul and surrounding industrial units. This will only get worse when the development starts and builders park locally. The lane cannot cope with this.</p>	<p>Concerns raised regarding Tinsley Lane are noted, and will be considered as part of the Transport Assessment. In addition, a Travel Plan will also be a requirement of the planning application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter</p>

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			to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.
		<p>That said... a child's play area, allotments additional tree planting and maintenance of open space would bring a lot to the community and would be much appreciated.</p> <p>Having been a local resident of Tinsley lane for 10 years I am passionate about maintaining the high standards we have within the lane. The TLRA do a fantastic job and their views along with the local residence should be listened to very carefully. We live here day in day out and know the impact this development would have on the immediate area and our own dwellings.</p>	<p>Support for a children's play area, allotments and additional tree planning and maintenance of open space is noted.</p> <p>The importance of the TLRA's involvement in minimising the harm and optimising the benefits of a scheme to develop this site is recognised in the Development Brief, which requires targeted discussions to be held with them as key stakeholders (Chapter 10: Other Considerations – Community Consultation).</p>
Mr. H. Wycliffe		<p>Before proceeding with the development east of Tinsley Lane, I suggest making first improvement to flow of traffic through the lane. At present, parts of Tinsley Lane are used for free parking by people working in Manor Royal Business Park.</p> <p>For about two years now, the Residence Association has been asking the Highway Department to break up - with yellow lines - the long stretch of parked cars at the north end of Tinsley Lane. It is necessary now to have to reverse, passed a long line of parked cars, to give priority to oncoming traffic. (METROBUS gave up coming through Tinsley Lane).</p> <p>The problem is worse at rush hour, when the lane is used as a by-pass - of heavy traffic in Gatwick road - by cars heading for the motorway.</p>	<p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport and traffic implications.</p>

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Maria Edwards		<p>I should like to offer my comments on the Tinsley Lane Development Brief. Whilst I accept that more houses are needed, it is always difficult to please everyone when building in an established residential area. I find two proposals in particular that I think could be changed for the better.</p> <p>Site Access The proposed access through Birch Le and Kenmara Court will cause residents in these areas extreme disruption, the roads will become more hazardous, they will suffer noise and fumes from passing traffic, loss of the privacy they currently enjoy in the existing closes and will also no doubt experience loss of roadside parking.</p> <p>Both roads are narrow and I believe, unsuitable for through traffic. Additionally, by using these two roads as access points will bring traffic right into the middle of Tinsley Lane, this in addition to the existing traffic from residents plus the traffic from Manor Royal using it as a "cut through", will make the Lane hazardous for pedestrians, Cyclist (Tinsley Lane is part of the local Cycle route) and other traffic.</p> <p>Would it not be possible to make access points at either end of the lane, for example – next to Eezehaul and at the top of Harewood Close? Possibly by purchasing some properties? Alternatively, could something be done to bridge the railway line and have access points onto Crawley Avenue at the site of the existing Oakwood site?</p> <p>During the actual building process, these access points would be horrendous and extremely hazardous, bringing heavy plant and</p>	<p>Concerns relating to access at Birch Lea and Kenmara Court are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the Planning Application process. A planning application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p> <p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.</p>



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		traffic into the heart of the area over a long period. Please reconsider these access points.	
		<p>Relocation of Oakwood Football Club</p> <p>Oakwood has been on its current site for a number of years, many neighbouring properties have shielded their home from the lights and noise of the club and everyone appears to be on good terms and accepting of the current situation. Moving to the proposed site would affect more residents than it presently does with noise, traffic, parking and lights. I believe moving the club to the old Redifussion site will cause more problems for more residents than it would if it were left at its current location.</p>	<p>Whilst the site has been assessed through the Local Plan examination has having capacity for both the football club and housing development, the noise studies undertaken as part of the evidence base for the Local Plan showed the parcel of land to the north as being significantly affected by the noise levels associated with the Goods Yard. As such, noise sensitive uses, such as residential, must be located as far away from the sound source as possible. It is unlikely that the noise levels could be sufficiently mitigated to acceptable levels which would allow for housing to be developed on the northern field adjacent to the Goods Yard.</p> <p>There may be benefits, which will form material planning considerations through the development proposals, to the relocation of the Football Club to the northern half of the site and concentrating the housing to the south, subject to detailed design and layout to address the other Local Plan policies' requirements.</p>
Sean Varley		<p>In relation to the above planning application I would like to voice my opinions and concerns with the development.</p> <p>Proposed access via Birch Lea The access from Tinsley Lane which really is not a full two lane highway is going to be extremely tight and into a very quiet</p>	<p>Concerns relating to access at Birch Lea and Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be</p>

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		<p>residential street. With what you are proposing, in reality this will result upwards of 200 extra cars when finished and huge construction equipment during the process, a very ill thought out programme, which must not be allowed as proposed at present.</p> <p>This extra traffic and noise to Tinsley Lane is going to cause absolute chaos and destruction of what is one of Crawley's very few tree lined, single road green property residential locations. It is bad enough at peak times at the moment with people using the lane as a cut through from Gatwick Rd during rush hour with cars racing down the road at up to 60mph, now this will be continuous throughout the day, with more traffic and construction equipment.</p> <p>The construction itself is going to cause at least two years of destruction before life ever turns back to any kind of normality and in the process you have ruined an entire area of green, trees, woodland, fields and quiet seclusion and caused untold stress to the residents.</p> <p>Most recently the planning office have allowed a day nursery to open at the bottom of Birch Lea which now again at peak times has upwards of ten cars dropping small children off and collecting them, why was this allowed and how is this efficient and logical planning when you are now going to increase traffic daily and allow huge construction equipment down the road on top of peak rush hour traffic, huge container lorries which are lost on Manor Royal and frequently come down and block up Tinsley Lane and existing residents. Planning at its worse in my eyes.</p> <p>This whole development should be stopped until an alternative to Tinsley Lane is found as an access option, this is an ill thought out</p>	<p>required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p> <p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes. This has been set out in the Development Brief.</p>

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		<p>plan destroying one of very few pretty residential areas in Crawley, by previous planners and new ones who have already given the town the label one of the ugliest town in the UK, your credentials as qualified planners should be taken away from you as there is nothing well planned about this development or anything recently planned in Crawley... the new street signs of manor royal are perfect example of ugly decisions which this department has already passed making the town look like a cheap theme park.</p> <p>Tinsley lane should not be used as the access to this site before during or after the construction as it is utterly unsuitable for this purpose and anyone who has visited Tinsley lane would if they had any sense see this for themselves, access to the site must be found from an alternative location for this ill thought out development to be even remotely viable.</p> <p>As a resident of Tinsley Lane of 10yrs and a council tax payer I would like all of the above points taken into consideration and hope someone can finally see sense in coming to a decision that previous planning regimes have wrongly made.</p>	
Mr. C. and Mrs. M. Moore		<p>We wish to raise our concerns over this development because of the increased traffic it will make on Tinsley Lane.</p> <p>Exiting our close at the best of times is hairy as there is a blind dog leg in Tinsley Lane that obscures oncoming traffic and due to the increase flow of traffic on the industrial area more vehicles are using the lane as a cut through. Also a huge increase in the amount of cars at a unit in Maxwell Way is causing parking problem around the area.</p>	<p>Concerns relating to access at Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport</p>

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		We think serious consideration should be given to find an alternative route into and out of the development site to make better for present and future residents as we are facing a possible 150-200 cars using this site in the future.	Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.
Maxine and Wayne Tantrum *** attached email set out in Appendix C below.		<p>As residents in Kenmara Court, Tinsley Lane we have a number of concerns as detailed below regarding the Tinsley Lane Development Brief Consultation Draft July 2016 issued by Crawley Borough Council in support of the Local Plan for 2015 to 2030.</p> <p><u>Section 4 – Key Policy direction 2: Sports Facilities</u></p> <p>Potential layout option 1 (Page 14) &amp; Potential layout option 2 (page 15)</p> <p>Both of these options have shortcomings.</p> <p>The layout of option 1 would seem most preferable in providing a noise buffer for both existing and new residents from the Goods Year, which has caused considerable noise disruption in recent years resulting in numerous complaints, it would still mean that the siting of the clubhouse is only 42 metres from our property boundary and therefore has the potential for further noise disturbance as well as access difficulties when the clubhouse and football club facilities are in use. We also have grave concerns with regards to noise from use of the football pitch (which will then be much closer to a larger number of existing properties) and the 3G pitch together with worries about light disturbance from the floodlighting that will be used for these facilities.</p>	<p>Concerns regarding both indicative options for the layout of the sports facilities are noted.</p> <p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>A management plan with the Football Club will be required as a planning condition and/or through a S106 Agreement. The Development Brief will be amended to refer to this.</p>

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		<p>Option 2 is unacceptable as this seems to provide far fewer parking allocation for the club, and the new clubhouse would be sited far too close to existing properties. There was previously a clubhouse on this site with resulted in numerous noise complaints and was one of the factors involved in the closing of the Thomson social club.</p> <p>There needs to be some clarification on what the expected uses of the proposed new facilities for Oakwood Football Club are:</p> <ul style="list-style-type: none"> <li>➤ In relation to hours of operation for activities,</li> <li>➤ Seasonal operation,</li> <li>➤ Parking spaces to be included bearing in mind predicted usage,</li> <li>➤ Access control for the area to limit disruption effects on existing residents, including their access to/from their properties</li> <li>➤ Noise and anti-social measures to be undertaken by users/hirers of the club's facilities,</li> <li>➤ A complaint handling process.</li> </ul> <p>We already have problems with noise and littering when the clubhouse is used for events, and fear that with additional usage that the new facilities will no doubt attract that this will increase.</p> <p>We would like clarification on whether there will be any gates at the entrance to the new Oakwood facilities; and if so what form this would take as if access is to be made via Kenmara Court this may have an impact on our properties from an outlook perspective.</p> <p>Following our meeting with CBC Planning Department and Amec Foster Wheeler at the council offices on 23<sup>rd</sup> May 2016, we did email Angus Martin at AFW with a third option for the siting of the clubhouse along the back edge of the west side of the north field,</p>	

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		meaning that it would be approximately 90 metres from any existing properties, a copy of this is now enclosed***, but to date we have not received any response whatsoever.	
		<p><u>Section 6 – Site Access (page 24), &amp; opportunities and constraints plan (page 6)</u></p> <p>The proposed site access for the new development is shown with Birch Lea and Kenmara Court providing the access routes. I note that WSCC highways authority considers both of these routes to be achievable, but am staggered that this is being considered as the layout of Birch Lea with its blind corners and S bed design already makes navigating this road troublesome, and would leave existing residents of Birch Lea with the unenviable task of having to reverse blindly into on-coming traffic to exit their properties. This will be an even more difficult task with the anticipated additional 180 plus vehicles from the new housing development.</p> <p><b>Kenmara Court</b>, - we are bemused to see that the whole route of current access to Oakwood is now classed as Kenmara Court, since the houses on either side coming up from Tinsley Lane have addresses of "Tinsley Lane" and only the two properties we currently own (Stepping Stones and Copper Beeches) are actually denoted as Kenmara Court in our property deeds. If this additional roadway is no defined as Kenmara Court, has the road been adopted by the local authorities? If so, they should be maintaining it, which currently they are not, as it is in a very poor state of repair. The state of the road will prove difficult if this becomes an access route during the construction of the development, and we do not believe that it is currently able to withstand heavy lorries using this</p>	<p>Concerns relating to access at Birch Lea and Kenmara Court are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the Planning Application process. A planning application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p> <p>Kenmara Court is used in the Development Brief to describe the access road as it is the link from the site to Tinsley Lane. Neither Kenmara Court nor the access route to Oakwood Football Club are currently adopted highway.</p>

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		<p>road. Damage already caused to the road is mainly from the delivery lorries that go to and from the current Oakwood Football Club site.</p> <p>With regards to the new development via this route it seems that no proper consideration has been made to current use, intended use for the Oakwood and the new development and how this will be achievable. If the siting of the new Oakwood Football club facilities take either of the proposed options, access in and out of our properties will undoubtedly become unmanageable, let alone with the addition of traffic coming to and from the new houses at the south end of the field if people find that getting out of Birch Lea proves difficult.</p> <p>Kenmara Court currently consists of two five-bedroom houses with parking for 2/3 vehicles each and a turning area with access via a narrow lane bounded on one side by neighbouring fences and the other by mature trees. The properties that border along this area from Tinsley Lane (112/114 Tinsley Lane) have right of access to the rear of their properties via Kenmara Court, meaning that it is not viable for use to change the entrance to our properties without lengthy legal negotiations with these owners. With parking at a premium throughout Crawley our properties would be devalued by the reduction of available parking spaces. (This was an option proposed by Angus Martin of Amec Foster Wheeler when we attended a meeting at Crawley Borough Council on 23<sup>rd</sup> May 2016.)</p> <p>We feel that the only way to determine the impact of any access routes for the new development would be to have an independent traffic survey completed, this should be carried out as soon as</p>	

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		possible, but not, as previously has been the case, in school holidays as this does not give a true indication of the volume of traffic using the lane. Survey data needs to be collected at peak times, from 7:30am to 9:30am and then from 4:30pm-6:30pm at both ends of the lane, i.e. where it meets Maxwell Way, and also where Tinsley Lane meets Gatwick Road. This route is frequently used as a "rat run" for people to avoid any congestion along Gatwick Road, which means that the volume of cars using the land, not just residents, is far greater at these times.	
		<p><u>Section 6 – Parking standards (page 25)</u></p> <p>There are already considerable issues in relation to parking within the Tinsley Lane area. Many properties do not have sufficient off road parking for the number of vehicles in their properties, and therefore currently use on road parking for this overspill. Parking in the Manor Royal area is limited which means that employees from nearby businesses use Tinsley Lane and the surrounding closes as parking and walk to their places of business. To further aggravate this problem we also suffer from people using the area as a "free airport parking" option, leaving their vehicle parked whilst they go on holiday.</p>	<p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>
		<p><u>Section 7 – Key policy direction 5 – Noise</u></p> <p>Clearly it is necessary that consideration be given to the impact of noise on the new development, since existing residents have already had lengthy dispute with the council concerning the noise disruption from the local Goods Yard, but we feel that greater emphasis needs to be given to this matter. At present under "Noise</p>	<p>A developer can only be required to mitigate the impacts from their own development or to ensure it is acceptable – they cannot be required to mitigate existing impacts. However, the Development Brief includes wording encouraging any noise attenuation measures to also</p>



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		<p>Mitigation Measures" there are only suggestions for the developer to consider these options, we feel that these noise mitigation measures should be mandatory and further in-depth investigation into how best these can be achieved should be undertaken and reviewed prior to the development starting.</p>	<p>reduce the noise impact on existing residents, wherever possible.</p> <p>The new development must not make the existing situation significantly worse.</p>
		<p>Our greatest concern for this development is the impact it will have on our day to day lives, not only during the construction stage, but also on completion in relation to the noise impact, access to our properties and the changes to the quiet and secluded area in which we live. Having chosen to move to a non-estate area of Crawley in 2001, we are now in a position where the area is going to be transformed into a mini-estate and potential access problems</p>	
Gary Worthington		<p>In response to the Tinsley Lane Development Brief draft dated July 2016, I have some comments (including some objections) regarding it's content which I would like to be taken into account as part of the consultation:-</p> <ul style="list-style-type: none"> <li>• The brief seems to be incomplete and does not provide enough details regarding the proposed buildings, their style and layout.</li> <li>• Proposed housing described vaguely in brief do not look to be in keeping with existing Tinsley Lane residential property. Housing pictures show three storey buildings (page of Development Brief) whereas existing Tinsley Lane properties are a mix of bungalows and two story buildings.</li> </ul>	<p>The final design and layout of a scheme will be for the Planning Application to propose, the purpose of the Development Brief is not to impose restrictions beyond the Local Plan policies, but instead to advise how these can be implemented and provide greater guidance.</p> <p>Densities and designs will be assessed on the basis of detailed evidence, including infrastructure capacity, design and character context and environmental constraints, which will need to be submitted as part of the Planning Application to justify and explain the detailed design and layout.</p> <p>In forming a conclusion that open space is surplus to requirements, it is firstly necessary to understand whether there is a need for the site to be used for an</p>

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		<ul style="list-style-type: none"> <li>• The quantity of proposed buildings in the Central Land parcel is based on open space requirements which are felt to be incorrectly calculated.               <ul style="list-style-type: none"> <li>○ Open Space requirements detailed within the brief seem to be based on not only the proposed building areas, but feel they incorrectly include existing Tinsley Lane residential property areas and football pitch areas.</li> <li>○ Due to the lower density of people per area in the existing residential property area, than the proposed building area, the existing residential area should not be included when calculating the number of people that can be accommodated in the proposed building area. Proposed building area will as a result have a much higher density of people per area.</li> <li>○ Are the proposed football pitches and Summersvere wood included in the open space calculations? Only a limited number of locals will use the football pitch facility and will be mostly used by people outside of the area.</li> <li>○ Summersvere Woods contains bats and although ok for dog walkers, should not be opened as generalised parkland as these are protected. Has no environmental research been conducted on this woodland when considering this new development?</li> </ul> </li> <li>• Access to Tinsley Lane is already limited and not suitable for the additional traffic caused as a result of proposed buildings, let alone that required for new pitches which will increase traffic</li> </ul>	<p>alternative open space use before it is lost. Therefore, the open space calculations include the existing population of the Tinsley Lane catchment area due to the identification of deficiencies in existing open space types (such as play area and allotments) within the location of the development site. This is required to offset the loss of the existing open space as part of the planning policy analysis which was undertaken as part of the Local Plan examination.</p> <p>The open space calculations relate only to the provision of new allotments, amenity green space and children's play space. They do not include the re-provision of the Football Club, although the requirement for a community use agreement expands the opportunities for this facility to be used by other parties.</p> <p>Nor does it include the opening up of the woodland for public access, although this is considered new semi-natural greenspace provision, should public access be agreed. The Development Brief requires the submission of an ecological survey to be undertaken as part of the Planning Application. The wording of the Brief has been amended to clarify the outcomes of the ecological survey will determine the suitability of the woodland for public access and the recommendations to ensure there is no loss or deterioration of the ancient woodland and no harm to protected or priority habitats or species.</p>

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		greatly. Bus service already also cancelled on lane, possibly due to inability to access road due to industrial Estate workers leaving their cars on the lane?	Concerns relating to traffic volumes on Tinsley Lane are noted. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. A Travel Plan will also be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. This should include consideration of whether the bus service could be resumed in this location, or whether there is an alternative.
Sharon Wright		<p>As a resident at the Northern end of Tinsley Lane I to have the following concerns regarding the July Consultation Draft of the Tinsley Lane Development Brief issued by Crawley Borough Council in support of the Local Plan for 2015 to 2030.</p> <p>1. Noise Pollution</p> <p>We currently already have to deal with noise from The Gatwick Goods Yard, Industrial Estate and the Airport which seems to be getting worse all of the time.</p> <p>I have concerns with regards to the new proposed 3G Pitch which would be behind my house and would be used all times of the day or evenings, also the floodlighting. The proposed Club House and parking would also bring its own set of issues. The Club House needs to be as far away from the current properties as possible as this has been a big issue in the past where there was lots of noise</p>	<p>Concerns regarding both indicative options for the layout of the sports facilities are noted.</p> <p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>The Development Brief requires measures to be taken to ensure there is a good standard of amenity for existing and new residents with respect to noise, including consideration of proximity of games to rear gardens. A management plan with the Football Club, for use of the clubhouse and pitches, will be required as a</p>

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		and antisocial behaviour. I also am concerned that the tree barriers that we currently have would be removed this helps with noise and is also provides security to the rear of our properties. This pitch needs to be as far away from our houses possible and screened off as to not cause a nuisance to current residents. The current character of our Lane will be completely ruined by these plans.	planning condition and/or through a S106 Agreement. The Development Brief has been amended to refer to this.
		<p>2. Traffic and Parking</p> <p>This is already a big issue at busy times of the day as cars use the lane as a cut through from the Gatwick Road. Cars speed down the Lane making it very dangerous and mount the curb because of all the cars parked down one side. leaving Maxwell Way onto the Gatwick Road is already very congested and building more houses is only going to make this much worse.</p> <p>As a Mother of 5 children I am very concerned with all the proposals especially from the safety aspect of my children walking to and from school and the general impact this will have on every day life.</p>	<p>Concerns relating to traffic and parking are noted.</p> <p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include a Road Safety Audit.</p>
Miss Jyoti Majithia		<p>I am writing in relation to the upcoming plans to build houses on the sports fields behind Tinsley Lane.</p> <p>I have gone through the brief at the library (thank you so much for placing a paper brief there - was much easier to go through) and I have the following comments:</p> <p>1. I am concerned that the development will worsen the traffic situation during rush hour. It is already difficult to exit Tinsley Lane</p>	<p>Concerns relating to traffic and access are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p>

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		at both ends (Gatwick Road and Maxwell Way) and the increase in road traffic will no doubt aggravate this. Can a solution be devised to improve the road layout and exit/entry/access points? (ref Direction 4)	<p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include solutions to address impacts on the wider highway network.</p> <p>Reference to Tinsley Lane-Gatwick Road junction and Tinsley Lane-Maxwell Way area has been added to the text in Section 6 (Key Policy Direction 4: Access, Transport and Parking – Transport Assessment and Travel Plan).</p> <p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes.</p>
		2. I am worried about the access to the site via Birch Lea because this road to me appears quite small and having trucks and lorries go there during the construction period could cause further disruption and noise.	
		3. I am also apprehensive generally because I feel that it is no longer going to be a quiet location, during construction and after. Already I struggle when the football club has events on because the	
			A management plan with the Football Club, for use of the clubhouse and pitches, will be required as a planning condition and/or through a S106 Agreement.

