

REFERENCE NO: CR/2017/0127/ARM

LOCATION: [PHASE 4, FORGE WOOD \(NES\), CRAWLEY](#)

PROPOSAL: APPROVAL OF RESERVED MATTERS FOR PHASE 4 INFRASTRUCTURE PURSUANT TO PLANNING PERMISSION CR/2015/0552/NCC FOR A NEW MIXED USE NEIGHBOURHOOD FOR ROAD AND DRAINAGE INFRASTRUCTURE, NOISE FENCE, SPORTS PITCHES, CHANGING ROOM BUILDING, LEAP, CAR PARKING, INTERNAL ACCESS ROADS, FOOTPATHS, PARKING AND CIRCULATION AREAS, HARD AND SOFT LANDSCAPING AND OTHER ASSOCIATED INFRASTRUCTURE AND ENGINEERING WORKS (AMENDED PLANS AND DOCUMENTS RECEIVED)

TARGET DECISION DATE: 18 May 2017

CASE OFFICER: Mrs V. Cheesman

APPLICANTS NAME: c/o Agent

AGENTS NAME: Pegasus Group

PLANS & DRAWINGS CONSIDERED:

T.0364 17 Wider Context Site Location Plan, T.0364 18 Infrastructure Programme, CSA_667_085 Rev E Pavilion Building Layout, CSA_667_261 Rev A_Enhanced LEAP Layout, CSA/667/279 Phase 4 Sports Field Levels Plan, CSA/667/273 Hard and Soft Landscape Proposals, CSA/667/274 Hard and Soft Landscape Proposals, CSA/667/275 Rev A Hard and Soft Landscape Proposals, CSA/667/276 Rev A Hard and Soft Landscape Proposals, 7827/PH3&4/01 Tree Constraints Plan, 7827/Ph4INF/02 Tree Protection Plan, P830 01 Rev E Phase 4 Bus Swept Path, P830 02 Rev E Phase 4 Large Refuse Vehicle Swept Path, P830 03 Rev A Emergency Access, P830 05 Rev A Horizontal Geometry and Setting Out Plan (Sheet 1 of 7), P830 06 Rev A Horizontal Geometry and Setting Out Plan (Sheet 2 of 7), P830 07 Rev A Horizontal Geometry and Setting Out Plan (Sheet 3 of 7), P830 08 Rev D Horizontal Geometry and Setting Out Plan (Sheet 4 of 7) , P830 09 Rev D Horizontal Geometry and Setting Out Plan (Sheet 5 of 7), P830 10 Rev A Horizontal Geometry and Setting Out Plan (Sheet 6 of 7), P830 11 Rev A Horizontal Geometry and Setting Out Plan (Sheet 7 of 7), P830 12 Rev B Proposed Drainage, Levels and Contours Plan (Sheet 1 of 7), P830 13 Rev B Proposed Drainage, Levels and Contours Plan (Sheet 2 of 7), P830 14 Rev B Proposed Drainage, Levels and Contours Plan (Sheet 3 of 7), P830 15 Rev D Proposed Drainage, Levels and Contours Plan (Sheet 4 of 7) , P830/23 Construction Details, P830/34 Longitudinal Sections (Sheet 2 of 3), P830/38 Rev B Cellular Storage Tank Detail, P830/42 Rev B Carlow Storage Tank Detail, T255/19 Rev D Phase 4 Drainage Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL - Aerodrome Safeguarding | No objection subject to a cranes informative |
| 2. | GAL - Planning Department | No comments to make |
| 3. | National Air Traffic Services (NATS) | No objections |
| 4. | WSCC – Highways | No objections, comments on parking and bus stops |
| 5. | Highways England | No objections subject to conditions |
| 6. | Metrobus | No objections |
| 7. | Police | No objections |
| 8. | Cycle Forum | Welcome 3m wide shared path, comment on other connections within the phase |
| 9. | Environment Agency | No comments to make |
| 10. | WSCC - Surface Water Drainage (SWD) | No comments received |

11.	Thames Water	Request a Grampian style condition be imposed as They consider there is inadequate sewerage capacity to accommodate the development . However, advise that discussions are ongoing to agree a deliverable solution
12.	Southern Water	No objections
13.	Independent Water Networks Ltd	No comments received
14.	UK Power Networks	No objections
15.	Natural England	No objections
16.	Ecology Officer	No objections
17.	CBC - Drainage Officer	No objections
18.	CBC - Property Division	No objections
19.	CBC - Planning Arboricultural Officer	No objections
20.	CBC - Environmental Health	Update to be provided at the meeting
21.	CBC - Refuse & Recycling Team	No objections
22.	CBC – Amenity Services	No objections subject to revisions to the LEAP layout
23.	Sport England	No objections to amended plans, subject to maintenance of the pitches and clarification regarding car parking.
24.	NHS South East Coast Ambulance Service	No comments received
25.	Gatwick Diamond Grow Group	No comments received
26.	Homes & Communities Agency (HCA)	No comments received

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by press advertisement and site notices.