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		music from there can be heard from my flat and it is very upsetting. (ref Direction 5)	The Development Brief has been amended to refer to this.
		4. Is there a proposal for how parking will be dealt with? At the moment, it seems that employees from around the industrial area park on the residential roads making it difficult for residents to go in and out of the roads. If this is not considered for the new development, you could have a similar problem.	<p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference in the Development Brief for this site to the parking standards set out in the Urban Design SPD, confirm these should be considered a minimum given the site's context. The standards in the SPD relate to the size of dwellings.</p> <p>This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>
		5. Will the houses be built with environmental sustainability in mind so they use low/zero carbon energy? What will happen to the waste during construction?	Chapter 3 Key Policy Direction 1: Residential Development expands upon the Local Plan Policies which require sustainable design and construction to ensure the development addresses climate change (for example Local Plan Policy ENV6, ENV7 and ENV9). It will also need to be in conformity with the policies in the West Sussex County Council's Waste Plan 2014 (Policy

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			W23) and Crawley Borough Council's Climate Change Supplementary Planning Document.
		<p>6. I have very little interest in football but would cherish the use of a playground/park/place space (with monkey bars and an outdoor gym) if there was one - is this something that can be considered? (ref Direction 3)</p> <p>Please could you acknowledge receipt of this message before the deadline (so that I don't wonder if it has gone into your junk folder)? Then in due course, I hope you can allay any concerns I have with as much detail as you can offer.</p>	Support for a play area is noted. The Local Plan policy allocation requires this to be provided within the development scheme.
Mrs A Millar		<p><b><u>Traffic and Access</u></b></p> <p><i>I feel that the increase in cars and traffic flow for this new development has been underestimated. It ignores the reality that already in Tinsley Lane and adjoining Closes not all dwellings are occupied by single family households with one or two cars. Many one-bedroom flats are occupied by two people, each owning a car. Many houses are occupied by multi-generational families with 4-6 cars and due to its proximity to Gatwick Airport there are many HMOs, again with 4-6 cars. This trend is likely to be mirrored in the new development with serious implications regarding the number of parking spaces allocated and the flow of traffic into Tinsley Lane.</i></p>	A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.
		<p><b><u>Safety implications of using Birch Lea as the access road</u></b></p>	<p>Concerns relating to traffic and access are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation,</p>

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		<p><i>Birch Lea, even if widened, will still be unsuitable to cope with the increase in traffic from the new development. It presents a safety hazard for the following reasons:-</i></p> <ul style="list-style-type: none"> <li>- <i>A blind S-bend prevents drivers exiting some drives from seeing traffic coming up or down Birch Lea and vice versa. This could lead to collisions.</i></li> <li>- <i>There is no pavement or useable verge on the north side of the Birch Lea.</i></li> <li>- <i>Houses in Birch Lea do not have the necessary space to park all their cars on their property and many have no alternative but to park on the road. This will cause further obstruction to the flow of traffic.</i></li> </ul> <p><i>Given the age of the road, constructed to serve ten houses in a Close, (with probably one car per household at the time) can the foundations be expected to cope with the vast amount of heavy plant and construction site traffic which will have to use it?</i></p> <p><i>What compensation is envisaged for the residents affected?</i></p> <p><i>An access road from Crawley Avenue onto the south field with a left turn only into the site and a left hand turn only out of it would seem to be a logical and cost effective solution and thus avoid vehicular access onto Tinsley Lane.</i></p>	<p>and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p>
		<p><b><u>Sports fields and noise</u></b></p> <p><i>The proposed new Oakwood club house on the north field will be a source of noise from the discos, wedding parties etc which they intend to hold there. It must therefore be sited well away from</i></p>	<p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a planning application. The layout options provided in the draft development brief were for the purposes of receiving feedback as part of the</p>



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		<p><i>existing houses and strict conditions on hours and type of use be imposed.</i></p> <p><i>By its very nature the 3G pitch is designed to be used in all weathers and to maximum capacity. To protect existing residents from continual annoyance from noise and floodlighting, it should be situated as far away from existing houses as possible and effective noise and light screening should be provided.</i></p>	<p>consultation and have been removed from the final document.</p> <p>The Development Brief requires measures to be taken to ensure there is a good standard of amenity for existing and new residents with respect to noise and floodlighting, including consideration of proximity of games to rear gardens.</p>
Mrs. D Browning		<p>I am writing to express my concerns regarding the proposed development of Tinsley Lane as outlined in the Tinsley Lane Development Brief Consultation Draft dated July 2016.</p> <p>As a resident of the Northern end of the lane my concerns are as follows;-</p> <p>1. THE LOCATION AND PROPOSED USE OF THE 3G FOOTBALL PITCH AND CLUBHOUSE.</p> <p>In an area already blighted by excessive noise from the Goods Yard, Eezehaul and Mitsubishi as well as road noise from Gatwick Road and aircraft noise from Gatwick Airport.</p> <p>I suggest the 3G pitch and Clubhouse be located closer to the new housing development as these properties are being built to mitigate the impact of noise and light pollution. Additionally the hours of use of the 3G pitch should be restricted.</p>	<p>Concerns regarding the location of the sports facilities are noted.</p> <p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>The Development Brief requires measures to be taken to ensure there is 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.</p> <p>The suggestion relating to introducing restrictions to prevent this parking from being used for commercial purposes is noted. It is considered this can be addressed through the management plan with the Football Club and conditions attached to the planning</p>
		<p>2. OAKWOOD FOOTBALL CLUB PARKING.</p> <p>The car park is directly behind the gardens of the properties adjacent to the pitch and I believe that Oakwood provide parking for users of Gatwick Airport. The use of Oakwood facilities for</p>	

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		<p>"commercial parking" means there is the potential for cars coming and going at all times.</p> <p>If this type of commercial activity is to continue then it should be subject to planning and strict controls restricting access to the car park during unsocial hours. Additionally all trees and hedges bordering residential properties must be retained to help screen the existing properties.</p>	<p>application. The Development Brief has been amended to incorporate this as part of the management plan with the Football Club.</p>
		<p><b>3. WATER DRAINAGE FROM THE PITCH AND CAR PARK AREA.</b></p> <p>There should be adequate water drainage from these areas away from existing residential properties so that there is no adverse impact on them. When we were building a conservatory the building inspector insisted on installation of a much deeper soak away due to the high water table in this area.</p>	<p>The Development Brief requires a sustainable drainage system to be established as part of the overall design layout for the site to enable effective drainage of surface water and this will require connections to surface water drains or underground storage tanks.</p>
		<p><b>4. CAR PARKING AND INCREASED TRAFFIC FLOW IN TINSLEY LANE.</b></p> <p>There are cars parked at the North end of Tinsley Lane every working day, this is due to overspill from the Industrial Estate or people who have parked their cars and gone on holiday.</p> <p>It is difficult to manoeuvre the car when we enter or leave our drive and the increase in traffic will only make this much worse, particularly when the Lane is being used as a rat run during peak times.</p>	<p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief, and the reference in the Development Brief for this site to the parking standards set out in the Urban Design SPD, confirm these should be considered a minimum given the site's context. The standards in the SPD relate to the size of dwellings.</p> <p>This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>

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		<p>5. EXITING TINSLEY LANE.</p> <p>There are problems when exiting the lane at the <b>Gatwick Road</b> junction at peak times of the day, particularly when cars are turning right onto Gatwick road as there is not enough room to pass to enable cars to turn left at the same time.</p> <p>There is the added complication of lorries turning into the lane to enter Eezehaul, these often block the road whilst waiting to gain access to their site.</p> <p>The only other option is to exit at <b>Maxwell Road</b> which again is a very busy exit onto the slip road and can be extremely difficult at certain times of the day. The increase of traffic can only result in an ever increasing problem to residents who have to leave the lane at peak times.</p>	<p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include solutions to address impacts on the wider highway network.</p> <p>Reference to Tinsley Lane-Gatwick Road junction and Tinsley Lane-Maxwell Way area has been added to the text in Section 6 (Key Policy Direction 4: Access, Transport and Parking – Transport Assessment and Travel Plan).</p>
Kirsty Gordon ***** attached information and photographs set out in Appendix C below.		<p>As residents of 3 Birch Lea, Three Bridges, Crawley, West Sussex, RH10 8AR we are writing in strong opposition to the changes of our beautiful cul-de-sac.</p> <p>In addition to the general concerns presented by our residents' committee there are some very keen points that we have highlighted below. We feel that the current proposals in terms of the planning for access to these new dwellings is not joined up and this is the primary reason for our objections.</p>	
		<p><b>Traffic concerns</b></p> <p>The developments planned are not just housing. Improvements are planned to the Oakwood F.C. facilities, green space, recreational facilities and the ancient woodland area Summersvere Woods as</p>	<p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to</p>

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		<p>well as the potential for the provision of allotments. These additional changes will increase the number of non-residents visiting the area which in turn produces additional traffic for the surrounding roads as well as for the specific access road selected.</p> <p>We would like to understand what work has been done to address concerns raised previously regarding the effect on traffic of serving more than 100 units through Tinsley Lane; itself only 5m wide, with much on-street parking, which will only be partially remediated by current plans to increase double yellow lines at the West end of the Lane towards the congested junction of Gatwick Road and Tinsley Lane.</p> <p>We would also like to understand plans in place to follow up on the recommendation by the Amec Foster Wheeler "Technical Note: Tinsley Lane Further Noise Assessment Work on behalf of The Homes and Communities Agency document" dated March 2015 to carry out</p> <p><i>"a detailed assessment of noise, including noise from road traffic using the A2011; from rail traffic on the railway line to the east; and at the industrial area and from all other sources of noise in the industrial area"</i></p> <p>in order to put forward a</p> <p><i>"Detailed design, layout and mitigation package for a future development on the site" with specific regard to the impacts of building work on the existing residents such as ourselves.</i></p>	<p>access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements.</p> <p>A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. This will include solutions to address impacts on the wider highway network.</p> <p>A Noise Impact Assessment is required to be submitted as part of a planning application. The layout and design of the scheme will need to adhere to the recommendation of this assessment.</p> <p>All new development is recognised to have an impact during construction. However, this matter would be considered as part of the Planning Application and a construction management plan would be required which could, for example, restrict hours of activity and access routes.</p>
		<p><b>Specific changes to the cul-de-sac</b></p>	<p>Concerns relating to traffic and access are noted.</p>

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		<p>We understand that of the three proposals put forward by Fell Frischmann in their May 2014 Technical Note – Site Access Design along Birch Lea, the Highway Authority has considered that one option can be considered “reasonable” however, this was in response to concerns over using an alternative access route. We do not believe that enough consideration has been given to what the widening of Birch Lea and provision of a single 2m wide footway on one side of the road will mean both as an access point and to the current residents of Birch Lea and the immediate neighbours in Tinsley Lane. The Design Standards for residential road footpaths as per the Transport Advice Portal (<a href="http://www.tapiht.org">www.tapiht.org</a>) state:</p> <p><i>“Continuous 2.0m wide footways on both sides of the carriageway may not be required but at least one footway is to be provided. A 2.5 metre verge shall be provided to accommodate the usual underground services alongside the carriageway, where a second footway is not provided.”</i></p> <p>Advice is also provided on the speed limits of access roads, we urge the council to consider and propose changes to the speed limit within Birch Lea and Tinsley Lane to accommodate pedestrian safety concerns regarding the removal of grass verges and provision of only a single footway.</p> <p>From a personal perspective, reducing the grass verges brings traffic dangerously close to our property; as parents of a 2 and 5-year-old we are already worried about this situation. Properties on the opposite side of the road do not have a footpath at present and vehicles regularly mount the kerb to round the corner when cars are not parked up on the existing verge.</p>	<p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. The Transport Assessment will include a Road Safety Audit.</p>

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		<p>We would also like to understand the detail of any studies conducted of Birch Lea in terms of visibility standards for the "Visibility Splay" not just at the junction of Birch Lea and Tinsley Lane, but also for residents exiting their driveways.</p> <p>There is a referenced visibility splay annotated on one map provided, but this is only for the main junction at the end of the road but no mention of how the removal of the grass verges will affect visibility for residents exiting their driveways.</p> <p>We feel, given the increase in traffic post development and potentially during construction that this needs to be considered and factored in to any decisions on the viability of Birch Lea as an Access Road.</p>	
		<p><b>Photographic Evidence of Birch Lea</b> Photographs contained within the Tinsley Lane Development Brief Consultation draft July 2016 document do not provide an accurate view of using Birch Lea as an access point.</p> <p>You will note that the photographs that I refer to do not show a single vehicle parked on the road. The photographs attached in Appendix A of this letter show a more realistic view of parking within the cul-de-sac and the concern here is that most dwellings do not have off road parking for more than one vehicle. We ourselves have 3 cars, one of which has to be parked on the road.</p>	Photographs received are noted.
		<p><b>General questions regarding the proposal and process to date</b> The Additional Site Consultation Housing Development Consultation Report</p>	Further work was undertaken following the "additional sites consultation" for the Local Plan, and this information was scrutinised as part of the Local Plan

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		<p>(<a href="http://www.crawley.gov.uk/pw/web/PUB206680">http://www.crawley.gov.uk/pw/web/PUB206680</a> ) examines opinions and views about additional housing sites that could be included in the Local Plan before it is formally submitted for inspection.</p> <p>Within this document we found references to Tinsley lane – it is classified as an area requiring ‘further work’ in order for it to be considered. We ask that any such residual open questions are answered, and if this further work has been completed, we ask for the evidence thereof. Gatwick Airport Expansion.</p> <p>We also looked at Topic Paper 2 Housing Need for the Crawley Borough Council Local Plan 2015 – 2030- <a href="http://www.crawley.gov.uk/pw/web/pub228699">http://www.crawley.gov.uk/pw/web/pub228699</a>. Within this document it clearly states that the housing needs assessment carried out</p> <p><i>“incorporated the housing needs associated with the current operation of Gatwick as a single runway, two terminal airport.”</i></p> <p>As set out in Topic Paper 1: Future of Gatwick Airport and implications for the Local Plan, whilst the Local Plan has been prepared on the basis of ‘business as usual’ growth at Gatwick Airport, once a final decision is made at a national level on the future of airport runway capacity in the South East a review of the Local Plan is likely to be triggered.</p> <p>This will factor in the need to update the projections for housing and employment needs.</p> <p>We firmly believe that there is an argument stating that the area proposed is very close to the proposed second runway, that there</p>	<p>examination. The Inspector concluded that the site was suitable for allocation as a housing and open space site. The evidence considered during the examination can be found on the council’s website: <a href="http://www.crawley.gov.uk/crawley2030">www.crawley.gov.uk/crawley2030</a></p> <p>The final conclusions of the Inspector are set out in paragraphs 38 – 44 of the Report on the Examination into Crawley Borough Local Plan 2015-2030 (2 November 2015) Martin Pike BA MA MRTPI.</p> <p>All development proposals allocated within the Local Plan include consideration of the current position in relation to Gatwick Airport: as a single runway airport but with land safeguarded for the potential runway expansion should this be agreed. In order to ensure that possible future noise sources are taken into account, sites allocated in the Local Plan and any development proposals are assessed against the noise contours which have been modelled on the basis of a second runway at Gatwick, as based upon ERCD report 0308 and published by the CAA (2003). This will ensure that all Local Plan site allocations are “future proofed” against the possibility of a second runway at Gatwick Airport in the future.</p>

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		have already been building works underway (Steers lane) in close proximity to the proposed additional runway and that, should the proposals go ahead, there will be more residents impacted by the Gatwick expansion. We would like to suggest that the proposed developments are held off until the Gatwick expansion is either confirmed or rejected. We also reviewed Topic Paper 1 Future of Gatwick Airport & Implications for the local plan.	
		<p>Further to the concerns above regarding impacting local residents, the following document (<a href="http://www.crawley.gov.uk/pw/web/pub228698">http://www.crawley.gov.uk/pw/web/pub228698</a>) talks of reviewing the local plan upon the receipt of the government's decision on the additional runway, and provides various possible outcomes of the government's review:</p> <p>1. A Second Runway at Gatwick</p> <p><i>"any further residential housing in the northern part of the borough would be restricted due to unacceptable noise impacts. It should be noted that all housing allocations in the current Local Plan have taken into account the anticipated impact of noise arising from a wide space second runway; Consider the infrastructure implications of a second runway and additional development, in conjunction with planned growth in the area; Consider the implications for land use changes surrounding the new airport boundary"</i></p> <p>We feel that this supports our concerns regarding traffic. An additional second runway would of course have implications on the local road network, which would have a negative impact on not only Tinsley lane but on the residents of the proposed development as</p>	<p>Whilst the general concerns raised relating to the development of this site ahead of a final decision in relation to Gatwick Airport are noted, national planning guidance requires local planning authorities to meet the housing, and other development, needs arising from their own areas as far as they are able to. Through the Crawley Borough Local Plan, it was determined that Crawley is only able to meet around half of its projected needs within the borough.</p> <p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process. The proposed allocation of the site was debated at the examination hearing sessions.</p> <p>In particular, the Crawley Borough Local Plan was considered in the context of the uncertainty in relation to possible future runway expansion of Gatwick Airport. The approach is taken that development which has been identified within the Plan can be accommodated in the case of a second runway, particularly in terms of</p>



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		<p>well as other users of the road network (buses included) there would also potentially be an increase in the number of trains in and out of the airport. Both of which would have a negative impact on not only Tinsley lane but on the residents of the proposed development.</p> <p>2. No Second Runway and Lifting of Safeguarding (of land)</p> <p>The majority of the land safeguarded for a second runway would not be appropriate for housing due to the impact of noise from the existing single runway. However, some additional sites for housing to extend the northern residential areas may become available and could contribute to meeting Crawley's housing need. Should this be the eventual outcome, it makes much more sense for a synergised strategy for developing this area of Crawley in terms of housing that would look at the area as a whole, both the available land and the changes needed to local infrastructure / public amenities such that transport links and community support in its various forms are catered for.</p> <p>We therefore suggest that the specific Tinsley Lane development proposed is NOT considered as part of the local plan until any decision is made regarding the second runway due to the unknown impact the second runway would have on the existing infrastructure without any additional residential developments with the natural increase in traffic.</p>	<p>noise, in order to meet the high housing need arising from the borough.</p> <p>The overall impact of traffic generated by the allocations in the Plan were assessed by the Highways Authority and Highways England, and subject to debate at the Local Plan Examination. Any future development following a decision on whether or not there is to be a new runway will be subject to the same cumulative assessment.</p>
		<p><b>Drainage report</b> The 2012 Drainage Report submitted by Pell Frischmann (PF) which states in its introduction</p>	<p>The Development Brief requires the submission of an up-to-date utilities and drainage assessment as part of the planning application.</p>

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		<p><i>"Pell Frischmann has been commissioned to prepare highways and drainage reports to assist in the development process (instruction no MC/EASE/CAHB/2 refers)."</i></p> <p>This report is already 4 years old and relies on a Thames Water Sewer Impact Report which is dated July 2000, which is now 16 years out of date.</p> <p>We request that the Pell Frishmann report be reviewed with regards to a more recent set of data than that which was provided by Thames Water 16 years ago.</p> <p>Sixteen years ago the proposed developments looked very different to those currently proposed and therefore we consider any such evidence or corresponding data to be invalid. (the referenced report written by Thames Water 16 years ago could as easily been a report about a different piece of land and a different development.)</p> <p>**** (Figure 1 attached)</p> <p>Whilst there may be no material change in Thames Water's position since this last correspondence, even though the plans have changed significantly in the interim, we do not feel that these exchanges represent a detailed study by Thames Water or any real intention by PF to conduct a detailed investigation and provide thorough documentation to provide the HCA with enough information on which to base any decisions.</p> <p>This in itself calls into question all of the studies conducted by PF on behalf of the HCA and is a great concern to us as residents directly affected by this development.</p>	<p>The Development Brief highlights the requirement for targeted discussions to be held with the utility providers, in Section 10. Furthermore, following the consultation on the Development Brief, Section 9 has been amended to include a more explicit reference to the need to liaise at an early stage with Thames Water as wastewater infrastructure provider.</p>

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		<p>We feel that this represents a half-hearted attempt at conducting a study and does not reflect the importance of this decision or the impacts it will have for those directly affected.</p> <p>Furthermore, Section 4.24 of the HCA Submission document states:</p> <p><i>4.24 The HCA will be prepared to provide a Sustainable Urban Drainage system (SUDS) in accordance with the requirements of the Flood and Water Management Act 2010 as part of any development.</i></p> <p>One of the key specifications of the requirements of the Flood and water management act is that the Sustainable Urban Drainage system is maintainable – this will come at a cost and as no actual plan for the type of surface water drainage solution to be developed has been completed, we fail to see how the HCA can be sure that the maintenance cost for any such system will be manageable. Again, the necessary detailed investigations and planning appear to be lacking.</p> <p>Within the actual Drainage Report (Appendix 6 to the HCA Submission document) it states:</p> <p><i>Surface Water drainage Thames Water has confirmed that the principles established within their hydraulic study are no longer current. Thames Water has stated that the developer is to agree a drainage strategy with both Thames Water and the SuDS Approval Body at the initial design stage. Provided that the discharge to the public sewer is restricted to the greenfield rate of 5 litres / second / hectare, Thames Water would not be able to refuse the connection.</i></p>	

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		<p><i>Certain improvements to the existing network may however still be required, and Thames Water may wish to limit the rate of development to allow time for improvements to be made, as part of the planning consultation process. By suggesting this, rather than making the developer responsible for securing these upgrades, it is implied that any such improvements would be at Thames Water's cost.</i></p> <p>We feel that by way of a casual email (no formally drawn up documented agreement) the HCA are stating that Thames Water would absorb a cost is unreasonable (especially given the date of the correspondence). We have found nothing documented which states that the discharge will be restricted to 5 litres per second per hectare.</p>	
		<p><b>Noise pollution</b>                      At present traffic within Birch Lea is limited to residents and those who refuse to use the Oakwood FC, car park. The increase from the new dwellings will make the front bedrooms of our property very noisy (especially in the summer when windows / vents need to be left open).</p> <p>In addition, the proposal as mentioned above currently aims to bring the traffic closer to our property by removing the grass verge. Grass verges in addition to tree roots help with drainage problems, we find it hard to believe that at a time when many towns and cities are looking to increase grass and trees, and even so soon after we ourselves have been encouraged to plant trees along the grass</p>	<p>Concerns relating to the potential noise impact of passing traffic along Birch Lea and the loss of grass verges are noted. These will be considerations as part of a Planning Application.</p>

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		<p>verges of our cul-de-sac, that the council are proposing to simply remove them.</p> <p>The benefits of grass verges are well known; aside from visual aesthetics, there is the more important point of increased safety for pedestrians, a space for street lights, and other public amenities. Verges are also often part of sustainability for water conservation or the management of urban runoff and can provide useful wildlife habitat. Snow that has been ploughed off the street in colder weather is stored on the verge by default.</p>	
		<p><b>Community</b></p> <p>We have a fantastic sense of community within Birch Lea, but in addition some very elderly residents. The risk to these residents in terms of movement and security at present is mitigated by the closeness of the residents in Birch Lea as well as the care that all residents take when driving.</p> <p>The current proposal will denigrate the sense of community and safety.</p>	Concerns relating to the sense of community are noted.
		<p><b>Safety</b></p> <p>On a personal note we bought our current property because of the area and the safety of living in a cul-de-sac. The cul-de-sac environment was a critical factor during our search of properties and it's also a key feature that estate agents highlight in their advertising. We wanted a property to make a home and provide a safe environment for children. As mentioned previously we have two children now, one is in school and the younger one will follow (Gatwick School) - we have also spent a great deal of money</p>	<p>A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. The Transport Assessment will include a Road Safety Audit.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation,</p>

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		<p>making our home a home. We cannot believe that the only option for access to the new development needs to ruin not only a great community but also our dreams and all of the planning and expense that we have outlaid.</p> <p>We could not see anything in your proposal regarding the safety aspects of using Birch Lea when snow or ice is present. As residents for 10 years we can assure you that this alone should prevent Birch Lea from even being considered. The road camber, inclination and bend make for incredibly hazardous driving. We request that this specific concern is addressed by the Highways Authority and any subsequent review.</p>	<p>and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p>
		<p><b>Wildlife</b> We often have deer walking up and down Birch Lea. It's an amazing sight and we and our children never tire of seeing them (even though we can't have any flowers outside the front of our property) It would be devastating to see this wonder removed from our lives. An excerpt from Section 4.2 of the HCA Submission document:</p> <p><i>4.2 The site includes Summersvere Wood, a large wooded area which provides visual and acoustic screening between the site and the railway to the east. The wood is currently in poor condition and access is restricted. It does however offer an opportunity for recreational use and the HCA would prepare a Woodland Management Plan, to improve the wood's biodiversity offering and to allow public access.</i></p> <p>Summersvere Wood is an Ancient Woodland not just a wooded area. It serves the community more than just as a visual and</p>	<p>The ancient woodland designation is recognised in the Local Plan and the development brief. An ecological survey is required to be undertaken to advise the design and layout of the development scheme and any pedestrian access provision to the woodland.</p> <p>The Development Brief acknowledges the need for maintaining a buffer zone between development and the ancient woodland. This should be a minimum of 15m, but the details should be established by the ecological survey.</p>

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		<p>acoustic barrier between residents and the railway. We ask that any such woodland management plan must be formulated and submitted as part of this proposal as well as being approved by the Woodland trust or other government body especially given that this 'woodland management plan' forms part of an argument in favour of the development.</p> <p>Please refer to "Impacts of nearby development on ancient woodland – addendum" by Luci Ryan The Woodland Trust December 2012</p> <p><a href="http://www.woodlandtrust.org.uk/mediafile/100168353/Impacts-of-nearby-development-on-the-ecology-of-ancient-woodland-addendum.pdf">http://www.woodlandtrust.org.uk/mediafile/100168353/Impacts-of-nearby-development-on-the-ecology-of-ancient-woodland-addendum.pdf</a></p> <p>Section 4.38 of the HCA Submission document:</p> <p><i>The site is not known to be subject to any environmental, biodiversity or ecological designations beyond that of the Ancient Deciduous Woodland formed of Summersvere Wood, in this respect as is demonstrated on the proposed layout plan (figure 2), a buffer zone has been incorporated into the design to provide a clear degree of separation between the woodland and the built form. This is in line with guidance given by the Woodland Trust. Any ecological issues that could be reasonably expected to arise from a Greenfield site, such as reptile habitats could be dealt with by CBC by way of planning condition imposed on any future application.</i></p> <p>This buffer zone is later referred to as the AQMA (Air Quality Management area) Buffer zone. However, the actual guidelines from the Woodland trust suggest much more than buffer zones to</p>	

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		<p>reduce the negative impact of housing developments on Ancient woods. And Air Quality Management is not the only consideration. Within the Woodland trust document referred to above</p> <p><i>"Many papers suggest the planting of buffer zones to protect core woodland habitat from the impact of development, but very few give figures for the size of buffer zones and those that do range in size from 50m to 400m. Only one paper reviewed the effectiveness of buffers, and this related to fencing rather than planted buffers. This is definitely an area that requires further research."</i></p> <p>We feel that the current proposal has not looked at Summersvere woods as an individual entity, rather simply as an "Ancient Deciduous Woodland". As the Woodland Trust paper states:</p> <p><i>"Woodland is a finite resource and ancient woodland cannot be replicated once lost. It is important to understand each individual woods importance on a landscape scale as even small losses may have unforeseen impacts on other woods. Pressures from development are varied and are often not obvious, and without a thorough understanding of the ecology of individual woods these pressures are harder to predict and mitigate."</i></p> <p>The paper lists the following potential effects on ancient woodland from housing development (this doesn't necessarily take in to account the additional work that may be required on Water management facilities nearby or any changes to the road network)</p> <ul style="list-style-type: none"> <li>• Chemical effects</li> <li>• Disturbance</li> <li>• Fragmentation</li> <li>• Invasion by non-native plant species</li> </ul>	



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		<ul style="list-style-type: none"> <li>• Cumulative effects</li> </ul> <p>Only air quality is mentioned in the HCA submission. Furthermore, the woodland trust suggests that the "improvement work" proposed by the HCA Submission document may itself be detrimental to the woods As the Woodland Trust paper states:</p> <p><i>"4.2.2. Vegetation clearance When woodland is managed for recreational purposes an open understorey is often considered to add value, as it makes it easier for people to move around within the wood. 67 However, clearance of the understorey has a negative effect on woodland birds and other animals. "</i></p> <p><i>"Woodland now makes up such a small part of our landscape that even small losses may have irredeemable impacts on the flora and fauna found in an area. Furthermore, it is not an easy habitat to replicate as many of the species that make up ancient woodland are long-lived and slow growing, and do not respond positively to any disturbance. Woodland needs to be viewed from a landscape scale and not in isolation. The highly fragmented nature of the British landscape means that the removal of even a small part of woodland may have impacts on other pieces of woodland nearby."</i></p> <p>There is no mention in the HCA submission of the size and type of buffer zone suggested (i.e. if it is to be a planted buffer zone, which plants/trees would be planted – what guarantees are there that the buffer zone would not cause invasion by non-native plant species rather than prevent it) There is no concrete proof that buffer zones work – and the size of suggested buffer zones varies from 15m to 400m. Summersvere wood enjoys status as Ancient woodland</p>	

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		<p>within the revised Ancient Woodland Inventory for West Sussex carried out in the following document:</p> <p>A revision of the Ancient Woodland Inventory for West Sussex Report and Inventory Maps January 2010  <a href="http://sxbr.org.uk/files/Revised%20Ancient%20Woodland%20Report%20for%20West%20Sussex%20-%20including%20maps.pdf">http://sxbr.org.uk/files/Revised%20Ancient%20Woodland%20Report%20for%20West%20Sussex%20-%20including%20maps.pdf</a></p>	
		<p><b>Property value.</b>            Although this falls lower down the list and after our children's quality of life and safety, it is nevertheless a point to mention. It is a well known fact that Locations, such as cul-de-sacs, due their constraint on traffic and implied safety for children, are usually in higher demand and therefore are of greater value than houses on more frequently used roadways. After carefully selecting our property, spending all that we have to improve it there's a very great risk that the value will depreciate and more greatly if Birch Lea is used as an access and further if the changes to the cul-de-sac to make it into an access road is not carefully designed.</p>	<p>Whilst the concerns raised are noted, property values are not a planning consideration.</p>
		<p>***** <b>Appendix A</b>            Photographs of Birch Lea representative of current levels of on-street parking</p>	
Andrew and Helen Aitken		<p>We refer to your invitation to comment upon the development proposals for the land currently occupied by Oakwood Football Club. Our house fronts directly opposite Birch Lea, which even this</p>	<p>Concerns relating to Birch Lea and Tinsley Lane are noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation,</p>

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		<p>small close produces occasional traffic problems for us in more ways than.</p> <ul style="list-style-type: none"> <li>• In the hours of darkness we are frequently exposed to car headlights into our home.</li> <li>• The site lines make access and egress from our home particularly hazardous especially when vehicles are entering or leaving Birch Lea.</li> <li>• We currently enjoy a fairly quiet and safe environment outside the main rush hours that is particularly important having a young son. If the proposed development is approved then we will experience an additional few hundred cars on Tinsley Lane all entering and leaving directly opposite our home.</li> <li>• Even with the current traffic generated by the residents of Tinsley Lane, during the morning and evening rush hours there are generally extremely long delays in trying to exit Tinsley Lane at either end.</li> <li>• The proposed development of circa 120+ homes will generate an unacceptable traffic problem not only for us being opposite but for all the residents presently living in Tinsley Lane. It would be more acceptable if an alternative and safer access was found that did not exacerbate the current traffic problems.</li> <li>• We cannot believe that if this land was owned by a company in the private sector and not a Quango then this development proposal would have been dismissed a long time ago.</li> </ul>	<p>and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. The Transport Assessment will include a Road Safety Audit.</p>
Miss Sue Lau		Re: Tinsley Lane Development Brief	Concerns relating to Birch Lea and Tinsley Lane are noted.

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***** attached photograph set out in Appendix C below.		<p>As the residents of 92 Tinsley Lane, we are strongly Opposed to use Birch Lea as the main access for the new development on the sports fields.</p> <p>As a corner property we are deeply concern about the safely when we are reversing our cars!</p> <p>Having difficulties now as other cars &amp; vans parked along outside our property during working hours &amp; also cars stop in front of my driveway to giveaway to others on comings vehicles which caused problems driving in &amp; out of the drive area. It could be very dangerous as this development will increased approximately 250 cars along Birch Lea plus high speed cars &amp; vans, lorries which take the short cutting into Tinsley Lane to Gatwick Road.</p> <p>There is a road sign which says NOT SUITABLE FOR HEAVEY VEHICLES. For safety reason and regardless, there should be speed ramps in place to prevent incidents happening in the near future.</p> <p>Tinsley Lane is a beautiful area and well known for very old Oak and preserved Trees, thanks to all the residents still kept the trees in their front gardens which helps air quality and global warming and car pollution as we close to Manor Royal and petrolatum from Gatwick Airport.</p> <p>This development will chop down more trees and loose the green fields &amp; wildlife (Deers) will be trapped in the woodlands, the dog walkers end up in the woodland instead using the football fields. It will be very SAD to see all this happening!</p>	<p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access and highway arrangements will be determined through the planning application process. A Planning Application for this site will need to meet the requirements of the Local Plan policies in relation to access and transport along with satisfying the Highways Authority that the scheme can be developed to meet highway safety requirements. The Transport Assessment will include a Road Safety Audit.</p>

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		There are alternative access, this proposal has been put forward by Mr. I. Miller, Chairman of the Tinsley Lane Residents Association should be considered seriously.	
		There always have deers in Tinsley Lane. Picture of this Bambi was born in our garden this year. But sadly mum got kill by car 2 wks later after giving birth!  ***** photo attached	
Mrs. Fatma Chauhan		<p>As a resident at Kenmara Close I have the following concerns outline below regarding the July 2016 Consultation Draft of the Tinsley Lane Development Brief issued by Crawley Borough Council in support of the Local Plan for 2015 to 2030.</p> <p><b><u>Clubhouse</u></b> We have major concerns over the relocation of the clubhouse as when the previous one was there we suffered endlessly from the noise pollution that caused sleep deprivation not to mention the anti-social behaviour by its users. Experience with the previous clubhouse located on the northern field was one of excessive noise and anti-social behaviour that caused considerable nuisance to us.</p> <p>The previous clubhouse had no empathy for residents when they were generating an income from events held at the venue or simply having a party of their own where music was played to a high level where we could actually hear the lyrics to the songs being played.</p>	<p>Concerns regarding the clubhouse, football pitch and parking associated with the sports facilities and Football Club are noted.</p> <p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>Policies established within the Local Plan will ensure proposals are submitted with sufficient evidence to show how the scheme will not cause unreasonable harm to the amenity of the area. The Development Brief requires measures to be taken to ensure there is a good</p>


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		<p>On several occasions we asked that the levels of music be turned down as at the time we had very young children and we were subjected to abuse and a torrent of harassment thereafter.</p> <p><b>We had a serious of issues over a period from 1997 to 2003 – (some 6 years) and Crawley Borough Council's legal department were granted a Noise Abatement Order.</b></p> <p>We object to any clubhouse being positioned close to the residential area as the noise pollution will be impossible to live with as this has been the case in the past.</p> <p>We also object to any live outdoor events – as currently the live events that are held at the Oakwood Club can be heard all the way at Kenmara Close.</p> <p>What guarantees will you be placing that that does not occur again to any of the residents impacted?</p> <p>The clubhouse needs to be located as far away from any residents as possible. The Football Club will inevitably want to maximise its use not only for football related activities but also for wider commercial use particularly at weekends for social events, consequently the location of this building in either of the "potential" layout options shown is unacceptable as it should be located as far away from any residential buildings as possible.</p>	<p>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.</p> <p>Chapter 4: Key Policy Direction 2: Sports Facilities has been amended slightly to include cross-reference to the relevant Local Plan policies to ensure they are taken into account at an early stage of design. Explicit reference has been made to the requirement for proposals for the sports facilities to demonstrate how they have incorporated "Secure by Design" principles into the development to reduce crime, fear of crime and anti-social behaviour and disorder.</p> <p>Where proposals for noise generating development is located close to residential areas, they must adhere to the Local Plan Noise Annex, and will be required to appropriately mitigate noise impacts through careful planning, layout and design. Conditions on hours of use and management are also likely to be imposed.</p>
		<p><b>Football Pitch and Parking</b>– again noise is a major concern as is parking. There must be installation of noise reduction fencing and the pitch to be positioned as far away from the residential area as possible.</p>	

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Mrs K. Majithia		<p>I am very much concerned with the upcoming sports field development behind Tinsley Lane as I have been living in the area since 1994 with minimum disturbances and within a fairly quiet neighbourhood.</p> <p>I am not at all happy with the flood lights that are going to be coming through my back garden and kitchen window with considerable amount of noise from the clubhouse.</p> <p>It looks like this plan is imminent and so residences should be compensated with noise proofing and blackout blinds to prevent the bright lights entering their kitchens, lounges and bedrooms. I strongly oppose the idea of flood lights and noise from the sports ground car park to the back garden and request you to please reconsider the plans.</p>	<p>Concerns regarding the clubhouse, football pitch and parking associated with the sports facilities and Football Club are noted.</p> <p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>Policies established within the Local Plan will ensure proposals are submitted with sufficient evidence to show how the scheme will not cause significant harm to the amenity of the area. The Development Brief requires measures to be taken to ensure there is 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.</p> <p>Boundary treatment, such as landscaping and fencing will be a considered part of a planning application in order to ensure a good level of amenity is retained, for example through improved security and reduction in disturbance and noise, in line with the Local Plan policies. The Development Brief sets general design principles which seek to protect the amenity of existing residents along the boundary of the site. Further</p>