RESPONSES RECEIVED:-

One letter of representation expressing concern about impact on wildlife, protection of public footpaths and requiring facilities for dog walkers.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development and is part of the Forge Wood neighbourhood in which CBC has a land interest.

BACKGROUND:-

- 1.1 Outline planning permission for the North East Sector neighbourhood, now known as Forge Wood, was originally granted by the Secretary of State on 16th February 2011 under reference CR/1998/0039/OUT.
- 1.2 The outline planning permission established the principle of a mixed use neighbourhood to include up to 1,900 dwellings, 5,000 sq m of employment floorspace, 2,500 sq m of net retail space, a local centre/community centre, a primary school, recreational open space, landscaping, the relocation of a 132KV power line adjacent to the M23 and other associated works.
- 1.3 More recently a Section 73 (variation of conditions) application CR/2015/0552/NCC was permitted on 15th November 2016, which issued a new outline planning permission for Forge Wood with updated decision notice and relates to a new Master Plan, Design Statement and revised conditions.
- 1.4 The principle of the new neighbourhood, the quantum of development, as well as the access arrangements and principal road junctions have therefore been established.

RELEVANT PLANNING HISTORY:-

2.1 In respect of Phase 1:

Spine road - CR/2012/0357/ARM - approved
Phase 1A for 204 dwellings – CR/2013/0610/ARM - approved
Phase 1B for the local centre – CR/2014/0061/ARM - approved
Phase 1C for 50 flats – CR/2014/0062/ARM – approved
Phase 1D for a health centre – CR/2014/0063/ARM – to be determined.
Primary School – CR/2016/0048/ARM - approved
Temporary School – CR/2016/0026/ FUL – approved

2.2 In respect of Phase 2:

Spine Road and Drainage Infrastructure – CR/2015/0628/ARM – approved
Phase 2A for 90 dwellings – CR/2015/0740//ARM - approved
Phase 2B for 159 dwellings – CR/2015/0718/ARM – to be determined
Phase 2C for 251 dwellings – CR/2016/0083/ARM – to be determined
Phase 2D for 50 dwellings – CR/2016/0114/ARM – approved

2.3 In respect of Phase 3:

Employment Building – CR/2016/0858/ARM – to be determined
Phase 3 and part Phase 4 infrastructure – CR/2016/0781/ARM - approved
Phase 3A for 225 dwellings – CR/2016/0780/ARM – approved
Phase 3B for 153 dwellings – CR/2016/0962/ARM – to be determined

2.4 In respect of Phase 4:

Phase 4A for 147 dwellings – CR/2017/0125/ARM – to be determined
Phase 4B for 493 dwellings - CR/2017/1028/ARM – to be determined

THE APPLICATION SITE:-

- 3.1 This application site relates to Phase 4 of Forge Wood, which lies on the eastern side of Balcombe Road (B2036) with the M23 along the eastern boundary.
- 3.2 The land is relatively level and comprises arable farmland and open fields with scrub, woodland, hedgerows, bracken and trees, with hardstandings and buildings. A public footpath crosses the site east/west and goes over the M23. This forms the southern boundary of Phase 4, with Phase 3 to the south.
- 3.3 Toovies Farm land holding is located centrally within this Phase but is excluded from the application site itself. The farmhouse is a Listed Building.

THE PROPOSED DEVELOPMENT:-

- 4.1 This application seeks approval of reserved matters for the main link road and associated infrastructure that would serve Phase 4 of the neighbourhood. It comprises:
- the layout, alignment and specification of the access roads within Phase 4, with the main site access to this phase from Balcombe Road
 - car parking, internal access roads, footpaths, parking and circulation areas
 - the drainage infrastructure including swales, attenuation ponds, tank sewers and cellular storage
 - an additional noise attenuation fence in the north eastern corner of the site
 - sports pitches and a pavilion building, with associated car park
 - a local equipped area for play (LEAP)
 - hard and soft landscaping and other associated infrastructure and engineering works

- 4.2 The earlier approved infrastructure application CR/2016/0781/ARM related to both Phase 3 and part of Phase 4. The element within Phase 4 was the bund and acoustic fence along the boundary with the M23 and 2 pumping stations.
- 4.3 The fixing of the layout of the roads and other elements will set the framework and overarching layout which will serve the individual land parcels for the subsequent detailed 'reserved matter' applications for the various parts of the Phase 4 development. A similar approach was taken for Phases 1, 2 and 3. As set out above in the Planning History section, the applications for the two residential parcels that make up Phase 4 (sub phases 4A and 4B) have now been submitted and are currently under consideration.
- 4.4 The applicants have explained that by seeking detailed approval of the key Phase 4 infrastructure elements at this stage, this would enable the continued delivery of the mixed use neighbourhood, with an early start on the implementation of these aspects of the development. Following this, the detailed design of the individual phase 4 residential parcels can be refined to take account of the agreed infrastructure. Phase 4 is proposed to be developed in 2 residential phases (see para 2.4 above).
- 4.5 The following documents have been provided in support of the application:
- Planning, Design and Access Statement
 - Noise assessment
 - Ecology Assessment
 - Surface Water Drainage Strategy
 - Arboricultural Impact Assessment
 - Tree Protection Plan
 - Sports Pitch Specification
 - Landscaping Proposals
 - Highway design plans, road layout ,drainage features and landscaping plans
 - Programme for the Construction Phase
- 4.6 During the course of the consideration of the application revised plans and documents have been submitted to address concerns raised and issues identified. Additional publicity and reconsultation has been undertaken in respect of these revised details.