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			clarification has been included in relation to boundary treatment.
John Henderson		<p>As a resident of Tinsley Lane, I would like to register my concerns about the current plans for development of the playing fields behind the lane.</p> <p>Access. The proposed access via Birch Lea is surely inadequate and dangerous, due to the narrowness and bend. Upwards of 100 cars using this each day will surely bring problems, not least for the unfortunate Birch Lea residents. This surely needs rethinking.</p>	<p>Concern relating to access and traffic at Birch Lea and Tinsley Lane is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p>
		<p>Density/traffic The number of dwellings proposed means an enormous amount of extra traffic for Tinsley Lane each day. The access at each end is not great, with queues forming at peak times, particularly at the southern end on the exit onto Gatwick Road. This is exacerbated by the number of cars already using Tinsley Lane as a rat run to avoid queuing on Gatwick Road, often at speeds well in excess of the supposed limit. Given that extra residential traffic will be generated by the development, would some form of traffic calming measures be considered, to discourage "rat run" traffic and excess speeding?</p>	
		<p>Construction traffic Given the poor and narrow access currently proposed, construction traffic will be a problem. Tinsley Lane doesn't appear to be in great shape, and our house physically shakes when heavy lorries hit the bump in the road outside.</p>	<p>Developers cannot be expected to solve existing problems, but would be expected to restore any damage they caused. This will be a matter for West Sussex County Council as Highways Authority.</p>



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		Are there any plans to improve and upgrade the lane surface to cope with construction traffic, plus the increased "post development" traffic load?	
Karl Reed		<p>Please see my concerns regarding the Tinsley Lane Development</p> <p><u>Proposed Tinsley Lane Development – Concerns</u></p> <p>I write to you to voice my concerns regarding the proposed Tinsley Lane Development, in particular the use on Birch Lea as the main access to new the new development</p> <p>I am a resident of Birch Lea, I live with my wife and young daughter (4 years old) at 1 Birch Lea. We moved to Birch Lea in September 2015 from Langley Green. One of the main reason we choose to move to Birch Lea was the small cul de sac, family orientated environment offered by Birch Lea, and Tinsley lane</p> <p>We are in process of teaching our daughter how to ride her bike, and we use the turning circle at the top of Birch Lea to practise this. We are able to do this as it is currently a dead end, and we can observe traffic coming up the road.</p> <p>With the proposed access road this won't be possible as the access road will create a dangerous environment.</p> <p>One of the biggest concerns I have is that fact there are 2 blind spots on the road. From our drive way there is a blind spot which currently we can manage due to the fact that the road is a cu de sac. There have been occasions already that we have had to brake hard when reserving from our drive way.</p>	<p>Concern relating to access and traffic at Birch Lea is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p>

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		 <p>The risk of crashing will increase if the road is used as the main access, as for 120 dwellings I would imagine that this will mean approx. 200 cars will use this road at least twice daily.</p> <p>If the road was to be used as the main access then the increased road traffic will have an impact on children playing in the street as there will be an increase in the risk of serious injury.</p> <p>The road is currently used for light access to serve the people who live in Birch Lea, has any serious consideration been given to the suitability that it could be used for heavy traffic, and site traffic? It can not be considered suitable for heavy plant to use during the building of the development</p> <p>If the road was to be used for main access the noise pollution this would create would be huge, not to mention the effect on our air quality of Birch Lea. Also the use of Birch Lea as an access road would have an effect on the market value of our property, currently</p>	

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		<p>we reside in a quiet cu de sac, if it was to be converted to a main road this would devalue our property</p> <p>Has any serious consideration been given to the installation of a bridge from Forge Wood into the new development? This would be safest option in my opinion and would contain the new development. I understand that a property was looked at in Harewood close to be purchased and demolished to provide access, this would make a better choice as Harewood is a straighter road.</p> <p>Has any consideration been given to access to the site via the slip road on the A264? Again a safer option.</p>	
Mark and Pauline Adams		<p>Please find below feedback regarding the above brief :-</p> <ol style="list-style-type: none"> <li>1. The proposed access points are narrow and will cause significant issues for the local residents in terms of access and parking. Concerns over access for emergency services have also been raised.</li> <li>2. Access from Tinsley lane to Gatwick Road is already difficult and dangerous, particularly trying to exit during the rush hour as people are pulling out in front of speeding cars and taking risks in order to get out on to a busy road. This applies to both ends of the lane and is made worse with the lane being used by commuters as a 'rat run' to avoid traffic on Gatwick Road.</li> <li>3. Access to the site via the main roundabout on Gatwick road via traffic lights at the back of Eezehaul would reduce this risk at one end of the lane.</li> </ol>	<p>Concern relating to access and traffic is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport. The Development Brief has been amended to make explicit reference to the need for</p>

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>4. Increased traffic volumes will intensify the frustration and risk taking as the waiting times to exit on to Gatwick Road will increase as a result of the development.</p> <p>5. Increase access to community groups, charities, manor road employees will further increase the traffic in the lane and access issues.</p> <p>6. Access to the woodland via garden gates onto the back lane has been used for over 20 years on a regular basis and has become a daily route for walking dogs and providing access to sports and Club House facilities including, Oakwood and previously Virgin, Thompson and Edwards. Ideally in any new design this access should be retained to ensure continuity.</p> <p>7. Parking in the area has become an increasing problem and has reached a peak in recent weeks with constant traffic congestion on the lane due to parked cars on both sides of the road and in the side streets.</p> <p>8. Access across the railway via a foot bridge (or existing bridge with footpath) to the Grattons Park area would provide access to green areas, play areas shops and other facilities provided through the Forge Wood development and existing facilities at Grattons Drive. This should be considered to enhance the access, cycle and transport options.</p> <p>9. Houses overlooking our garden would be unacceptable and cause significant concerns for our privacy as the length of our garden is very short and people would be able to see into our house.</p>	<p>assessment of the impact the development would have on the Tinsley Lane junctions to the north and south.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site. The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p> <p>A Travel Plan will be a requirement of the Planning Application, to identify how the development will maximise the usage of sustainable modes of transport as opposed to the private car. The Development Brief has been amended to request this include exploring the feasibility of a footbridge over the railway.</p> <p>All new development in Crawley is required to provide or retain a good standard of amenity of all existing and future residents, this will include ensuring the maintenance of good levels of privacy, and the layout will take into account the shorter depths of some of the existing back gardens which lie adjacent to the site.</p>

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Respondent	Para/ Page no.	Comments	Council's Response
		<p>10. Not all residents are part of the residents association and therefore a potential gap in the Consultation process and feedback, how will this be addressed for those not included.</p> <p>When will the housing plan be available for review?</p>	<p>Formal consultation will be undertaken during the planning application process in accordance with the council's Statement of Community Involvement: <a href="http://www.crawley.gov.uk/sci">www.crawley.gov.uk/sci</a> . This will not be restricted to consultation with the Residents Association. For the purposes of the consultation on the Development Brief, the Tinsley Lane Residents Association advised they would undertake a letter drop and email notice to reach residents beyond the membership of the residents association. In addition, consultation will be undertaken, led by the applicant, prior to submission of a Planning Application.</p> <p>The timing of the submission of a Planning Application is not known, at this stage, to the council, although it is anticipated pre-application discussions and consultation will take place following the adoption of this Development Brief.</p>
Mr. Robert Kenneally		<p>I am writing to object to the proposed Tinsley Lane development. I must add at this point that I am 79 years old, and my wife is 74 years old. We are both not in the best of health.</p> <p>We live at the very last house at the north end of the lane, and as such our two main areas of concern are the traffic situation, and the proposed location of the sports field.</p>	
		<u>Traffic</u>	Concern relating to access and traffic is noted.

TINSLEY LANE DEVELOPMENT BRIEF			
Respondent	Para/ Page no.	Comments	Council's Response
		<p>We currently have a number of issues that affect us and our quality of life daily:-</p> <p>Illegal parking with little/ no enforcement of no parking areas.</p> <ul style="list-style-type: none"> <li>• As has been brought to your attention in the past, the Lane is used for overspill parking for businesses on the industrial estate. The cars often park on the areas with double-yellow lines</li> <li>• This has got noticeably worse since the school on Gatwick Road has opened, with people parking and waiting for children. They often litter.</li> <li>• People stopping on the yellow lines to rest/eat/drink alcohol. This happens almost nightly, with rubbish, fast food papers, alcohol bottles and even this week chemical containers. The council clear it every two weeks, but it encourages rats (which we are seeing more and more) and other vermin.</li> <li>• This often happens directly outside our house, making it very difficult to access our drive</li> <li>• We are very worried about our security.</li> <li>• The illegally parked cars make it even more difficult to get up and down the lane as the areas that should be for access are blocked</li> <li>• Cars from the industrial estate and now the school on Gatwick Road use this as a rat run.</li> <li>• These cars often go at speeds totally inappropriate for the lane.</li> <li>• Although signs stating 'Not Suitable For Heavy Goods Use', many trucks also use the lane for access</li> <li>• Little or no enforcement of the traffic rules by enforcement.</li> </ul>	<p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p> <p>All new development in Crawley is required to provide or retain a good standard of amenity of all existing and future residents, and the scheme must demonstrate how</p>

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Respondent	Para/ Page no.	Comments	Council's Response
		<ul style="list-style-type: none"> <li>Increased parking for the Oakwood facility will undoubtedly increase parking requirements on the lane.</li> <li>All weather pitches being used late will mean longer hours of on-road parking congestion.</li> </ul> <p>All of these points will be exacerbated by the increased volume of traffic. The proposed changes to the yellow lines will not change these issues.</p> <p>The situation has been made worse year upon year, with the council allowing expansion in Tinsley Lane by replacing single homes with blocks of flats, and a totally unrealistic allocation of off-road parking spaces in the developments. This has led to significant increases in on-road parking. There is no doubt in my mind that this was to maximise developers' profits at the expense of the quality of life of residents.</p>	<p>the design considers reducing crime, fear of crime, anti-social behaviour and disorder.</p>
		<p><u>Proposed move of the Oakwood football pitch and all weather pitches</u></p> <p>The current proposal puts the all-weather pitches and parking right behind the homes at the northern end of the lane, including ours. This has potentially massive consequences for all of us in the vicinity.</p> <p>Light pollution. The all-weather pitches are designed to be used all year around until 11PM. As such all year around there will be floodlights on. Many houses on the lane have bedrooms at the rear, and will be affected by this. Please note that I am unaware of any pitches in Crawley that have houses directly behind all-weather facilities. The Broadfield Stadium, Oriel High School, Ifield</p>	<p>Concerns relating to the location of the Clubhouse are noted.</p> <p>The proposals for the sports provision, including the clubhouse, must be designed to ensure a good standard of amenity is maintained for existing and new residents. Policies established within the Local Plan will ensure proposals are submitted with sufficient evidence to show how the scheme will not cause unreasonable harm to the amenity of the area.</p> <p>The Development Brief requires measures to be taken to ensure there is a good standard of amenity for existing and new residents with respect to noise,</p>

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		<p>Community College, K2 and Hazelwick School all weather facilities all have space between them and residences. There is no precedent for this in Crawley and it is unacceptable to us.</p> <p>Sound pollution. The same arguments for light pollution and proximity to residences are applicable, but the shouting and offensive language that happens at all of these facilities directly impact us and all houses at the north end of the lane.</p> <p>Our back gardens and patios will back onto this, and we, like many of the residents, enjoy spending evenings sitting in our gardens. The noise ensuing from the facilities will massively affect the ability of the residents to enjoy their homes.</p> <p>Although bad for us, it will be even worse for the families with children on the lane.</p>	<p>including consideration of proximity of games to rear gardens, floodlighting, access and parking.</p> <p>Where proposals for noise generating development is located close to residential areas, they must adhere to the Local Plan Noise Annex, and will be required to appropriately mitigate noise impacts through careful planning, layout and design.</p> <p>A management plan with the Football Club, for use of the clubhouse and pitches, will be required as a planning condition and/or through a S106 Agreement. The Development Brief has been amended to refer to this.</p>
		<p>One of the benefits of living on Tinsley Lane is that it has been a peaceful oasis giving a wonderful quality of life for the residents. Although we understand the need for new homes for people we do not believe that this should be detrimental to the quality of life of existing residents, and we fully expect the council to stand up for residents. In recent years we have seen little evidence of Tinsley Lane residents being considered during the planning process, with increasing population density, fewer off-road parking spaces per resident, approval for expansion of industrial units such as the Kia/Mitsubishi garage, without sufficient parking for their employees all eroding the living experience of residents.</p>	<p>Chapter 4: Key Policy Direction 2: Sports Facilities has been amended slightly to include cross-reference to the relevant Local Plan policies to ensure they are taken into account at an early stage of design. Explicit reference has been made to the requirement for proposals for the sports facilities to demonstrate how they have incorporated "Secure by Design" principles into the development to reduce crime, fear of crime and anti-social behaviour and disorder.</p>



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		The current plans do nothing but reduce the quality of life and exacerbate the existing issues we believe have been encouraged by the council. From our side the residents of Tinsley Lane have already been greatly let down by the council, and ask that you look again at the proposals and seriously evaluate the effects on the local community.	
Henri Man and Elina Man		I have the following concerns to raise over the Consultation draft dated July 2016. The voice of the Neighbourhood has been vocalised via the Tinsley Lane Residents Association and I would support their submissions as well as add the following comments:	
		<p>a) <b>Development harmful to the area:</b></p> <p>i. The development of the site in the manner suggested would urbanise a currently greenfield site and would be harmful to the currently undeveloped character and appearance of the area as well as the environment. The argument usually used to defend such development would be that a development would be such that it is considered an extension of the existing area.</p> <p>ii. However, in connection with (i) above, if developed, it would <b>not</b> form part of an extension to the existing built up area of Tinsley Lane because the development proposed would not be in accordance with the character of Tinsley Lane. In order for the development to so accord, the housing proposed would need to be predominantly bungalows, dormer bungalows and detached family houses with fair</p>	<p>National planning guidance requires local planning authorities to meet the housing, and other development, needs arising from their own areas as far as they are able to. The Crawley Borough Local Plan acknowledges Crawley has a significantly high housing need emerging from the existing population over the 15-year Plan period, and, due to land supply constraints, is only able to meet around half of the overall requirement. Evidence also highlights a need to provide smaller residential units to meet the requirements of the local residents.</p> <p>The principle of the site's development, for housing and open space, has been accepted through the Local Plan process, which included several stages of public consultation and the independent examination of the Local Plan. The indicative quantum of development has</p>

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Respondent	Para/ Page no.	Comments	Council's Response
		<p>space and garden area between. Whilst there are no planning applications to consider yet, it is doubtful that 120 dwellings can be built on the site in a layout that compliments and is appropriate with the existing area. Indeed, I feel that this needs to be emphasised as the risk otherwise is an estate sitting behind the existing Tinsley Lane. My concern is that this not strictly what the consultation directs and therefore the development can indeed be deemed harmful without the comfort that the development is in accordance with the character of the existing area.</p>	<p>been set by the Planning Inspector as part of his Examination into the Crawley Borough Local Plan.</p> <p>However, the Development Brief clearly states there is a need for the design of the site to consider the context and respect the character of the existing area. In addition, it also must avoid overdevelopment of the site and cramming of dwellings. However, this does not necessarily mean the existing form of development will be replicated.</p> <p>The Development Brief confirms that this number may change on the basis of detailed evidence, including infrastructure capacity and environmental constraints, which will need to be submitted as part of the Planning Application as well as the detailed design and layout.</p>
		<p>a) <b>Access:</b></p> <p>i. If access is made via Birch Lea and Kenmara Court, there is undeniable significant impact on the streetscape, namely an intrusive change to the street scene and will create a direct impact on the private and localised nature of the surrounding houses. Linked with the fact Birch Lea/Kenmara Court will become a through-Lane for an estate which is unlikely to be in keeping with the remainder of Tinsley Lane as raised in a) above, I am gravely concerned that the impact on local residents is not being emphasised here. Tinsley Lane is not being extended by the development, it is going to be engulfed/dominated by</p>	<p>Concern relating to access and traffic is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p> <p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site.</p>

TINSLEY LANE DEVELOPMENT BRIEF			
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		<p>it. Consequently, I must strongly emphasise that the only viable accessway should be from the roundabout at the junction of Fleming Way (past the Toyota dealership and around Eezehaul) into the north east corner of the sports fields. Regardless of what the developer must do to achieve this in terms of additional expense, given that they undoubtedly will not be building bungalows, dormer bungalows or family houses of the character, size and type found in Tinsley Lane, the savings they make by not doing this can be put toward a proper access that does not lead through narrow residential roads which will not sensibly, from a highways perspective, sustain additional vehicle use generated from 120 dwellings through creation of the access at Birch Lea and Kenmara Court.</p> <p>ii. If Birch Lea and Kenmara Court are used as accessways, the Council must do something about the state of the roads and ensure that they are maintained to support this enormous multiplier compared to existing use, and review parking allowances on the Tinsley Lane and surrounding roads. Alternatively any development should ensure there is one car parking space per bedroom plus guest parking built into the development. It is already dangerous enough navigating parked cars on Tinsley Lane with the current volume of residents and we need to seek to avoid adding to health and safety/road safety and blind spot issues encountered during peak hours.</p>	<p>This will need to assess the impact of the development in relation to transport.</p> <p>The existing issues relating to car parking along Tinsley Lane are noted in the Development Brief. This is understood to be something which is being addressed by West Sussex County Council separately to the development proposals for the allocated housing and open space site.</p> <p>The reference to the parking standards in the Urban Design SPD confirm these should be considered a minimum given the site's context. This will be a matter to be considered as part of the Design and Access Statement and supported by the Transport Assessment to be submitted as part of a Planning Application.</p>

**APPENDIX B: STATUTORY AND TECHNICAL STAKEHOLDER CONSULTATION REPRESENTATIONS RECEIVED AND COUNCIL RESPONSES**

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Respondent	Para/ Page no.	Comments	Council's Response
Manor Royal Business District		<p>Thank you for notifying us of the above Development Brief which is properly identified in the brief as adjacent to Manor Royal Business District.</p> <p>I hope the following comments are helpful. Page references are provided where relevant:</p>	
	<b>General:</b>	We would prefer for Manor Royal to be referred to as Manor Royal Business District to align to the re-branding of Manor Royal some years ago, as opposed to Manor Royal Business Park (as per page 4) or other derivatives.	Manor Royal Business Park is acknowledged to be an unused reference and consistency is preferable. However, as the Manor Royal Business District does not cover the whole of the Manor Royal Main Employment Area established in the Crawley Borough Local Plan, the terminology has been amended to reflect that used in the Local Plan, with the shortened "Manor Royal" subsequently used in further references in the Development Brief.
	<b>Page 8:</b>	We would be grateful, either formally referenced as part of this document or through any other due process, that the Manor Royal BID Company (MRBD Limited) as the representative group of the Manor Royal Business District be included as a formal consultee on significant and strategic development and policy matters affecting or near to Manor Royal Business District. This is in line with advice provided by British BIDs in respect of the role BIDs might formally have and contribute to the planning process.	This has been amended on p12 (Environmental Sustainability) and on p31 (Key Stakeholders) along with other known Manor Royal and economy groups.

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	<b>General:</b>	We recognise the pressing need for housing supply in Crawley that this development brief, in combination with other planned development in town, seeks to address. While recognising and supporting efforts to try and satisfy this demand we urge the Council to carefully consider how any housing at this location is planned to prevent conflicts with normal operations of those businesses located at the nearby eastern side of Manor Royal Business District. Should the quantum and design of housing proposed at this location leads to an increase in any "land use buffer zone" or impinges on the normal operations of established or new businesses locating to Manor Royal this would be unwelcome for the detrimental impact this would have on those businesses and the function of Manor Royal Business District as a premier mixed use business location as described in the Manor Royal Master Plan and other supporting documents including those of the BID itself.	Concern in relation to protection of employment land noted. Reference to Local Plan Policy EC4 is made in Section 7 (Key Policy Direction 5: Noise); further amendments have included reference in Section 8 (Key Policy Direction 6: Air Quality) and within Section 3 (Key Policy Direction 1: Residential Development – Development Quantum).
	<b>Page 14:</b>	Provision for Oakwood FC, a well-established and prominent sports club of the town, is welcome. So too is the mention of the potential for Manor Royal businesses and employees to benefit from the facilities provided. The need for a range of supporting facilities in Manor Royal is well-documented and where leisure facilities for Oakwood FC can be extended to be made available for community use, including those businesses and employees of Manor Royal, is welcomed. The Manor Royal BID would be open to conversations about what facilities might be provided and desirable and how they might be available to support the vitality and attractiveness of the Business District.	Support noted and engagement welcomed.
	<b>Pages 24 – 25:</b>	The Development Brief is right to both reflect the concerns of residents in respect of traffic and to mention the over-spill impact of demand from Manor Royal for parking on residential areas. We would also ask that	Reference to Tinsley Lane-Gatwick Road junction and Tinsley Lane-Maxwell Way area has been added to the text in Section 6 (Key

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		consideration is given to the impact any development will have on traffic in this area, which is already difficult and at capacity at peak times. It is important that developers are encouraged to consider the impact development would have on the Tinsley Lane-Gatwick Road junction to the North (near to the Eezehaul facility) as well as the Tinsley Lane-Maxwell Way-Bank Precinct-Gatwick Road area to the South. This is already a busy and congested road at peak times that has already been flagged by the Manor Royal BID as an area of concern. We are also mindful that there are air quality issues affecting the Hazelwick Flyover area. It is of critical importance that this is taken account of and that increased development and car usage does not increase pressure at these points adding to those problems already experienced. We would encourage both Councils, Highways and any developer to take the opportunity to consider how improvements to these junctions might be delivered through any development.	<p>Policy Direction 4: Access, Transport and Parking – Transport Assessment and Travel Plan). A bid to the LEP for highway improvements along the Gatwick Road corridor is also being developed, and the traffic impact on these junctions will be taken into account as part of this bid.</p> <p>The Hazelwick Air Quality Management Area is highlighted in Section 8 (Key Policy Direction 6: Air Quality), proposals will need to demonstrate how mitigation measures will be incorporated into the development to help address the objectives identified in the Air Quality Action Plan for the AQMA. It is anticipated this is likely to include measures to address traffic impacts. This is a detailed matter to be addressed through the Planning Application.</p>
	<b>Page 26:</b>	As previously mentioned, we fundamentally agree and support those policies of the Council that properly recognises and seeks to protect and not constrain employment uses, including existing and future industrial uses. Policy ENV4. It is vitally important that the economic function of the area is not constrained as a result of nearby any residential development.	<p>Support noted.</p> <p>Policy reference in the document is incorrect and has been amended to EC4.</p>
	<b>Page 28:</b>	On the issue of Air Quality Management, point 5 relates. It is important the proposed Air Quality Assessment is undertaken. It is important that the development does not increase levels of congestion on surrounding roads. Consideration of improvements to junctions to prevent increases in queuing traffic would help.	The Hazelwick Air Quality Management Area is highlighted in Section 8 (Key Policy Direction 6: Air Quality), proposals will need to demonstrate how mitigation measures will be incorporated into the development to help address the

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			objectives identified in the Air Quality Action Plan for the AQMA. It is anticipated this is likely to include measures to address traffic impacts. This is a detailed matter to be addressed through the Planning Application.
	<b>Page 31:</b>	We would appreciate the Manor Royal BID Company being included in the list of those stakeholder groups that ought to be consulted and targeted for discussion.	Noted, this has been amended along with other known Manor Royal and economy groups.
	<b>Page 32:</b>	Developer contributions ought to be sought for transport improvements to those junctions mentioned to mitigate additional pressure caused by the development.	This is a matter for detailed assessment as part of the Planning Application and will be advised by the Transport Assessment.
Crawley CCG		<p>Crawley CCG is pleased to respond to the public consultation regarding the Tinsley Lane proposed development.</p> <p>The Tinsley Lane housing development of 120 units has the potential of some 300 new residents which will register with a local GP practice. In this respect, several GP practices either in the town centre or to the east of Crawley have, over recent time, expanded their patient lists to the extent that any further development sites will have an impact on their ability to accept new patients unless improvements to their properties can be carried out.</p> <p>This will form part of forward CCG planning as we would not wish to see a dilution of NHS services which would disadvantage existing Crawley patients and those from new developments.</p> <p>Accordingly, it would be an advantage to have the benefit of a Section 106 developer contribution for NHS capital infrastructure improvements or</p>	Crawley Borough Council have published the Regulation 123 List alongside the adopted CIL Charging Schedule, and a supporting Guidance Note. The Regulation 123 List anticipates CIL will be used to enhance health provision to mitigate the cumulative impacts of development.

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		include this proposed development as part of Crawley Borough Council's overall CIL. (We can submit this application once a planning application is validated).	
Gatwick Airport Limited Aerodrome Safeguarding	Page 13	We note with thanks that on page 13 under 'Green Energy', it has been mentioned that the requirements of Gatwick Airport will need to be taken into account when considering green energy schemes.	Support noted.
	Page 31, section 10	Under section 10 on page 31, 'Other Considerations', 'Community Consultations' the statutory consultees have been listed, however Aerodrome Safeguarding at Gatwick Airport has been omitted. We are a statutory consultee under DfT/ODPM Circular 01/2003 'Safeguarding of aerodromes, technical sites and military explosives storages areas: The town & country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002. We would therefore request that we are added to the list.	Omission noted, and the list of statutory consultees has been amended to include Gatwick Airport Aerodrome Safeguarding.
	Page 31	Also on page 31 under 'Planning Applications Requirements', we would ask that the following be added:  '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:  <ul style="list-style-type: none"> <li>• Building heights &amp; design</li> <li>• Landscaping, SUDS schemes</li> <li>• Lighting schemes</li> </ul>	Additional wording as suggested has been included in the document under Planning Application Requirements.



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		<ul style="list-style-type: none"> <li>• Renewable energy</li> <li>• Crane &amp; construction equipment heights</li> </ul> <p>It is important that Gatwick Airport Ltd are consulted at an early stage of the design process and pre application enquiries are welcomed'.</p>	
		<p>We are always more than happy to work with yourselves and developers at an early stage of the design process to ensure that any potential issues can be resolved. Thank you for giving us the opportunity to comment on this document.</p> <p>Please be advised that these comments are without prejudice to the consideration of any planning application which may be referred to us pursuant to Planning Circular 01/2003 in consultation under the safeguarding procedure.</p>	
Natural England		<p>Thank you for giving Natural England the opportunity to comment on this Development Brief. Much of the detail of this document is beyond our remit as it seems unlikely to impact on any nationally or internationally designated sites.</p> <p>We have some concerns regarding the Ancient Woodland (Summersvere Wood). We note the comment on page 4</p> <p>"The wood is designated Ancient Woodland, currently with no public access, and will serve as significant natural asset to new and existing residents"</p> <p>and further details on Page 19</p> <p>"the integration of the woodland with the residential development may necessitate multiple points of pedestrian and cyclist access and to include</p>	<p>Advice in relation to the ancient woodland is welcomed.</p> <p>The Local Plan Policy H2 establishes public access of the woodland as part of the scheme. The Development Brief has sought to qualify this by requiring ecological and arboricultural surveys to be undertaken in order to establish how this can be done without harm.</p> <p>Footpaths already exist within the woodland, and the wording in the Development Brief has been amended to clarify there should be no new footpaths created, only improvements to the</p>

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		<p>a natural seamline between the two, such as through an internal road with a woodland flank. As a minimum, a principle point of access should be established as the main route into the woodland with secondary access points 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”</p> <p>We welcome the recognition that</p> <p>“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” (p19).</p> <p>It should be noted that increased public access for areas of ancient woodland may be inappropriate as it could lead to its deterioration and even destruction. Ancient Woodland is an irreplaceable habitat and</p> <p>“... planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss” (NPPF para 118). It is essential, therefore, that surveys are undertaken to ascertain the nature and quality of this woodland as early as possible and certainly before any decision is taken to incorporate it into an “Accessible Green Space” policy.</p> <p>Our Standing Advice on Ancient Woodland has more information on potential impacts and possible mitigation measures:  <a href="https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences">https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences</a></p>	<p>surfacing to protect the ecology and focus recreational use.</p> <p>Amendments have been made to clarify the wording of the Development Brief in order to reflect the Standing Advice and ensure the increased, more formalised, public access does not lead to its deterioration or destruction.</p>

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		Due to the current pressure of consultations on land-use proposals, plans and appeals, we have not been able to spend the time we would have wished to review and comment on your screening report. Nevertheless, I hope you find these comments helpful.	
Environment Agency		Thank you for consulting us on the above.  Having reviewed this document, we have no major concerns with its contents and we support the water efficiency requirement of "110 litres per person per day, unless this can be shown to be unviable or unfeasible" to address water stress.	Support for water efficiency requirement noted.
Eezehaul		I have read through the Tinsley Lane Development brief online and have previously discussed this with Beth Lester. A very comprehensive document with no new concerns raised from us over and above those already mentioned (drains and surface water run-off). We are named in the document as near neighbours to the proposed development site and are already in close contact with Iain Miller of TLRA with regard to this and other "neighbourly" matters. We have also met recently with Oakwood football club to make ourselves known to them as matters progress.  As is noted in the plan already, our concerns are largely regarding surface water run-off from the adjacent fields to Eezehaul's premises which have eroded our side road over time. We have met with your representatives who visited here and who understand fully what the issues are. Just to confirm, we will happily work with other parties as required to ensure these issues are resolved as the development unfolds. We are currently in the process of upgrading areas of our site including some areas which have been affected by drainage issues in the past. These works should be completed within a few months but should any development related drainage solutions require co-operation from our "side of the fence" then	Comments noted. The council confirm it will continue to maintain a line of dialogue with the operators to the north of the Tinsley Lane site and will encourage the applicants to ensure this forms an important element of the early engagement stage of design and layout as well as throughout the planning application and development stages. Information regarding adequate drainage and surface water runoff will be a requirement of the Planning Application.

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		we would need to gain landlord consent which I would advise may take some considerable time and be subject to the usual indemnities etc. But we are more than happy to work with all concerned to gain a workable solution for everyone whilst maintaining continuity of our operation here at Eezehaul.	
Highways England		<p>Thank you for your correspondence of 8 July consulting Highways England with regard to the Tinsley Lane Development Brief.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.</p> <p>Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case the M23.</p> <p>Having reviewed the Development Brief, the following comments should be noted:</p> <ul style="list-style-type: none"> <li>The Development Brief is in line with the Housing and open space site outlined in the Local Plan Policy H2 with 120 residential units, although it is noted 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</li> </ul>	Reference has been included to Highways England as a consultee for agreeing the scope of the Transport Assessment and Travel Plan in Section 6 (Key Policy Direction 4), and Highways England have been added to the list of statutory consultees in Section 10.

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		<p>and southern land parcels free for residential development and open space requirements.</p> <ul style="list-style-type: none"> <li>• It is also noted that although Birch Lea and Kenmara Court have been identified for providing access to the site, the applicant may wish to review alternative access options.</li> <li>• As such, it is requested that Highways England is added as a consultee on the scope of the Transport Assessment and Travel Plan at pre-application stage on page 24, as well as to the list of statutory consultees on page 31.</li> </ul> <p>I hope the above initial comments are of assistance and thank you again for consulting Highways England at this early stage in the development. If you have any queries on the above, please do not hesitate to contact me.</p>	
Thames Water		<p>Thank you for allowing Thames Water Utilities Ltd (Thames Water) to comment on the above.</p> <p>As you will be aware, Thames Water are the statutory sewerage undertaker for the Crawley Borough and are hence a “<b>specific consultation body</b>” in accordance with the Town &amp; Country Planning (Local Planning) Regulations 2012. We have the following comments on the consultation document:</p>	
		<p><b><u>Section 9 – Utilities and drainage</u></b></p> <p>Thames Water support the requirement for a utilities and drainage assessment as part of the planning application.</p> <p>A key sustainability objective for the preparation of Local Plans and development proposals should be for new development to be co-ordinated</p>	Support for the requirement for a utilities and drainage assessment as part of the Planning Application is noted.

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		<p>with the infrastructure it demands and to take into account the capacity of existing infrastructure. Paragraph 156 of the National Planning Policy Framework (NPPF), March 2012, states: <b><i>“Local planning authorities should set out strategic policies for the area in the Local Plan. This should include strategic policies to deliver:.....the provision of infrastructure for water supply and wastewater...”</i></b></p> <p>Paragraph 162 of the NPPF relates to infrastructure and states: <b><i>“Local planning authorities should work with other authorities to: assess the quality and capacity of infrastructure for water supply and wastewater and its treatment.....take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”</i></b></p> <p>The web based National Planning Practice Guidance (NPPG) published in March 2014 includes a section on ‘water supply, wastewater and water quality’ and sets out that Local Plans should be the focus for ensuring that investment plans of water and sewerage/wastewater companies align with development needs. The introduction to this section also sets out that <b><i>“Adequate water and wastewater infrastructure is needed to support sustainable development” (Paragraph: 001, Reference ID: 34-001-20140306).</i></b></p> <p>It is important to consider the net increase in wastewater [and water supply] demand to serve the development and also any impact that developments may have off site, further down the network. It is therefore important that developers demonstrate that adequate wastewater [and water supply] infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. Thames Water therefore support the requirement for a utilities and drainage assessment as part of the planning application.</p>	

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		<p><b>Section 9 – Sustainable drainage</b></p> <p>With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, watercourses or surface water sewer. It is important to reduce the quantity of surface water entering the wastewater system in order to maximise the capacity for foul sewage to reduce the risk of sewer flooding.</p> <p>Thames Water recognises the environmental and economic benefits of surface water source control, and encourages its appropriate application, where it is to the overall benefit of their customers. However, it should also be recognised that SUDS are not appropriate for use in all areas, for example areas with high ground water levels or clay soils which do not allow free drainage. SUDS also require regular maintenance to ensure their effectiveness.</p> <p>Limiting the opportunity for surface water entering the foul and combined sewer networks is of critical importance to Thames Water. Thames Water have advocated an approach to SuDS that limits as far as possible the volume of and rate at which surface water enters the public sewer system. By doing this, SuDS have the potential to play an important role in helping to ensure the sewerage network has the capacity to cater for population growth and the effects of climate change.</p> <p>SUDS not only help to mitigate flooding, they can also help to:</p> <ul style="list-style-type: none"> <li>• improve water quality</li> <li>• provide opportunities for water efficiency</li> <li>• provide enhanced landscape and visual features</li> <li>• support wildlife</li> <li>• and provide amenity and recreational benefits.</li> </ul>	<p>Comments in relation to sustainable drainage are noted. The development brief requires a sustainable drainage system to be established as part of the overall design layout for the site to enable effective drainage of surface water and this will require connections to surface water drains or underground storage tanks.</p>

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		<p><b>Section 9 - Specific Sewerage/Wastewater Infrastructure Comments</b> 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. These concerns are supported by an initial developer enquiry assessment carried out in March 2015. An updated drainage strategy would be required from the developer to determine the exact impact on our infrastructure and the significance of the infrastructure required to support the development in line with Section 9 –Utilities and drainage referred to above.</p> <p>It should be noted that in the event of an upgrade to our sewerage network assets being required, up to three years lead in time is usual to enable for the planning and delivery of the upgrade. As a developer has the automatic right to connect to our sewer network under the Water Industry Act we may also request a drainage planning condition if a network upgrade is required to ensure the infrastructure is in place ahead of occupation of the development. This will avoid adverse environmental impacts such as sewer flooding and / or water pollution.</p> <p>Thames Water recommends that developers engage with them at the earliest opportunity to establish the following:</p> <ul style="list-style-type: none"> <li>• The developments demand for wastewater/sewage treatment and network infrastructure both on and off site and can it be met; and</li> <li>• The surface water drainage requirements and flood risk of the development both on and off site and can it be met.</li> </ul>	<p>Thames Water's request to be engaged at the earliest opportunity is noted, and whilst the Development Brief makes a general requirement for targeted discussions to be held with the utility providers, in Section 10; Section 9 has been amended to include a more explicit reference to the need to liaise at an early stage with Thames Water as wastewater infrastructure provider.</p>
West Sussex County Council	Page 24	<p>Thank you for the opportunity to comment upon the consultation draft of the Tinsley Lane Development Brief.</p> <p><b>6. Key policy direction 4: access, transport and parking</b></p>	<p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the</p>



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		Page 24, Site Access section – WSCC's duty as Local Highway Authority, when considering development proposals, is to consider whether vehicular access to the site can be achieved safely and in accordance with the relevant highway design standards and guidance. Whilst WSCC have provided comments on the principle of the potential access arrangement as part of the Local Plan process, it would be for the developer to demonstrate as part of a planning application that vehicular access can be achieved via Birch Lea and Kenmara Court. Should applicants bring forward proposals for alternative access arrangements we will assess these against our normal criteria relating to highway safety and design.	developer as part of the Planning Application to address alternative access opportunities.
	Page 24	Page 24, Transport Assessment and Travel Plan section - as Local Highway Authority WSCC considers that in principle the local highway network is capable of accommodating the traffic generated by the proposed level of development without severe capacity or safety impacts, allowing for appropriate mitigation. This would however need to be demonstrated by the applicant through the transport assessment required as part of a planning application. The transport assessment would be expected to quantify impacts and identify mitigation requirements as indicated in this section of the Development Brief. As part of such an assessment WSCC would encourage applicants to discuss their proposals for access and mitigation of impacts upon the surrounding highway network at an early stage.	<p>The Development Brief requires the access points and detailed design of access routes to be discussed with WSCC at an early stage and for the scope of the Transport Assessment and Travel Plan to be agreed with WSCC and Highways England at pre-application stage.</p> <p>Further clarification has been added to the Development Brief, in Chapter 6: Key Policy Direction 4: Access, Transport and Parking – Transport Assessment and Travel Plan, which states that:</p> <p>“Mitigation measures proposed to address impacts upon the surrounding highway network must be discussed and agreed with WSCC at an early stage”.</p>

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		<p><b>7. Key policy direction 5: noise</b> It is worth noting that the proposed site is very close to a <a href="#">Noise Important Area identified by DEFRA</a> on the A2011 Crawley Avenue on the eastern side of Hazelwick roundabout. An interactive map of Noise Important Areas is available at the following <a href="#">link</a>. As the Local Highway Authority, West Sussex County Council is responsible for investigating any appropriate solutions to manage the noise generated by traffic and the Government requires us to investigate the results of the noise mapping and report back to DEFRA. To date we have had only limited resources to progress this work but for the purposes of the Development Brief it may be helpful to acknowledge the location of this Noise Important Area.</p>	Development Brief to be amended to add reference to need to assess impact of road noise, particularly from the A2011 to the south (where a Noise Important Area has been identified by DEFRA in close proximity to the site).
	Page 28, 1 <sup>st</sup> para	<p><b>8. Key policy direction 6: air quality</b> Page 28, 1<sup>st</sup> para – it is understood that the AQMA was formally designated in 2015, not 2013.</p>	The Development Brief has been amended to include 2015 as the formal date of designation.
	Page 28	Page 28, Air Quality Assessment section, 2 <sup>nd</sup> para – we suggest that the wording be adjusted so that it no longer appears to say that the Air Quality Assessment should "...demonstrate how the development will seek to avoid.....improving emissions...".	The paragraph has been amended to reflect the wording in the Policy, and now states:  "and should demonstrate how the development will ensure that air quality is not materially worsened, and is, where possible, improved..."
	Page 29	Page 29, Wider Air Quality Management Area considerations section, 1 <sup>st</sup> para – there is a danger that the wording "...such as a significant increase in traffic movements within the AQMA" may not carry much weight without a definition of what 'significant' means in this context. If that is difficult it may be preferable to remove the word 'significant' altogether.	Noted. The word "significant" has been removed from this sentence.