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 5.1 This has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development. The NPPF states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.
- 5.2 Relevant sections are: paragraph 14: presumption in favour of sustainable development:
 paragraph 17: core planning principles
 section 1: building a strong competitive economy
 section 4: promoting sustainable transport
 section 6: delivering a wide choice of high quality homes
 section 7: requiring good design

Crawley 2030: The Crawley Borough Local Plan 2015-2030

- 5.3 The plan was adopted on 16th December 2015.
- 5.4 Overarching policy SD1 sets out the presumption in favour of sustainable development in line with 6 strategic objectives which include progress towards climate change commitments, providing a safe

and secure environment for residents and visitors and meeting the social and economic needs of the current and future population.

5.5 Policy CH1 supports development in line with the neighbourhood principle (of which this sub-phase of Forge Wood complies with).

5.6 Policy CH2 sets out the principles for good urban design and states:

To assist in the creation, retention or enhancement of successful places in Crawley, development proposals will be required to:

- a) respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets;*
- b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas;*
- c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people;*
- d) make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks;*
- e) provide recognisable routes, intersections and landmarks to help people find their way around;*
- f) consider flexible development forms that can respond to changing social, technological and economic conditions; and*
- g) provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.*

Applications must include information that demonstrates that these principles would be achieved, or not compromised, through the proposed development.

5.7 Policy CH3 sets out the normal requirements of all development and requires proposals to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context, be of high quality in terms of landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. In addition, proposals must provide a good standard of amenity for future residents in compliance with internal space standards and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity. The policy requires the retention of existing individual or groups of trees that contribute positively to the area and seeks to ensure sufficient space for trees to reach maturity particularly when located in private gardens to ensure dwellings receive adequate daylight. Development should also meet its operational needs in respect of parking, access, refuse storage etc. The policy also requires the development to incorporate 'Secure by Design principles' to reduce crime, consider community safety measures and demonstrate design quality through 'Building for life' criteria.

5.8 Policy CH4 requires the comprehensive and efficient use of land to ensure the proper phasing of development over a wider area.

5.9 Policy CH6 seeks to ensure landscape proposals for residential development contribute to the character and appearance of the town and seek to ensure 1 new tree for each dwelling and where trees are lost seek mitigation in line with the published replacement standards.

5.10 Policy CH7 identifies the landscaping along the M23 as structural landscaping and an important feature that should be protected and enhanced. Proposals should protect and/or enhance such features.

5.11 In respect of access, policy CH11 requires proposals that detract on the character of a right of way or other type of recreational route to be adequately mitigated.

5.12 Policy CH12 relates to heritage assets and requires the impact of the development to be assessed on the asset and its setting.

5.13 Listed Buildings are specifically covered under policy CH15 and require development to demonstrate how proposal will protect the value of the listed building, its setting and its key features.

- 5.14 Housing policy H1 states that the Council will consider positively proposals for the provision of housing to meet local needs.
- 5.15 Housing policy H2 identifies Forge Wood as a key deliverable housing site for up to 1,900 dwellings with the period to 2020.
- 5.16 Policy ENV1 advises that Crawley's green infrastructure should be conserved and enhanced.
- 5.17 Policy ENV2 requires all proposals to encourage biodiversity where appropriate and to refuse proposals where there would be significant harm to protected habitats or species unless harm can be appropriately mitigated.
- 5.18 Policy ENV8 seeks to ensure development proposals must avoid areas which are exposed to an unacceptable risk from flooding and must not increase the risk of flooding elsewhere.
- 5.19 Policy ENV11 seeks to protect people's quality of life from unacceptable noise impacts.
- 5.20 Policy IN4 requires development to meet its needs when assessed against the Council's car parking and cycle parking standards.

Supplementary Planning Guidance and Documents

- 5.21 The following Supplementary Planning Documents and Guidance Notes, adopted in October 2016, are also relevant in the consideration of this application:
 - Urban Design SPD
 - Planning and Climate Change SPD
 - Green Infrastructure SPD
 - CIL – Developer Contributions Guidance Note

PLANNING CONSIDERATIONS:-

- 6.1 The key issues in considering this application are considered to be:
 - Is the development in substantial accordance with the Masterplan?
 - Design approach and the compatibility with existing and subsequent phases of development
 - Noise considerations
 - Drainage
 - Highway considerations / specification
 - Design of the sports facilities
 - Design of the LEAP
 - Impacts on ecology / habitat

Is the development in substantial accordance with the Masterplan?

- 6.2 The outline planning permission (CR/2015/0552/NCC) established the principle of a mixed use neighbourhood (as described in paragraph 1.1) with all matters of detail reserved for subsequent consideration except for the main access junctions serving the site. As set out in condition 1 on the outline application all the reserved matter applications are required to be in substantial accordance with the approved Masterplan and Design Statement. This reserved matter application relates to the detail of the infrastructure elements for Phase 4 including the roads, drainage features, playing fields and changing facilities, and this will then enable the separate residential land parcels comprising Phase 4 to be considered in detail in due course.
- 6.3 The approved Masterplan shows the general arrangement of this part of the site, with residential development set either side of a main spine road which runs west to east and then north/south. This road leads from the proposed site access off Balcombe Road in the north and connects to Phase 3

to the south of the site. Cul de sacs leading off the spine road are shown and would serve the dwellings and leisure facilities.

- 6.4 The main road will be a bus route through the development, and the route for the main cycle path. The provision of the playing fields, pavilion and LEAP are also included in this application. All these features are as shown in the approved Design Statement and Master Plan.
- 6.5 In considering the application against the development of the neighbourhood as a whole and in relation to this particular phase, it should be noted that there is no change to either the overall quantum of development, the overall mix of uses, the general disposition of the uses and the location of key open spaces. The drainage features are in accordance with the overall drainage strategy that has been agreed in principle for the neighbourhood. The sports facilities follow previous discussions about the location and extent of the facilities to be provided in this part of the neighbourhood and were incorporated into the new outline permission and revised Master Plan under CR/2015/0552/NCC.
- 6.6 In these circumstances the proposed infrastructure elements are considered to be in accordance with the Masterplan.

Design approach and the compatibility with existing and subsequent phases of development:

- 6.7 The design approach that has been used for this application follows that set out in the Master Plan and Design Statement and flows from that adopted for the 3 earlier Phases, in relation to the road hierarchy and character areas (and their associated design and layout) , the drainage strategy and noise attenuation measures.
- 6.8 With regard to the road design and layout, the Main Street is the spine road and has been designed as a legible route through the development, to connect the various areas of housing and to link to Phase 3. Parking is to be set back from the main road frontage. The proposed highway is typically 6m wide (with localised widening to accommodate swept paths) with a 2m footway one side and a combined 3m footway and cycle path on the other side.
- 6.9 The Neighbourhood Housing areas are characterised by a low speed highway network where the proposed 5m width carriageway is subservient to the urban form and the objective is to provide a highly permeable development to encourage pedestrian and cycle movement within the neighbourhood.
- 6.10 The Neighbourhood Green character area seeks to provide formal recreation in a "village green" setting, with housing encircling the green to provide a backdrop and enclosure to the green space. Formal playing pitches are shown within the green with a pavilion and the LEAP adjacent. A footpath and cycleway would run around the edge of the green and link to the wider footpath network.
- 6.11 In this regard, it should be noted that the application boundary is drawn to the edge of the main infrastructure work. This is to ensure this application does not prejudice the design opportunities for the residential parcels that adjoin the road. However, the red line is drawn wider where it includes the sports pitches, pavilion, car park and LEAP within the neighbourhood green area.
- 6.12 The drainage features for the residential development of Phase 4, follow the overarching site-wide drainage strategy and SuDS principles. For this application they comprise swales, attenuation ponds, tank sewers and cellular storage, and would ensure that these are provided for at an early date. Their incorporation at this stage allows for the subsequent residential development with associated landscaping to be designed with respect to these features.
- 6.13 A noise bund and fence for both Phase 3 and Phase 4 have been approved under the earlier infrastructure application CR/2016/0781/ARM and are set within the 40m dwelling exclusion zone along the M23. This current application proposes additional measures in the form of a further noise attenuation fence (3m high) at the top north east corner of the site, following a revision to the extent of the bund and fence due to the need to accommodate the new termination tower for the power cables.

- 6.14 Illustrative context plans have been provided to demonstrate how the form of development could evolve, and Phases 4A and 4B are currently under consideration (CR/2017/0125/ARM and CR/2017/0128/ARM). However the exact access points to the side roads, driveways, lay-bys, street furniture and landscaping would need to be the subject of the detailed designs of the various reserved matters for the land parcels. The provision of the bus stops and shelters would be covered by the submission of details required under condition 58 on the outline permission.
- 6.15 It is thus considered that this is an appropriate design approach for a development of this complexity. The fixing of these infrastructural elements, comprising the road layouts and their alignment, the positioning of the drainage features, the sports and play facilities and the noise attenuation fence will set the framework and inform the detailed layout and form of the residential parcels. It is considered that this approach would not prejudice the future design or comprehensive development of Phase 4.