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	Page 31	<p><b>10. Other considerations</b></p> <p>Page 31 – Planning Application requirements section - in determining the need for an Environmental Impact Assessment (EIA), prior to a planning application, due consideration should be given to potential impacts of development and mitigation upon below-ground heritage assets. To inform those considerations we offer the following preliminary comments:</p> <p>The Development Brief site area is shown on the OS draft 1808 drawing, Horsham to Groombridge sheet. The map shows an early 19<sup>th</sup> century landscape, before the arrival of the railway, with isolated farmsteads and intersecting roads running north-south and east-west through the Weald. These draft maps show roads, tracks, farmsteads, larger areas of settlement, watercourses and larger areas of woodland relatively well but cannot be relied upon to depict field boundaries and smaller blocks of woodland accurately. Therefore, although 'Summersveres Farm' is shown to the north-west of the development site, the field boundaries bear no relation to the later tithe survey of Worth parish of 1842-43. The tithe map shows the woodland of Summersvere Wood (and Furze Field Wood to the south), the route of the railway to the east and field boundaries exactly as they are today. Given the difference between this and the 1808 draft map of 35 years earlier the 'detail' on the early 19<sup>th</sup> century map must be open to question. Furthermore, if the 1808 map is incorrect then the woodland and field boundaries could date back into the 18<sup>th</sup> century or even earlier.</p> <p>Although the development site has not been previously assessed in terms of its archaeological potential and is not within a WSCC Historic Environment Record Archaeological Notification Area, the proposed development of 120 houses together with sports pitches may have an impact on hitherto unknown below-ground deposits and features. Further east, the other side of the main railway line to London, archaeological field</p>	<p>The council has issued an EIA screening opinion confirming EIA is not required. However, an archaeological assessment will be required as part of the planning application. On this basis, the preliminary comments provided in relation to heritage are welcomed.</p>

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		<p>evaluation of the Crawley North East Sector proposals from 1997 onwards (latterly field evaluation taking place as recently as 2014) shows that deposits can survive from prehistoric times (features containing Early Bronze Age pottery) but, predominantly, there is a low to moderate likelihood of encountering dispersed evidence of medieval settlement and ironworking. In the case of the latter activity, the presence of the Gatwick Stream running south to north through the area south of Tinsley Green is likely to have influenced the siting of iron working/smelting activity but the Tinsley Lane development site on rising ground to the west of the stream still has potential for settlement activity.</p> <p>In EIA scoping or subsequent development mitigation proposals, provision for assessing, mapping and recording any such features should be made by planning condition, post-determination, in accordance with guidance in paragraphs 128 and 141 of the NPPF and policy CH12 of the Crawley Borough Local Plan 2015-2030.</p>	
Amec/ Homes and Communities Agency		<p>Amec Foster Wheeler are planning agents to the Homes &amp; Communities Agency.</p> <p>The Homes &amp; Communities Agency (HCA) support the Tinsley Lane Development Brief. As current landowners of the site, the HCA welcome the clarity the document provides both from a developer's perspective seeking to progress development of the site and from a planning policy perspective ensuring development addresses the policy principles set out in the Local Plan and the NPPF.</p> <p>Whilst Policy H2 establishes the potential for the site to accommodate 120 units, housing numbers attributed to allocations in the Local Plan are indicative rather than definitive. An initial capacity review of the northern portion of the site has shown that it has the capacity to accommodate the</p>	<p>Support for the Development Brief is noted.</p> <p>The indicative quantum of development has been set by the Planning Inspector as part of his Examination into the Crawley Borough Local Plan.</p> <p>The Development Brief confirms that this number may change on the basis of detailed evidence, including infrastructure capacity and environmental constraints, which will need to be submitted as part of the Planning Application as well as the detailed design and layout.</p>

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		sports facilities including sufficient car parking. The HCA believe that, subject to detailed design, potentially 150 units may be achievable on the remainder of the site. Proposals will be developed taking an informed masterplanned approach ensuring the requirements of the allocation are delivered where feasibly viable and practically achievable alongside environmental mitigation measures necessary to secure an effective development scheme. The HCA look forward to engaging further with key stakeholders and local residents on a draft masterplan in Autumn 2016.	
		The HCA are aware from early engagement with local residents that there are concerns regarding proposed access off Birch Lea and Kenmara Court. Whilst WSCC Highways Authority have deemed the accesses as suitable subject to design improvements, the HCA propose to undertake an assessment of all potential alternative access options, assessed against policy, environmental impacts, delivery feasibility, and costs. The HCA will share this information with local residents and Council officers in due course.	<p>Following feedback from the public consultation, wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required as part of the Planning Application to address alternative access opportunities. Intention to undertake an assessment of all potential alternative access options is noted and welcomed.</p> <p>Pre-application consultation with local residents and stakeholders is strongly encouraged and is required in the Development Brief.</p>
		The Housing & Planning Act was passed in May 2016 and has introduced Starter Homes into the UK planning system. Subject to financial viability assessments on the approved masterplan, the HCA anticipate the site as being suitable for accommodating an element of Starter Homes, the proportion of which will be negotiated with the Council alongside affordable housing requirements as part of the planning application process.	The Crawley Borough Local Plan Policy H4 requires 40% affordable and 10% low cost housing to be provided from all new residential development. The Policy expects 70% of the affordable housing to be in the form of Affordable Rent, or Social Rent where other forms of subsidy exist. The remaining 30%

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			<p>should be provided in the form of Intermediate Tenure. This policy reflects the most up-to-date evidence relating to Crawley's affordable housing needs and has been found sound through the Local Plan examination.</p> <p>CBC are awaiting further government guidance to advise in relation to applying Starter Homes as part of the housing mix, which is anticipated will be in the form of Regulations and the Housing White Paper.</p>
		The HCA look forward to continued joint-working with Crawley Borough Council on the delivery of the Tinsley Lane site.	CBC welcome the continued constructive and positive joint working with the HCA to seek to secure a high quality scheme for this site.
Sussex Wildlife Trust		<p>The following comments, related to biodiversity matters, are made on behalf of the Sussex Wildlife Trust.</p> <p>The comments are based on the documentation made available on the Crawley Borough Council website.</p> <p><u>Key Policy direction 3 – green infrastructure provision</u> This document presents four parcels of land for proposed development. The consultation draft currently states that the allocation requires provision for the enhancement and management for public access of Summersvere Woods. This parcel of land is designated as Ancient Woodland currently with no public access. To suggest public access before establishing what species are present within the woodland and how they utilise it is of concern to the Trust and not something we would advise.</p>	<p>The housing and open space allocation within the Local Plan does not include the ancient woodland within the development boundary. The plans within the Development Brief have been amended accordingly.</p> <p>However, Policy H2 does expressly state the development of the Tinsley Lane site must include enhancement and management of public access of Summersvere Woods, and the benefits from the provision of public access to the wood formed part of the open space justification for the allocation of the site. No objections or concerns were raised through the</p>


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		<p>On Page 19 of the consultation draft the wording refers to an internal road within Summersvere Wood. We are unclear from this statement what exactly would be intended by an internal road and feel that this is a very loose term that needs clarification. This is especially important as this feature is being proposed within ancient woodland before an understanding of the suitability of this woodland for access has been attained. We highlight to Crawley Borough council the importance of undertaking a full survey of the site before suggesting any changes to the management.</p> <p>In the final bullet point on page 19, a buffer for the ancient woodland is discussed, we do not feel that the wording sufficiently reflects the Ancient Woodland standing advice of Natural England. The standing advice requires development to leave an appropriate buffer zone of semi-natural habitat between the development and the ancient woodland or tree - depending on the size of development, a minimum buffer should be at least 15 metres. The Crawley local plan biodiversity policy ENV2 clearly states that '<i>A buffer zone between development and ancient woodland will be required in line with Natural England Standing Advice</i>'. Therefore we would recommend that this is reflected in the wording of the development brief to highlight that a <b>minimum</b> buffer of 15 meters surrounds the ancient woodland is required.</p> <p>We welcome the inclusion of wording to show a management plan for the ancient woodland will be required. We would suggest that this plan also looks to include the connections to other green or blue assets within the development. The wording perhaps could go further to highlight that a financial contribution will be required to ensure that the recommendations of the plan can be implemented and that regular reviews and updating of the management plan will be financially supported.</p>	<p>Local Plan preparation or examination in relation to this.</p> <p>The Local Plan Policy H2 therefore establishes the principle of public access of the woodland as part of the scheme. However, the Development Brief has sought to qualify this by requiring ecological and arboricultural surveys to be undertaken in order to establish how this can be done without harm.</p> <p>On this basis, the Development Brief is clear that no development can take place until an ecological survey has been undertaken. Development, including public access to the woodland, must ensure there is no loss or deterioration to the ancient woodland.</p> <p>Footpaths already exist within the woodland, and there is "permitted" access through. The wording in the Development Brief has been amended to clarify there should be no new footpaths created, only improvements to the surfacing to protect the ecology and focus recreational use.</p> <p>Amendments have been made to clarify the wording of the Development Brief in order to reflect the Standing Advice and ensure the increased, more formalised, public access does not lead to its deterioration or destruction.</p>

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		<p>Although the brief has touched on a few pressures created from the development on the ecological assets of the site, it has not specifically highlighted the potential impacts of pets such as cats on species potentially present in the ancient woodland. We would encourage the brief to acknowledge this pressure and ensure that management plans, as well as designs relating to the orientation of houses takes this into consideration.</p> <p>The brief also highlights that there is an allotments deficiency within the catchment and that the site should provide approximately 1425m<sup>2</sup>. We suggest that as the plans for the site develop, careful attention is paid to the location of the allotments so that they are most easily accessed by those without outside space as part of their dwelling.</p>	<p>Support for the management plan is welcomed. The Development Brief has been amended to reflect the advice in relation to the connections to other green or blue assets within the development.</p> <p>The provision and management of the green infrastructure is identified as one of the likely S106 requirements. The Development Brief has been amended to state:</p> <p>“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.”</p> <p>Wording has been included in the development brief to offer greater guidance in relation to the location of allotments.</p>
		<p><u>Key Policy direction 2 – sports facilities</u> Noting the comments we have made above regarding the ancient woodland, we feel that the following may also be of relevance. We recommend that the brief refers to and regulates any flood lighting that maybe used for the football pitches proposed in the northern parcel of land. Light pollution has the potential to adversely impact ancient woodland and associated species, as stated in Natural England's Ancient Woodland Standing Advice.</p>	<p>Wording has been included in the Development Brief to state:</p> <p>“...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</p>



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			into account in the final design and mitigation measures are carried out.”
		<p><u>Key Policy direction 5 - Noise</u> We recommend that the potential noise mitigation measures suggested, such as acoustic fencing/barriers, need to take into consideration 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.</p>	<p>New wording has been included in the development brief in Chapter 7: Key Policy Direction 5: Noise – Noise Mitigation Measures, bullet point 3:</p> <p>“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.”</p>
		<p>In conclusion, we welcome a development brief for this site, but if the development hinges on access to this ancient woodland to meet open space requirements, we strongly advise Crawley Borough Council to ascertain the suitability of this woodland for public access before they proceed.</p>	<p>The Development Brief requires the ecological survey to be undertaken to support a Planning Application. The Brief has been amended to ensure access to the woodland is only considered acceptable following the survey:</p> <p>“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</p>

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			by the recommendations of the ecological survey."
Gatwick Airport Limited		<ul style="list-style-type: none"> <li>As you will recall this site was not one that GAL raised any in principle concerns about during the Local Plan Examination mainly because it lies outside the 60Leq noise contour so raises little planning concerns for GAL with the current airport single runway configuration. GAL did, however, identify the possible need for noise mitigation because the northern part of the site clearly falls within the potential future second runway 57Leq noise contour.</li> <li>In the 'Potential Layout Options' proposed in the Draft Development Brief suggest that the 2.7ha. parcel of land known as the 'northern land' parcel is proposed to be use for the playing field sport pitches. This is supported by GAL and it would avoid any new noise sensitive development within the possible future airport 57leq contour, thereby avoiding the potential future impacts of aircraft noise in line with good planning practices.</li> <li>GAL also support the Section 7 of the Draft Development Brief on matters of 'Key Policy direction 5: Noise ' - due to the development's proximity to the existing in situ noise generating development i.e. the Crawley Goods Yard and railhead.</li> <li>Furthermore GAL support the contents of Section 8 (Key policy direction 6: Air Quality) in recognition of the importance of avoiding any deterioration of air quality in the nearby Hazelwick Air Quality Management Area, and where possible actually improving the air quality of the area.</li> </ul>	<p>Support for the northern land to be used as playing fields and the Football Club is noted.</p> <p>Support for the Development Brief's Noise chapter is noted.</p> <p>Support for the Development Brief's Air Quality chapter is noted.</p>

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Tinsley Lane Residents Association		<p>The Tinsley Lane Residents' Association considers this to be a well prepared brief for the proposed development on the sports fields in Tinsley Lane but still has some very serious concerns about the access route proposed, particularly with respect to traffic safety issues in Birch Lea.</p> <p>Our comments are as follows:</p>	
		<p><b><u>Page 11      Design Quality</u></b></p> <p>The right hand picture illustrates houses of a compatible character to the existing area but the left hand picture of houses under construction shows no compatibility with our residential area and considering the high density proposed should be replaced with a picture of finished houses of a compatible style complete with appropriate landscaping as shown here.</p> 	<p>The concerns raised in relation to the images within the Development Brief of new housing are noted. The images have been removed from the final version of the Development Brief.</p>
		<p><b><u>Page 14/15      Sports facilities</u></b></p> <p>Both options presented for relocation of the Football Club have shortcomings due to the lack of car parking and poor location of the club-</p>	<p>Concerns regarding both indicative options for the layout of the sports facilities are noted.</p>

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		<p>house and to potential issues associated with hours of use and noise that will need to be resolved.</p> <p>It is indicated that the club house should be used for events such as discos etc. which will cause disturbance to residents consequently the club house should be designed and located such that the potential for noise &amp; nuisance disturbance is eliminated as far as possible, for example by locating it at the eastern edge of the sports field on the boundary with Summersvere Wood.</p> <p>If it has to be adjacent to housing then it and the 3G pitch (which will also be a source of noise) should be adjacent to the proposed new housing stock as it is proposed to build this to better sound proofed standards due to the accepted noise issue from the Goods Yard activities."</p> <p>In the past Oakwood have also used their site for airport car parking with vehicles arriving and departing at all hours. It is thus essential that Oakwood incorporate a "management plan" in their planning applications which should be approved by residents. This would become a condition of any sports ground planning application for the northern field.</p>	<p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>The Development Brief requires measures to be taken to ensure there is a good standard of amenity for existing and new residents with respect to noise, including consideration of proximity of games to rear gardens.</p> <p>A management plan with the Football Club will be required as a planning condition and/or through a S106 Agreement. The Development Brief has been amended to refer to this.</p>
		<p><b>Page 24      Site Access</b></p> <p><b>Proposal</b> All references to Birch Lea as a suitable access route should be removed.</p> <p><b>Reason:</b> The Tinsley Lane Residents' Association engaged a professional traffic management consultant (Lawrence Stringer, GTA Civils Ltd) to look at Birch Lea and it is his professional opinion that Birch Lea is unsuitable as the main access route to a development of this size. The reasons given are mainly concerned with safety as the sight line for cars exiting the</p>	<p>Concern relating to access at Birch Lea is noted.</p> <p>Wording to the Development Brief has been amended to reflect the concerns raised as part of the consultation, and clarify the need for further work which will be required by the developer as part of the Planning Application to address alternative access opportunities.</p>

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		<p>drives of several properties are on blind corners due it being a narrow road with a tortuous alignment. There is also the lack of a pavement or grass verge on the north side of the road causing a safety problem for pedestrians.</p> <p>Birch Lea consists of 3 and 4 bed houses which do not have the current CBC recommended off road parking for 2 -3 vehicles such that some residents' cars have to be parked on the road. No allowance has been made for such parking or the problems of exiting drives on a blind corner.</p> <p>It is stated in the draft document that a Road Safety Audit should be submitted which is very important but the desk top audit already carried out by the HCA states "<b>The proposed widening of Birch Lea is NOT SUFFICIENT to allow two way vehicular movements at the same time.</b> This may lead to collisions among vehicles trying to access/egress from Birch Lea."</p> <p>That this is true can be clearly seen in your photo at the foot of page 7 showing that cars exiting a property on a blind corner could not avoid collision with an on-coming vehicle and is a clear and important safety concern.</p> <p><b><i>As safe access to the site is critical to the whole viability of the development alternative solutions need to be investigated before any development planning is instigated.</i></b></p> <p>West Sussex county Council should be asked to reassess the suitability of Birch Lea as an access route <b>before</b> the official development brief is published. This should include a site visit together with a representative of Tinsley Lane Residents' Association.</p> <p>Tinsley Lane is an old road of pre-war construction designated as unsuitable for heavy goods vehicles and could be severely damaged by</p>	<p>Final access arrangements will be determined through the planning application process. A full Transport Assessment, including a Safety Audit, will be required to support a proposed development scheme for this site. This will need to assess the impact of the development in relation to transport.</p>

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		<p>heavy vehicles used during the development process. As all services are located under this road the construction strength needs to be assessed and the cost of repairing the damage taken into consideration in the planning process so that this can be taken account of when comparing costs with alternative solutions.</p> <p>Consideration should be given to a "left in, left out" access on to Crawley Avenue as the precedent has already been set by the approval of an access on to this road from the new Forge Wood development. Being a new road this could be built to a standard suitable for the development site traffic.</p> <p>This would also avoid vehicles having to use a junction on to Gatwick Road similar to that from Oakwood Trade Park which is classified as one of the most dangerous junctions in Crawley with 10 collisions and 13 casualties in recent years. If such a junction were to be used for a development of this size then it would be necessary to install traffic lights to enable cars to exit safely and this is another cost that needs to be considered when comparing the alternative solutions</p> <p>Two access routes are no longer required for a development of 120 houses so a single vehicular access on to Crawley Avenue would be possible with no through access for vehicles on to Tinsley Lane. A pedestrian and bicycle access could still be provided</p>	
		<p><b>Page 26      Noise</b></p> <p>Due to the proximity to the airport and the possibility of a second runway this should also be taken account of by the developer.</p> <p>Line 2 should be amended to "from road, rail, <b>airport</b> and industrial noise".</p>	<p>Suggested amendment to include reference to "aircraft" noise has been incorporated into the Development Brief.</p> <p>All development proposals allocated within the Local Plan include consideration of the current position in relation to Gatwick Airport: as a</p>

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		A similar alteration is required in the second last paragraph "in an area close to road, rail, <b>aircraft</b> and industrial noise"	<p>single runway airport but with land safeguarded for the potential runway expansion should this be agreed. In order to ensure that possible future noise sources are taken into account, sites allocated in the Local Plan and any development proposals are assessed against the noise contours which have been modelled on the basis of a second runway at Gatwick, as based upon ERCD report 0308 and published by the CAA (2003). This will ensure that all Local Plan site allocations are "future proofed" against the possibility of a second runway at Gatwick Airport in the future.</p> <p>The Development Brief Noise chapter has been amended to expand upon the various existing noise sources which affect the site.</p>
Sport England		<p>Thank you for consulting Sport England on the above draft development brief for 120 homes to include the:</p> <ul style="list-style-type: none"> <li>- Replacement of Oakwood FC.</li> <li>- Senior football pitch and facilities</li> <li>- Junior 3G football pitch</li> <li>- Community Use arrangements for the sports facilities</li> </ul> <p>Sport England is the Government agency responsible for delivering the Government's sporting objectives. Maximising the investment into sport and recreation through the land use planning system is one of our</p>	