Noise considerations

- 6.16 The main noise source for these 2 phases is road noise from the M23 and aircraft noise.
- 6.17 With regard to the M23, the outline permission includes a 40m exclusion zone where no dwellings are allowed to be sited. This area is shown on the approved Master Plan and is set out in condition 64. The Master Plan also shows the use of an acoustic barrier along the eastern boundary of the site to mitigate noise across the remainder of the residential parcels, and is identified as a separate character area - 'landscape buffer' - which is to be a visual and acoustic barrier to the motorway.
- 6.18 In addition, specific measures for the construction of the dwellings themselves, including an appropriate ventilation strategy will be necessary. Condition 34 requires a scheme to demonstrate that the dwellings will have sufficient protection against noise and how such measures are to be delivered and secured. This is to be submitted in conjunction with the residential layouts.
- 6.19 For this part of the Neighbourhood, the site wide noise mitigation measures comprise the noise bund and fence approved for both Phase 3 and Phase 4 under the earlier infrastructure application CR/2016/0781/ARM. These features are to be located within the 40m dwelling exclusion zone along the M23. This current application proposes additional measures in the form of a further noise attenuation fence at the top north east corner of the site.
- 6.20 The extent of the barrier within the earlier application shows the barrier terminating just south of the most northern boundary. However, due to the position of the new overhead cables termination tower which has been installed in this northern corner, the extent of the bund and fence has had to be adjusted and an additional fence provided. The additional 3m high fence would provide a staggered overlapped barrier and the swale has also been adjusted accordingly in this north eastern corner.
- 6.21 The developers have advised that a fence has been proposed as it would not compromise safety in relation to the close proximity of the termination tower at this part of the site and allows for a greater level of tree retention than if a bund was used. Additional material has been requested to illustrate the visual appearance of the fence and how it would relate to the existing ground levels, trees and other features, including the approved arrangements for the bund and fence and the drainage features. This material is also to show the proposed soft landscaping for the acoustic fence. It is anticipated that these plans will be available for the Committee meeting. Members will be advised at the meeting if any additional conditions are necessary and if any further consultations are required in this regard.
- 6.22 Whilst the formal comments of Environmental Health have yet to be received for the additional acoustic fence now proposed, the main acoustic barrier of a bund and fence for phase 3 and 4 has been approved under the earlier application CR/2016/0781/ARM. It is anticipated that this approach could provide the necessary mitigation and would result in a generally acceptable noise environment for this phase, although it would need to be in association with an appropriate layout for the units and the specific measures required for the dwellings themselves. An update on this issue will be provided at the meeting.

- 6.23 The precise details of the layout of the dwellings in relation to the noise environment would thus be assessed as part of the Reserved Matters applications for the individual residential parcels and the specific construction details of the measures would form part of the condition 34 discharge request application.
- 6.24 The design of the fence with the proposed landscaping in conjunction with the previously approved bend and fence is considered to be satisfactory and would result in an appropriately screened and planted feature that would provide the required noise measures as well as providing opportunities for ecological enhancements and mitigation. By agreeing the form and location of these noise mitigation measures at this stage, this sets an important aspect of the framework for these phases, which will then inform the wider layouts of the residential parcels.
- 6.25 With regard to aircraft noise, the principle of residential development in this area was considered acceptable by the appeal Inspector, subject to appropriate mitigation. This higher level of detail will thus be assessed in due course as part of the analysis of the layouts of the Reserved Matters applications for the residential parcels in association with the specific measures that are required to be submitted pursuant to condition 34.

Drainage

Surface Water Drainage

- 6.26 There is a need to ensure that there is an effective drainage strategy for the infrastructure elements of this phase and to serve the development as a whole. The site wide drainage strategy as originally submitted pursuant to condition 16 (and as submitted under CR/2015/0552/NCC) assumed that sewer alignments would be under the main roads and this is shown in the submitted plans for this application. In addition, other drainage features for this Phase comprise the use of SuDS to manage the disposal of surface water run-off from the developed parts of the site.
- 6.27 For drainage purposes, this Phase has been split into 3 catchments, each with SuDS features which will act to balance surface water outflows prior to discharge. These features include a system of grassed detention basins, swales, tank sewers, and offline cellular and concrete storage tanks. Surface water from this Phase will then be directed towards the sewer along Balcombe Road and the local watercourse and ditch system along the M23. The proposed system incorporates a 40% climate change allowance as per current guidance.
- 6.28 Highways England have commented that the bunds and fences should be designed to ensure there is no risk of impact on the M23 and recommend a number of conditions in this regard and to prevent vehicular access from/to the M23. In addition, part of the surface water drainage from the development site is proposed to drain into a M23 drainage ditch and a further condition has been recommended to protect this drainage asset to ensure that the outfall from the proposed development does not result in scour or erosion of Highways England's drainage ditch.
- 6.29 The applicants consider that these conditions are unnecessary as they are covered by the conditions on the Phase 3 and 4 Infrastructure application, the outline planning conditions and also by the technical drainage strategy submitted with the application. Your Officers are of the view that the conditions related to the bund and fence are required as the overall bund and fence are different to the Phase 3 and 4 infrastructure application (CR/2016/0781/ARM) and the additional fence is on land outside that application, so without this condition there would be no way of securing the comprehensive details as a whole. These could then be submitted as a package for discharge under both references. The condition preventing access from/to the M23 is considered to be reasonable and necessary and was accepted by the applicants in respect of the Phase 3 and 4 Infrastructure application.
- 6.30 With regards to the condition to protect the drainage ditch, Officers have been actively liaising with Highways England, to try and find a way forward. It is considered that it should be applied as, if the Committee are minded to approve the application without this particular condition, it should be noted that the Town and Country Planning (Development Affecting Truck Roads) Direction 2015 means that if the recommended conditions are not imposed then the application will have to be referred to

the Secretary of State for Transport before a decision is made. It is hoped that an update will be available in time for the Committee meeting.

- 6.31 The drainage strategy also includes the incorporation of 3 pumping stations, which were agreed under the earlier infrastructure application CR/2016/0781/ARM – one in Phase 3 and two in phase 4. These installations are mainly underground with a small control kiosk above ground and the compound is to be secured by 2m high palisade fencing and hedging. In addition to meeting the various technical criteria for such infrastructure, the visual impact of these installations needs careful consideration to ensure that they are assimilated sympathetically into the streetscapes of the neighbourhood.
- 6.32 The details of the landscaping for the Phase 3 pumping station, which is to the immediate north of the main entrance into Phase 3 from the Balcombe Road, has been agreed as part of the Phase 3A proposals.
- 6.33 With regard to the two pumping stations that are in this Phase, the comprehensive landscaping plans that have been submitted for this application show them set within grassed and landscaped areas and this approach is considered to be acceptable. Further plans have been requested to show the detail of this planting and it is anticipated that these plans will be available for the Committee meeting. Members will be advised if any additional condition is necessary at the meeting.
- 6.34 The outstanding matter regarding surface water drainage is the future long term maintenance and management of the drainage features and this is the subject of ongoing discussions in respect of the site wide drainage strategy required under condition 16. The approach is that the drainage would be the responsibility of a private management company and finalised details of the arrangements and financial safeguards are under consideration under the condition 16 submission CR/2015/0552/CC3.

Foul drainage

- 6.35 Thames Water has consistently commented that the existing waste water infrastructure is unable to accommodate the needs of the development and have recommended that a 'Grampian Style' condition be imposed requiring an on and off-site drainage strategy for the proposed works. It is not appropriate to impose a condition relating to strategic infrastructure to a reserved matter application as such issues should have been conditioned at outline stage. The appeal Inspector did not impose a specific condition in respect of foul water drainage. The applicants are in any event required to make satisfactory provision for waste water and will have to reach agreement with Thames Water. This can be achieved outside of this reserved matters application.
- 6.36 The applicants have previously confirmed that they already have a foul drainage strategy and agreement with Thames Water which covers the whole development including Phase 4. More recently they have also advised that that under S106 of the Water Industry Act (WIA), Thames Water have previously granted the right to connect to the public foul sewer network in two locations, namely Radford Rd and the junction of Balcombe Rd/Steers Lane. Subsequent to that agreed position, GTC, the appointed drainage adopting body for this development have developed matters further with Thames Water including a potential new sewer to the sewage treatment works, all under the WIA.
- 6.37 Thames Water have subsequently confirmed that discussions are ongoing with the developers to agree a deliverable solution, with the preferred option being the construction of a rising main to discharge flows to Crawley Sewage Treatment Works.

Highway considerations / specification

- 6.38 The roads which form the key infrastructure though this part of Forge Wood form a more extensive road network than previous infrastructure applications, because the drainage strategy for this phase involves a series of pipes under the road. Thus the application includes not only the layout and design of the main spine road, but also the roads associated with the neighbourhood housing and neighbourhood green character areas.

- 6.39 WSCC Highways have no objection to the amended plans, relating to the main access and the proposed road layout. They do comment that the private parking spaces and courtyards shown on this layout would not be adopted. The applicant has confirmed that the maintenance of these areas would be covered by the private management company. The exact location of the individual vehicle crossovers, laybys, and speed reducing measures would be finalised as part of the considerations for the housing parcels.
- 6.40 The main street is the main residential collector road through this phase and has been designed to accommodate a bus route in accordance with the requirements of the outline planning application. The application shows the location of 2 bus stop positions. The precise details of the bus stops and shelters can be covered under the condition discharge request application for condition 58 and would also be covered under WSCC's s38 road adoption process.
- 6.41 The cycle way elements in the application site accord with the transport links shown in the approved Design Statement. It is necessary however to ensure that they will provide for appropriate connections to the cycle routes within the other phases and the wider vicinity of the site.
- 6.42 In this respect the cycleway route along Main Street at the entrance to the site is shown to connect up to the crossing over the Balcombe Road (by Steers Lane) as well as with the footpath/cycle path that runs west/east and so would provide an attractive and user-friendly route connecting to other parts of the neighbourhood and the wider area.
- 6.43 The cycle path encircling the sports pitches would connect to a cycle path leading north (to the west of Toovies Farm) leading to the cycle path along Main Street. It also connects to the footpath/cycle path that runs west/east. Cycle access from Phase 4 to phase 3 would be achieved (on the east side of this phase) via the main street cycle path and in the west of the phase via the emergency access route. The emergency access was approved as part of the earlier Phase 3 and 4 infrastructure application CR/2016/0781/ARM.