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		<p>priorities. You will also be aware that <b>Sport England is a statutory consultee on planning applications affecting playing fields.</b></p> <p>Sport England has assessed the development brief in light of Sport England's policy statement: A Sporting Future for the Playing Fields of England and <b>Planning for Sport: Forward Planning</b> guidance. A copy can be found on our Planning for Sport section of the website <a href="http://www.sportengland.org/facilities-planning/planning-for-sport/">http://www.sportengland.org/facilities-planning/planning-for-sport/</a></p> <p>The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary, new sports facilities should be fit for purpose, and they should be available for community sport. To achieve this, our objectives are to:</p> <p><b>PROTECT</b> sports facilities from loss as a result of redevelopment</p> <p><b>ENHANCE</b> existing facilities through improving their quality, accessibility and management</p> <p><b>PROVIDE</b> new facilities that are fit for purpose to meet demands for participation now and in the future.</p> <p>Sport England believes that sport has an important role in modern society and in creating sustainable and healthy communities. Sport and physical activity is high on the Government's national agenda as it cuts across a number of current topics that include health, social inclusion, regeneration and antisocial behaviour. The importance of sport should be recognised as a key component of development plans, and not considered in isolation.</p> <p>The following comments are provided within the context of:</p> <ul style="list-style-type: none"> <li>• The National Planning Policy Framework (DCLG, 2012).</li> </ul>	



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		<ul style="list-style-type: none"> <li>• Sport England's Planning for Sport webpages (2016).</li> <li>• Policy on planning applications for development on playing fields</li> </ul>	
		<p><b>Provision of football pitches and ancillary facilities</b></p> <p>Sport England welcomes and supports the replacement provision of football pitches for use by Oakwood FC as an integral part of the new development. This reflects Sport England's considerations submitted through the local plan process.</p> <p><b>Facilities layout and design</b></p> <p>Sport England has sought comments from the FA on the development brief and has received the following comments in relation to design. The FA consider that the proposed location of the changing facilities in layout 2 ties too far away from the senior pitch and towards one end on the side of the pitch. Ground grading requirements for league status requires a high permanent fixed barrier around the pitch, ideally 2m (min 1.83m). The FA recommendation is for a 3m run off area when constructing new pitches and that the ideal orientation for pitches is North to South. The dimensions for a senior pitch in the National League System should be 106 m x 69.5m in total including run off with goalposts to be 2.44m x 7.32m. It would be helpful if these matters could be referred to in the proposed development brief for the avoidance of any doubt.</p> <p>In relation to floodlighting the FA consider that Floodlit lux reading of 120 lux level of matchplay is the minimum level required for Oakwood FC. It is noted that 120 lux refers to existing systems, any upgrades or new installations should achieve 180 lux as a minimum. This is because regular use lighting systems will normally suffer a deterioration in lighting performance, typically in the order of 15% –25%. The FA recommends that an accredited lighting consultant is appointed to design the right</p>	<p>Support for the replacement provision of football pitches for Oakwood FC is noted.</p> <p>The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p> <p>Confirmation of Sport England's agreement to provide pre-application and advice and guidance is welcomed.</p> <p>Support for ensuring the flexibility to accommodate at least one 3G artificial grass pitch which could be for either the 9-aside or the senior full-size pitch.</p> <p>Guidance on pitch dimensions is included in the Brief, and applicants are required to adhere to FA guidance on all matters – this has been clarified with some additional text within the Development Brief:</p> <p>"Applicants should ensure the latest FA guidance is adhered to <a href="#">on all appropriate matters and the football pitches and facilities</a></p>

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		<p>scheme for this site. Please see their floodlighting guidance - <a href="#">FA Guide to Floodlighting</a></p> <p>Sport England has no significant comments to make on the two indicative layout options for the pitches and facilities at this stage and considers that both are acceptable in principle from Sport England's perspective. Sport England welcomes reference to the need to work with Oakwood FC, the FA and ourselves on the initial designs. Sport England is happy to provide pre-application advice and work with the local authority and/or applicant to ensure the facilities are fit for purpose. Sport England has a range of technical guidance which can be found here: <a href="https://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/">https://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</a> . Sport England expects that the design of the facilities and pitches to comply with the relevant Sport England's guidelines as well as the FA's own technical guidance.</p> <p>Sport England welcomes the flexibility to accommodate at least one 3G artificial grass pitch which could be for either the 9-aside or the senior full-size pitch. It is notable that Oakwood are currently at Step 6 in the National League System with aspirations to progress, having previously been at Step 5. It is therefore welcome that allowance has been made to accommodate ground grading requirements at this level.</p>	<p><a href="#">layout should meet the FA and national league system requirements</a>".</p>
		<p><b>Facilities management</b></p> <p>Sport England notes the indicative management arrangements for the facilities and the use of a Section 106 agreement to secure these and has no specific comments to make at this stage. It is important to note that 3G Artificial Grass Pitches require significant investment to manage and maintain. For new Artificial Grass Pitches the surface will need to be replaced at the end of its usual lifespan (usually a period of 10–15 years) and a sink fund established to provide for this. It may therefore be</p>	<p>Requirements relating to the long term management of the sports facilities and open space areas will be considered as part of the Planning Application.</p>

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		appropriate to ensure by condition that the new facility is capable of being managed and maintained appropriately for the benefit of the development to sport through the approval of an effective management and maintenance scheme.	
		<p><b>Community Use Arrangements</b> Sport England supports the intention to secure wider community use of the pitches and facilities when not used by Oakwood FC through a Section 106 agreement or via planning condition. The agreement will help to secure benefits for the development of sport in the area. It should be made explicit within the development brief that the community use agreement should be informed by discussions with the FA and Sport England. It will be important to ensure that the pricing policy is inclusive and accessible for local community groups. Further information on community use agreements can be found on the Sport England's website: <a href="https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/">https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/</a></p>	Reference to discussions with the FA and Sport England in informing the Community Use Agreement has been added to the development brief.
		<p><b>Construction and phasing</b> Sport England welcomes recognition of the need to ensure the disruption to Oakwood FC is minimised and takes account of the football season and the lead in time for preparing and seeding any natural turf pitches. Sport England recommends use of a qualified sports pitch consultant. Sport England also supports the requirement to secure the replacement sports facilities prior to the commencement of any housing development on land used by Oakwood FC. However, Sport England considers that for the avoidance of doubt the development brief should make clear that the replacement facilities will be required to be <u>operational and available for use</u> prior to the commencement of the housing development. As currently</p>	<p>Support for the approach taken in the Development Brief in relation to construction and phasing is noted.</p> <p>Reference to the replacement facilities being "operational and available for use" prior to the commencement of the housing development has been included in the Development Brief.</p>

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		drafted, there would be a degree of ambiguity about the phasing of the development required by the applicant.	
Firstplan on behalf of Crawley Goods Yard Operators (Aggregate Industries, Cemex and Day Group)		<p><b>RESPONSE ON BEHALF OF CRAWLEY GOODS YARD OPERATORS TINSLEY LANE DEVELOPMENT BRIEF – CONSULTATION DRAFT JULY 2016</b></p> <p>Firstplan are instructed by Aggregate Industries UK Ltd (AI), Cemex UK Operations Ltd (Cemex) and Day Group Ltd (Days) to provide the following response to the Tinsley Lane Development Brief Consultation.</p> <p><b><u>Relevant Background Information</u></b></p> <p>As the Borough Council will be fully aware, our clients jointly operate Crawley Goods Yard an established rail fed aggregates depot and safeguarded rail head. The goods yard has the capacity to handle a million tonnes of aggregate a year with the potential for expansion in the future. The site supports additional key minerals infrastructure and related development including a concrete batching plant, asphalt plant and construction and demolition plant.</p> <p>The operators of the Goods Yard were fully involved in the Local Plan process which culminated in the allocation of the Tinsley Lane in the now adopted Local Plan as a Key Housing Site under policy H2.</p> <p>As result of their involvement in the Local Plan process and EIP a Statement of Common Ground dated 24 March, 2015 was agreed between the operators and the Homes and Communities Agency (HCA). Point 8 of the agreed matters stated that:</p> <p><i>“HCA will work in partnership with Crawley Borough Council to produce a Development Brief prior to submission of a planning application and this will be subject to consultation with key stakeholders including the Goods</i></p>	

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		<p><i>Yard Operators. The development brief will formalise the need for future development to incorporate and implement all necessary design and mitigation measures, which may include a number of options such as:</i></p> <ul style="list-style-type: none"> <li>• <i>Bedrooms on the non-exposed facades shielded from the Goods Yard sources;</i></li> <li>• <i>Acoustically attenuated ventilation systems;</i></li> <li>• <i>Sealed windows on the most exposed façade;</i></li> <li>• <i>Other options that could emerge in the future</i></li> </ul> <p><i>The Development Brief will be incorporated as part of a future planning application.</i></p> <p>Furthermore, the now adopted Policy H2 with regard to Tinsley Lane specifically requires that:</p> <p><i>“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.</i></p> <p><i>Full details of the requirements relating to this site will be set out in a Development Brief.”</i></p>	
		<p><b>Comments on Tinsley Lane Development Brief, Consultation Draft July 2016</b></p> <p>The early engagement prior to the issue of the Development Brief with the Goods Yard Operators has been welcome. Similarly, the opportunity to comment on the consultation draft Development Brief, and the intent within it to provide a framework for forthcoming applications to follow in terms of dealing with the proposed new residential uses and their</p>	

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		<p>relationship with Goods Yard and the safeguarding which should apply is also welcomed.</p> <p>There are, however, a number of areas within the Draft where clarification, additions and amendments are sought to ensure that the document is robust and that it builds on and accords with the requirements of Policy H2 and the Statement of Common Ground.</p> <p>Specific comments on the Draft Development Brief are provided below:</p>	
	2.	<p><b>Development Brief Context, last para.</b> Makes reference to range of bodies/departments with whom close discussion have been had in developing the Development Brief. This includes West Sussex County Council's highways engineers, but does not make reference to West Sussex County Council as the mineral authority responsible for the safeguarding of Crawley Goods Yard. It is assumed that discussions have been had with the minerals authority and this should be stated.</p>	<p>Noted. Numerous other West Sussex County Council officers have been involved. The Development Brief has been amended to remove "highways engineer" and instead refer to West Sussex County Council as a whole, as this covers their planning, waste, minerals, heritage, highways, ecological and drainage functions.</p>
	3.	<p><b>Last but one paragraph of Policy H2</b> There are a number of errors in the wording of the paragraph dealing with the Goods Yard – which should exactly replicate the wording in Policy H2. To be amended.</p>	<p>Errors have been corrected.</p> <p>In the case of any conflict, the Local Plan wording will remain primary; it cannot be superseded by a development brief.</p>
	4.	<p><b>Site Location Plan</b> This is the only plan in the entire document which shows the Development Brief land together with the full extent of the Goods Yard. However, the scale it is at makes it very difficult to gain any understanding of the relationship between the two, and the Goods Yard is not annotated.</p>	<p>Additional plans have been added to the Brief. Including an aerial photo, a site location plan, and a Local Plan extract.</p> <p>The Local Plan extract shows the safeguarded railhead.</p>

TINSLEY LANE DEVELOPMENT BRIEF			
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		<p>The goods yard should be specifically referenced on the site location plan in the manner that other features are.</p> <p>In addition, it would be helpful if, either on this plan or on a separate plan or aerial photo, the full extent of the safeguarded rail head area is identified. This should be at a scale at which it is possible to identify the different areas of activity on the Goods Yard (e.g. the various plant, rail sidings etc.).</p>	
	8.	<p><b>Neighbouring Stakeholders</b></p> <ul style="list-style-type: none"> <li><b>The Goods Yard</b></li> </ul> <p>The sentence that describes the operation of the Goods Yard is not accurate and requires amendment as follows:</p> <p><i>“Elements of the facility have permission to operate 24 hours a day, 6 days a week. <del>including</del> The unloading of goods trains carrying aggregates in and out of the facility can be undertaken under permitted development rights at any time of the day and night, 7 days a week. <del>several times a week with night time unloading if demand requires it.</del> 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 measures will form....”.</i></p>	This paragraph has been amended as suggested in the representation.
	11.	<p><b>Design Quality, last bullet point</b></p> <p>References to “Active frontages overlooking the woodland and wider open space provision are required...” are noted. In this context considered prudent to make a cross reference within the text to the need to balance this requirement with noise considerations and mitigation measures and</p>	Whilst the Local Plan requirements, environmental health legislation and the development brief must be read as a whole, clarification has been added to this bullet point to state:

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		the relationship with the Goods Yard as set out in Section 7. This is on the basis that the Goods Yard lies beyond the woodland and open space.	"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."
	27.	<p><b>Section 7: Key Policy Direction 5: Noise.</b>  <b>- Noise Assessment</b></p> <p>Reference to "assess the impact of the proposal as a noise receptor". We are unclear as to what this is intended to mean. Clarification required.</p> <p>For clarification this section should usefully include reference to:</p> <p><i>"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 Operators have indicated their willingness to assist in this respect".</i></p>	The suggested paragraph has been added to this section of the Development Brief. The Goods Yard Operators are thanked for their assistance.
	27.	<p><b>Section 7: Key Policy Direction 5: Noise.</b>  <b>- Noise Mitigation Measures</b></p> <p>There is concern that the text relating to noise mitigation measures are generic in nature rather than relating to the Tinsley Lane site and known noise sources.</p> <p>For example, there is little to be gained by stating: "If it is deemed that noise levels cannot be reduced at source, alternative mitigation measures should be considered including:" Any applicant taking forward development proposals in the context of the development brief will have no ability to reduce noise levels at source (be this road, rail or air traffic) and it is not clear how this test would be determined for industrial noise.</p>	<p>Whilst the noise generated from the Goods Yard is a significant and challenging issue for the Tinsley Lane site, it is not the only noise source which will impact on the layout and design of this development: both the railway and the road are substantial noise generators which will require mitigation measures to be implemented. The Development Brief should not be too narrow in its focus.</p> <p>It is considered that most of the suggested options set out in the bullets of the HCA and the Goods Yard's Statement of Common Ground</p>



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		<p>Explicit reference in the context of the Goods Yard should be made to the requirements of point 8 of the Statement of Common Ground – and specifically that:</p> <p><i>“With specific regard to the Goods Yard - development will need to incorporate and implement all necessary design and mitigation measures; which may include a number of options such as:</i></p> <ul style="list-style-type: none"> <li>• <i>Bedrooms on the non-exposed facades shielded from the Goods Yard sources;</i></li> <li>• <i>Acoustically attenuated ventilation systems;</i></li> <li>• <i>Sealed windows on the most exposed facades; and</i></li> <li>• <i>Other options that could emerge in the development of the scheme design.”</i></li> </ul>	<p>are already covered within the Noise Mitigation Measures section in the Development Brief and therefore do not need to be repeated. However, explicit reference to sealed windows has been included as well as “other options that could emerge in the development of the scheme design”.</p>
	27.	<p><b>Section 7: Key Policy Direction 5: Noise. Omissions</b></p> <p>There is no reference in this section to construction and phasing requirements. Explicit reference should be made to the fact that all noise mitigation measures will be required to be provided in full before any residential units are occupied.</p>	<p>Noted. Reference to this has been added to the Development Brief.</p>
		<p>We trust the above comments are helpful. Ourselves and the Goods Yard operators are of course happy to discuss them in further detail as required.</p> <p>We would be grateful for confirmation of receipt of this submission and request that we be kept updated in terms of the progress of the Development Brief.</p>	<p>Comments noted. The council confirm it will continue to maintain a line of dialogue with the Crawley Goods Yard operators and their representatives and will encourage the applicants to ensure this forms an important element of the early engagement stage of design and layout as well as throughout the Planning Application and development stages.</p>

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Football Association (FA) and Sussex County FA	<b>P15</b>	<p><b>4 Key policy direction</b> Layout 2 has the changing facilities too far away from the senior pitch ideally. Acknowledge document states design approach to be prepared in consultation with The FA.</p>	<p>Comments regarding the location of the changing facilities are noted.</p> <p>The exact location for the clubhouse will be determined through detailed evidence submitted and considered as part of a Planning Application. The layout options provided in the draft Development Brief were for the purposes of receiving feedback as part of the consultation and have been removed from the final document.</p>
	<b>P16</b>	<p><b>4.3 League Position &amp; FA requirement</b> Require provision of facility</p> <p>The statement - 1.1m high permanent fixed barrier around the pitch, ideally 2m (min 1.83m) between touchline / goal line and barrier – refers to ground grading requirements for league status. Note the FA recommendation is 3m run off when constructing new build which is acknowledge later in the document - Appendix 1 of the document establishes that the ideal orientation for pitches is North/South and dimensions for a senior pitch in the National League System should be <b>106 m x 69.5m in total incl run off with goalposts to be 2.44m x 7.32m.</b> recommend this is noted for the avoidance of any doubt.</p> <p>Floodlit lux reading of 120 lux level of matchplay is the minimum level required for the club. Note 120 lux refers to existing systems, any upgrades or new installations should achieve 180 lux as a minimum. This is because regular use lighting systems will normally suffer a deterioration in lighting performance, typically in the order of 15% –25%. We would always recommend that an accredited lighting consultant is appointed to</p>	<p>Guidance on pitch dimensions have been included in the Brief, and applicants are required to adhere to FA guidance on all matters – this has been clarified with some additional text within the Development Brief:</p> <p>“Applicants should ensure the latest FA guidance is adhered to <a href="#">on all appropriate matters and the football pitches and facilities layout should meet the FA and national league system requirements</a>”.</p>

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		<p>design the right scheme for this site. See our Floodlighting guidance - <a href="#">FA Guide to Floodlighting</a></p> <p>The statement - Provision for at least one pitch to be 3G. Final provision to be agreed with Oakwood FC with funding opportunities.</p> <p>As Oakwood are Step 6 in the National League System with aspirations to progress, (previously Step 5), the developer shall build the replacement facility to the required standard.</p> <p>If the intention is to then hand this over to the Council i.e. a turnkey approach and the Council accept the facility once they are happy it meets the requirements, with a view for the Council in turn offer a long lease to the club, note, <i>this would fall outside of the acceptable criteria for a grant to the Football Foundation. The Football Foundation applicant must have security of tenure of the site (the applicant must be not for profit) and must follow a competitive tendering process for the build. In summary if the developer is building the new facility the scheme would be ineligible to make a grant application to the Football Foundation.</i></p>	
	<b>P17</b>	<p><b>Community use agreements</b> To include agreement of County FA</p>	Reference to agreement of County FA has been included in this section.
Woodland Trust		<p>As the UK's leading woodland conservation charity, the Woodland Trust aims to protect native woods, trees and their wildlife for the future. Through the restoration and improvement of woodland biodiversity and increased awareness and understanding of important woodland, these aims can be achieved. We own and manage over 1,000 sites covering around 24,000 hectares (59,000 acres) and have 500,000 members and supporters.</p>	<p>The housing and open space allocation within the Local Plan does not include the ancient woodland within the development boundary. The plans within the Development Brief have been amended accordingly.</p> <p>However, Policy H2 does expressly state the development of the Tinsley Lane site must include enhancement and management of</p>