Design of the sports facilities

- 6.44 The revised proposals show 4 mini soccer (up to age 8) pitches and a central cricket square, comprising 1.5ha of useable playing surface, all set within a circular grassed area, plus land for cricket nets. A pavilion with changing facilities and car park is set to the south east.
- 6.45 The facilities are shown in this location on the Master Plan and are specifically required to be provided as part of condition 29 on the outline permission, with the trigger point being the occupation of the 1000th dwelling.
- 6.46 A 3m wide cycle path/footway would run round the perimeter of the sports field. Between this and the cricket pitch boundary to the outfield, would be a 5m gap, comprising a 3m wide bund and a 2m wide buffer. The bund would be 0.5m in height with tree planting, with gaps for access and in front of the pavilion building.
- 6.47 The pavilion is single storey, of a traditional design and is to be constructed of brick walls under a tiled pitched roof. It would incorporate 2 changing rooms and one for officials, storage areas, including one with external access for the pitch maintenance machinery, a kitchen and main hall. The size of the building is 297.8sq m. The front (east) elevation incorporates a small entrance porch and the rear (west) elevation would have window and bifold doors, with covered canopy above, that would look onto the sports pitches.
- 6.48 The car park is to be accessed from by a cul de sac running from the main street and incorporates 25 spaces, of which 2 are to accessible standards, with an overflow parking area (7 spaces) indicated to the south, giving a total of 31 spaces. The car park provides the appropriate number of spaces in accordance with the standards in the Urban Design SPD relating to the size of the pavilion and the playing field area, being 1 space per 22 sqm of floorspace and 12 spaces per ha of playing fields.

- 6.49 The design, layout and construction specification of the pitches and pavilion have been revised following consultation responses, including those from Sport England, Amenity Services and the Cycle Forum. It is considered that the submitted details are acceptable and has addressed the issues raised, subject to clarification regarding Sport England's comments regards maintenance of the pitches and car parking arrangements. An update will be provided at the meeting.

Design of the LEAP

- 6.50 The LEAP is adjacent to the pavilion and incorporates 9 pieces of play equipment, including swings, a tree house, seesaw and carousel. There are also picnic benches, seats, refuse bins and cycle stands. It includes a dedicated fenced area for younger children/toddlers.
- 6.51 Access to the LEAP is via paths from the footpath/cycle way surrounding the cricket pitch, from the footpath/cycle way to the south, and a further path has been added running from the pavilion through the LEAP to the footpath/cycle way to the south.
- 6.52 It is considered that the general layout and range of equipment is appropriate, but the applicants have been asked to provide an additional path through the area to give a more inclusive layout, use of covered bike stands and appropriate surfacing. It is anticipated that these plans will be available for the Committee meeting. Members will be advised if any additional condition is necessary at the meeting.

Impacts on Ecology / Habitat

Trees and Landscaping

- 6.53 The construction of the various infrastructure elements would require the removal of a number of trees. This approach in the main has already been established in order to accommodate the new neighbourhood and is implicit in the approval of the Master Plan layout. This has been developed further with the site wide drainage strategy.
- 6.54 The submitted Arboricultural Impact Assessment includes a survey of the trees in relation to this application and has identified that some 32 specimens would need to be removed. These are predominantly oaks, with other individual specimens of ash, hawthorn, holly, birch, silver birch, goat willow and lawson cypress, hedgerow and scrub. Their removal is due to their condition being unsuitable for retention or that they are of moderate/ low quality and it is necessary to accommodate the proposed layout. All other trees are shown to be retained although it should be noted that further specimens may require removal in the future as the various phasing parcels are developed and will be considered in detail when those layouts are submitted. It is considered appropriate to impose a condition to ensure that the tree protection measures specified in the report are in place prior to any development commencing on this part of the site.
- 6.55 In this case it is not considered that the policy requirements of CH6 are appropriate in respect to the level of tree replacement given the nature of the development in this case. As part of the overall layout for these Phases and across the development as a whole the applicants are proposing to mitigate tree loss as part of the overall landscaping proposals and replacement and significant additional planting is proposed. In particular, on this phase the drainage features and their surrounding areas are to be landscaped as are the areas of land either side of the site entrance onto Balcombe Road and the landscape buffer along the M23.
- 6.56 In addition, new planting and replacement trees within the residential parcels is proposed and these will be covered in more detail as part of those individual parcels under the relevant residential Reserved Matters applications.