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		<p>Ancient woodland is defined as an irreplaceable natural resource that has remained constantly wooded since at least AD1600. The length at which ancient woodland takes to develop and evolve (centuries, even millennia), coupled with the vital links it creates between plants, animals and soils accentuate its irreplaceable status. The varied and unique habitats ancient woodland sites provide for many of the UK's most important and threatened fauna and flora species cannot be re-created and cannot afford to be lost.</p> <p>The Woodland Trust has a number of comments regarding the Tinsley Lane Development Brief and the impacts that any proposed development will have on Summersvere Wood (grid ref: TQ287384), an Ancient Semi Natural Woodland site designated as such on Natural England's Ancient Woodland Inventory (AWI).</p> <p>National Planning Policy Framework paragraph 118 states that "planning permission should be refused for development resulting in the <b>loss or deterioration of irreplaceable habitats</b>, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss."</p> <p><i>"Our ancient woodlands are quintessential features of England's much-loved landscapes – irreplaceable, living historic monuments which inspire us and provide us with a sense of place and history in an increasingly frenetic world".</i> These are not The Trust's words, but taken from the government's own Keepers of Time, written as a statement of policy to better protect and value ancient woodland. The Government Forestry and Woodlands Policy Statement (2013) confirms the Government's commitment to Keepers of Time by stating "protection of our trees, woods and forests, especially ancient woodland, is our top priority". Clearly there</p>	<p>public access of Summersvere Woods, owned by the same landowner, and the benefits from the provision of public access to the wood formed part of the open space justification for the allocation of the site. No objections or concerns were raised through the Local Plan preparation or examination in relation to this.</p> <p>Therefore, Local Plan Policy H2 establishes the principle of public access of the woodland as part of the scheme. However, the Development Brief has sought to qualify this by requiring ecological and arboricultural surveys to be undertaken in order to establish how this can be done without harm.</p> <p>On this basis, the Development Brief is clear that no development can take place until an ecological survey has been undertaken. Development, including public access to the woodland, must ensure there is no loss or deterioration to the ancient woodland.</p> <p>Footpaths already exist within the woodland, and there is "permitted" access through. The wording in the Development Brief has been amended to clarify there should be no new footpaths created, only improvements to the surfacing to protect the ecology and focus recreational use.</p>

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		<p>is a wider recognition of the importance of ancient woodland, something that must be considered as part of the planning process.</p> <p>Ancient woodland is one of the country's richest terrestrial wildlife habitats, home to 256 species of conservation concern as listed on the UK Biodiversity Action Plan. It has evolved over hundreds, if not thousands of years and cannot be recreated or its loss compensated for. Furthermore, it also holds a unique, immeasurable value for all those who visit or have an association with it. Natural England's (NE) standing advice for ancient woodland and veteran trees (April 2014)<sup>1</sup> which now applies to the whole of England recognises that ancient woodland is irreplaceable and that development of adjacent land can have a significant negative effect on ancient woodland.</p> <p>The recently published (April 2014) Natural England Standing Advice for Ancient Woodland and Veteran Trees, paragraph 4.8.1 states: 'Ancient woodland is of prime ecological and landscape importance, providing a vital part of a rich and diverse countryside. In particular, ancient woodland:</p> <ul style="list-style-type: none"> <li>• Is exceptionally rich in wildlife, and supports many rare and threatened species;</li> <li>• May contain surviving descendants and features from the original natural forests;</li> <li>• Acts as reservoirs from which wildlife can spread into new woodlands;</li> <li>• <b>Has valuable soils due to their undisturbed nature;</b></li> <li>• Is an integral part of England's historic landscapes and the biological and visual functioning of a landscape;</li> <li>• Contains a wealth of features of historical and archaeological importance little altered by modern cultivation or disturbance;</li> <li>• Contributes to people's sense of place and imagination.' </li></ul>	<p>Amendments have been made to clarify the wording of the Development Brief in order to reflect the Standing Advice and ensure the increased, more formalised, public access does not lead to its deterioration or destruction.</p> <p>Reference to the buffer zone around the ancient woodland being "of at least 15m" is now included in the Development Brief, following further clarification provided by Natural England. The final extent of the buffer zone remains qualified by the caveat that its extent should be based on the ecological and arboricultural surveys. The constraints plan shows the indicative width of this minimum zone.</p>

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		<p>Within the Development Brief it states that the ancient woodland currently has no public access but that the woodland should become accessible natural green space and this will be done with a number of access points into the ancient woodland.</p> <p>While the Trust certainly doesn't want to discourage the public from experiencing and visiting ancient woodland, we do have some serious concerns regarding ancient woodland being designated as the natural green space to be used as part of a housing development, especially ancient woodland which currently has no public access.</p> <p>Approximately one quarter of priority UK BAP species are associated with woodland habitats. Forests, woods, and trees make a significant contribution to biodiversity, and ancient sites are recognised as being of particular value. Due to their longevity, ancient woodlands are more species rich, and are often refuges for specialist woodland species that struggle to colonise new areas.</p> <p>As an irreplaceable habitat, ancient woodland cannot be re-created and should not be offered up as an area of greenspace that could potentially be subjected to the significantly damaging impacts of high footfall and other intensive recreational activity.</p> <p>The designation of this large ancient woodland as accessible green space could have considerably adverse consequences for the health and long-term retention of the wood.</p> <p>Summersvere Wood would go from being a woodland with no access and therefore relatively undisturbed by people to a site which is intensively used. Where woodland is readily accessible from nearby housing there is an unfortunate tendency for litter to be left in woodland; for occupiers and their pets to ingress into the woodland; for occupiers to collect their own</p>	

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		<p>firewood and build dens or camp fires. This intensification of the recreational activity of humans and their pets also causes disturbance to the habitats of breeding birds and vegetation damage.</p> <p>The creation of footpaths and cycle tracks through the ancient woodland will cause a direct loss to the ancient woodland which goes against National Planning Policy.</p> <p>Therefore we would recommend that further consideration is taken regarding using the ancient woodland as an area of recreation.</p> <p>The Woodland Trust is also concerned about the following:</p> <ul style="list-style-type: none"> <li>• Fragmentation as a result of the separation of adjacent semi-natural habitats, such as small wooded areas, hedgerows, individual trees and wetland habitats;</li> <li>• Development provides a source of non-native plants and aids their colonisation;</li> <li>• Noise and light pollution occurring from adjacent development and particularly during construction phases;</li> <li>• Where the wood edge overhangs public areas, branches and even whole trees can be indiscriminately lopped/felled, causing reduction of the woodland canopy.</li> <li>• There will inevitably be a safety issues in respect of trees adjoining public areas and buildings, which will be threatening to the longer-term retention of such trees.</li> <li>• Where gardens abut woodland or the site is readily accessible to nearby housing, there is an unfortunate tendency for garden waste to be dumped in woodland and for adjacent landowner to extend garden areas into the woodland.</li> <li>• There can be changes to the hydrology altering ground water and surface water quantities. Also the introduction of water run offs from</li> </ul>	

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		<p>urban development will result in changes to the characteristics and quality of the surface water as a result of pollution/contamination etc.</p> <ul style="list-style-type: none"> <li>Any effect of development can impact cumulatively on ancient woodland - this is much more damaging than individual effects.</li> </ul> <p>When land use is changed to a more intensive use such as in this situation plant and animal populations are exposed to environmental impacts from the outside of a woodland. In particular, the habitats will become more vulnerable to the outside influences, or edge effects, that result from the adjacent land's change of use. These detrimental edge effects can result in changes to the environmental conditions within the woodland, changing the stable conditions that are within the woodland.</p> <p>Creation of new areas of woodland or buffer zones around semi-natural habitats, and more particularly ancient woodland, will help to reduce and ameliorate the impact of damaging 'edge effects', serving to improve their sustainability. The size of the buffer is dependent on the intensity of land use adjacent to ancient woodland.</p> <p>We note that within the Development Brief it states: "A buffer will be required around the Woodland to protect it from development, this will be based on the ecological and arboricultural surveys, and its extent should be clarified as part of early discussions. The buffer will need to be well designed and present a graded change between the built fabric and green space."</p> <p>We would recommend a buffer zone of at least 50 metres of semi-natural vegetation would be required to protect the woodland from the change in land use. This 50m should be included as part of the policy for Tinsley Lane. An example of a council which has included the 50m buffer within their site allocation policies is Kings Lynn and West Norfolk. The policy for the site allocation specifically reads:</p>	



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		<p><b>“Tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife. A 50 metre buffer around the Reffley Wood ancient woodland;”</b></p> <p>This best practice will ensure that the adjacent ancient woodland is protected from changing external pressures caused by the development.</p> <p>If you would like clarification of any of the points raised please contact us via <a href="mailto:campaigning@woodlandtrust.org.uk">campaigning@woodlandtrust.org.uk</a></p>	
Southern Water		<p>Thank you for consulting us on the Tinsley Lane Development Brief. As you are aware, we supply water in your borough and our comments are therefore from that perspective only.</p> <p>We have no particular concerns to raise in relation to water supply. We would however query the approach that you are taking in the "Utilities and drainage" section of this document (Section 9, p30), which states that assessments <i>"will need to prove that the development can connect into and be served by the relevant utilities providers"</i>. It is unclear what the level of proof required is and in the experience of Southern Water it is often possible to address the issues through the proper use and discharge of planning conditions.</p>	<p>Comments noted. It is anticipated this could be addressed through planning conditions. However, it will vary depending on the infrastructure service and needs.</p>

**APPENDIX C: IMAGES AND PHOTOGRAPHS PROVIDED AS PART OF THE  
CONSULTATION REPRESENTATIONS RECEIVED (referred to within Appendix  
A)**

\* Photographs attached to Ken Holford's representation

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**BIRCH LEA**



Bend-0291



D8-0282

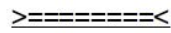


D9-0288

Larger picture D8-0282



This D8-0282 picture, better shows the problem  
of not being able to safely exit the drive.



**Tinsley Lane Development Brief: Consultation Statement  
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\*\*photos attached to Mr Priyesh Patel et al representation.

Photos of Birch Lea:

Our front garden wall running alongside the road – even with minimal current traffic, vehicles have managed to hit it.



View up the road, number 9 is on the left, as evident the verge on this side is not sufficient for use.



Front Wall continued:



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View from Tinsley lane, looking up Birch Lea – the road is narrow – it is not built for heavy traffic flow – only driveway parking will remain – again this is not sufficient.



Views from Tinsley Lane:





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\*\*\* Email enclosure with Maxine and Wayne Tantrum's representation

**Wayne Tantrum**

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**From:** Wayne Tantrum <wayne.tantrum@btconnect.com>  
**Sent:** 09 June 2016 16:48  
**To:** 'angus.martin@amecfw.com'  
**Subject:** FW: Tinsley Lane Development Brief  
**Attachments:** Option3 - Oakwood Football Club Preliminary Indicative Layout.pdf

**Importance:** High

Dear Angus

It was nice to meet you and Caroline Searle on 23rd May 2016 at the Tinsley Lane Development Brief Meeting, which was a good meeting at which we were able to raise our concerns relating to the development of the sports field at Tinsley Lane, and discuss some of your ideas for this development.

I have discussed the proposals you put forward for the siting of the Oakwood Sports Clubhouse with my husband and we have walked across to the proposed site to scope this out.

As you know our concerns were:-

- the inevitable noise disturbance that will emanate from the clubhouse when they have events during match days, weekday's, weekend's and evenings that go into the early hours of the morning,
- the adoption and upkeep of the road to access this facility,
- the rubbish caused by public use in this area,
- potential damage via contractors to the trees that we own along our boundary that deem the overhanging branches to be in their way, (On this point we would not accept these trees being cut or trimmed in any way)
- potential damage to the overhead telephone line that is essential for our trading business "New World Sustainable Solutions Limited" and any potential loss of earning that this would cause, and
- the traffic issues in relation to the entrance to our properties (Stepping Stones and Copper Beeches) in Kenmara Court; including accessibility and damage to this entrance especially with the proposals for development.

In the possible plans that you put forward at this meeting, Options 2 was to site the new Oakwood Clubhouse towards the foremost northeast end of the north field; having walked the area we assess this to be approximately 42 metres from the boundary fence of Copper Beeches, which is fairly close and there is no doubt that noise would be an issue from here not only for ourselves, but also for property no 14 Kenmara Court whose boundary is closer still to this area.

If the new clubhouse were to be re-sited a further 42 metres towards the north end of the field we believe this is would reduce and possibly eliminate it's disturbance factor for all existing residents, as this then places the clubhouse approximately 100 metres from both our properties on the south end of the north field, and also the properties on Tinsley Lane that back onto the west side of the north field, whilst still giving the clubhouse plenty of room and parking.

We notice that the space for stands are located on the east side central position to view the action of the football game in hand. Whilst we have moved this further to the south end goal area it is possible that the original position could still be accommodated if the clubhouse were to be re-sited an additional 15 meters (57 metres in total) further toward the north end of the field (we have not shown this view but believe it is achievable).

I have attached a crude mock-up of this proposed layout (Option 3 – Oakwood Football Club Preliminary Indicative Layout), unfortunately I did not have access to an A3 scanner so therefore you would need to print these out on A4 and reassemble them to A3 size for a visual example of our suggested changes.



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Whilst this addresses the problem of noise we would still have issue with access to our properties and "emergency access" to the new homes being proposed. You had asked that we consider moving the access area to our properties from the end of our lane to the side of Copper Beeches and I mentioned to you that I would need to discuss this with my husband and also check right of access for other properties that back onto Kenmara Court.

We have discussed this and are not convinced that this would be in our best interest since it would mean that Copper Beeches would lose what is now a valuable parking space for the property (in order to accommodate a new entrance) and also mean that the land along the lane where we currently enter and exit would no longer hold any commercial value and become useless to us since this could not feasibly be used for parking and access as an entrance/exit would no longer be available. Since Copper Beeches owns the lane area and is a rental property that we purchased to provide a commercial income, your proposal would devalue our investment and is therefore not a viable option without recompense for taking into account the devaluing of our investment, loss of the car parking space for Copper Beeches and loss of use of this land.

We are therefore still left with the problems I mentioned during the meeting with regard to access to our properties. My husband and I would be happy to come along and discuss this matter with you further in person to try and resolve this matter.

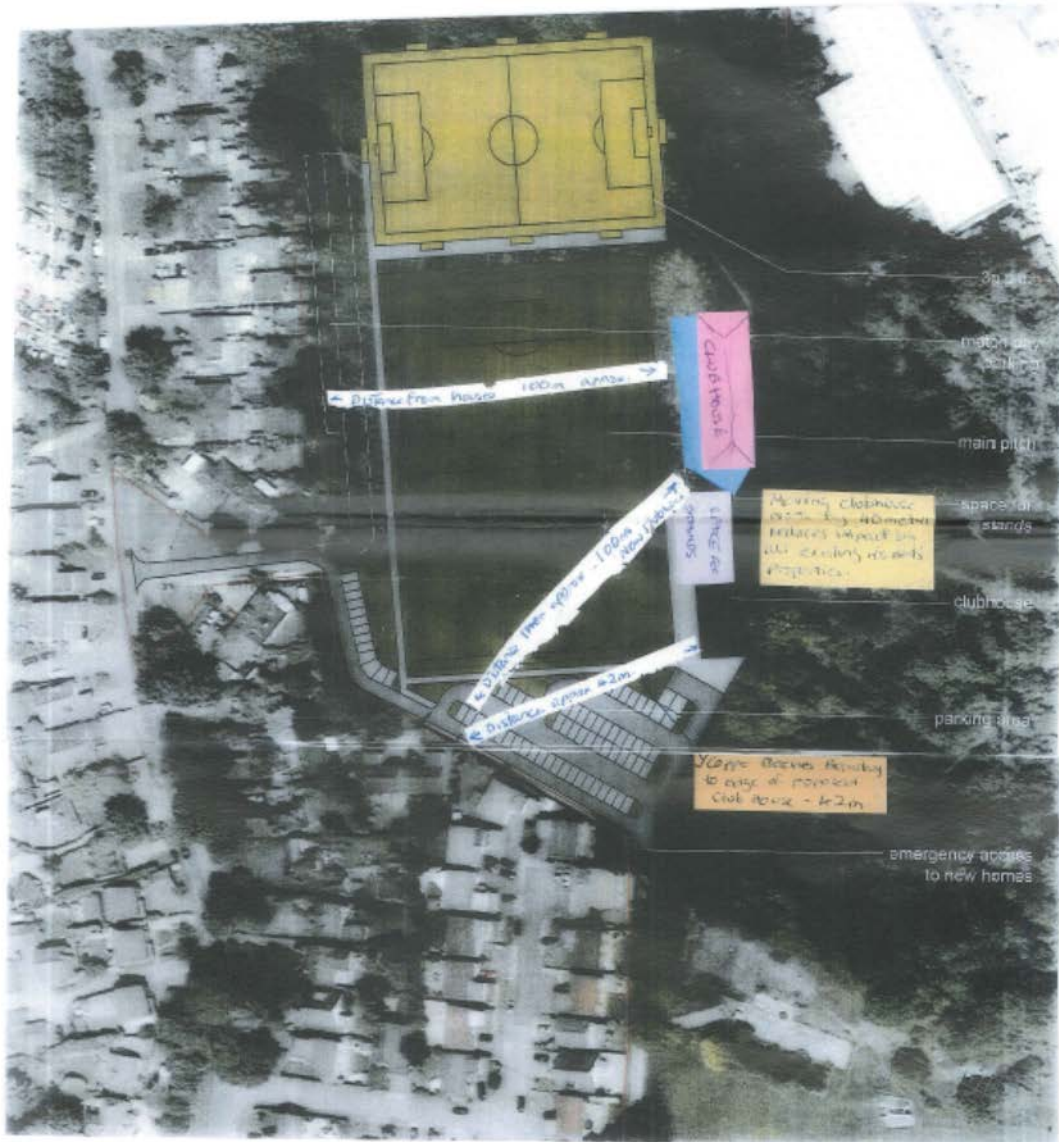
As you are aware currently when Oakwood is in use and busy with cars going to and from the ground it can be very difficult to exit or enter our lane (Kenmara Court) safely and with the increased traffic which the new development of houses will inevitably produce we can only see this getting worse.

We are unsure of the viability of Mr Iain Miller's suggestion to re-site the entrance for the sports field so that it comes off of the roundabout on Gatwick Road, so that neither Birch Lea or Kenmara Court are disturbed, but believe you are investigating this option as well.

Kind Regards  
Maxine & Wayne Tantrum  
Stepping Stones & Copper Beeches  
Kenmara Court, Tinsley Lane  
CRAWLEY RH10 8AT

Tel: 01293 527083 or mobile (Maxine) 07709 553460

Email – [wayne.tantrum@btconnect.com](mailto:wayne.tantrum@btconnect.com) or [mtantrum@hotmail.co.uk](mailto:mtantrum@hotmail.co.uk)



Oakwood Football Club  
 Preliminary Indicative Layout

1:1000 at A3 (do not scale)

Option 3  
 Relocating of Clubhouse further towards North East end of field would reduce noise & disturbance issues as it would then be approximately 100 metres from any existing residences.

Amec Foster Wheeler 13-05-16

**Tinsley Lane Development Brief: Consultation Statement  
March 2017**

\*\*\*\* Figure 1: Excerpt from email chain included as an appendix to PF Technical Note 2012 attached to Kirsty Gordon representation

Surface water e-mail

From: Lance.Cooper@thameswater.co.uk [mailto:Lance.Cooper@thameswater.co.uk]  
Sent: 19 January 2012 15:58  
To: Peter Bowles  
Subject: Re: FW: Proposed Development at Tinsley Lane, Crawley

Peter

I refer to your e-mail attached and to our telephone call earlier today. As discussed, It is unlikely that the conclusions reached in the previous SW impact study (July 2000) still hold good.

Legislation and "good practice" relating to surface water disposal from new Development sites has changed significantly in the intervening 12 years. There is now much greater emphasis on source control by use of SUDS systems rather than allowing unrestricted flows into the SW sewer network. It will be incumbent upon any Developer of this site to agree a drainage strategy with Thames Water and the SUDS Approval Body at the initial design stage.

Certain improvements to the public sewer system may still be required and It may be necessary to take account of this during the planning consultation stage by the introduction of "Grampian" conditions to allow time for improvements to take place.

Regards

Lance Cooper  
Developer Services  
011837 (38778)

*Figure 1 Excerpt from email chain included as an appendix to PF Technical Note 2012*

\*\*\*\*\* Appendix A attached to Kirsty Gordon's representation

Photographs of Birch Lea representative of current levels of on-street parking



















**Tinsley Lane Development Brief: Consultation Statement  
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\*\*\*\*\*photo attached to Sue Lau representation