Protected Species

- 6.57 The submitted ecological survey advises that the application site and wider site were originally surveyed in May 2006 based around the extended Phase 1 survey methodology, as recommended by Natural England. Updated walk-over surveys were carried out between 2009 and 2016. In

addition, specific surveys were undertaken within the application site and wider site for bats, badgers, birds, dormice, reptiles and great crested newts.

- 6.58 There are no statutory or non-statutory designated sites of nature conservation interest within the application site and there are not considered to be any significant adverse effects on any other statutory and non-statutory sites of nature conservation interest in the vicinity of the development from the development proposals.
- 6.59 The habitats within the application site are generally not considered to be any particular ecological importance as they are principally arable fields. The habitats of great value in the context of the application site are the hedgerows, trees and woodland areas. Small areas of these are to be lost to the proposed development, although the majority is to be retained and significant landscaping features are also proposed throughout the development, including the phase 3 / 4 bund.
- 6.60 With regards to bats, there was no direct evidence of roosting bats or bat droppings in the buildings and the surveys did not record any bats entering or leaving the buildings. Some hedgerows and trees will be lost as part of the development, although it is considered that this will not be of any significance to foraging or commuting bats, due to the limited activity that has been recorded within the site and the retained hedgerows. The landscaping proposals for both the application site and the wider site includes new areas of hedgerow and tree planting will compensate for any losses that occur, will help to increase biodiversity and will assist in maintaining and enhancing habitat connectivity. In particular, the enhancement of the retained woodland and the creation of the attenuation features along the eastern boundary will provide foraging opportunities for bats. A sympathetic lighting strategy will be required to minimise light spillage into key areas. This can be achieved via a suitable condition.
- 6.61 No evidence of badgers such as any setts, foraging signs, latrines, snagged hairs, snuffle holes or footprints were recorded within the application site during the surveys.
- 6.62 In respect of birds, the development will result in minor losses to habitat, however it is not considered that these small losses would have any significant impact upon bird species. The landscape scheme for the wider site includes new areas of hedgerow and tree planting. Furthermore, the management of the wider site as a whole and in particular the woodlands, such as the removal of the invasive species, and areas of new native species planting will help to significantly increase biodiversity and will help to enhance the foraging opportunities available for birds.
- 6.63 The habitats within the application site are considered generally sub-optimal for reptiles, comprising regularly managed improved grassland and hedgerows. Habitat works will be undertaken during appropriate weather conditions to remove suitable vegetation and ensure that reptiles are not present within the application site.
- 6.64 Before the removal of suitable dormouse habitat including scrub, hedgerow and woodland takes place a Natural England licence will be obtained and suitable mitigation strategy implemented.
- 6.65 The Ecologist has no objections to these proposals and recommends that the actions detailed in the report are secured by a suitable condition.

CONCLUSIONS:-

- 7.1 The overall arrangements of the proposed access roads, drainage features, sports facilities and nose fence are considered to be in substantial accordance with the Masterplan as required by Condition 1 on the outline planning application.
- 7.2 The layout of these features does not prejudice the future design and comprehensive development of the wider residential land parcels within Phase 4. The applicants have that demonstrated the drainage approach is acceptable, that the ecological impacts have been fully considered and suitably mitigated; and that subject to receipt of further details that the sports facilities are suitable and that appropriate noise mitigation measures are proposed in respect of the acoustic fence.

RECOMMENDATION RE: CR/2017/0127/ARM

The recommended is to **APPROVE** this Reserved Matters application, subject to the expiry of any further consultation period that may be required as set out above, and subject to the imposition of conditions, including but not limited to:

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
2. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence erected in accordance with the Arboricultural Impact Assessment (February 2017) and as shown on the Tree Protection Plan drawing number 7827/Ph4 INF/02 .
Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2030.
3. No removal of hedgerows or trees shall be carried out on site between 1st of March and the 31st July inclusive in any year, unless proved to be clear of breeding birds by a suitably qualified ecologist and approved in writing by the Local Planning Authority.
REASON: To protect breeding birds in accordance with the Wildlife and Countryside Act 1981
4. The development hereby permitted shall be undertaken in accordance with the recommendations set out in the Ecological Assessment report (February 2017).
REASON: To ensure that the ecology of the site is protected and enhanced in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030 and Para 118 of the NPPF 2012.
5. The development hereby approved shall be carried out in accordance with the overarching drainage principles set out in the documents required to be submitted under condition 16 of the outline approval CR/2015/0552/NCC and the Phase 3 - Sustainable Surface Water Drainage Strategy Report – ref P804-FN01 Rev C September 2016 (updated November 2016) or as otherwise agreed in writing by the Local Planning Authority.
REASON: to ensure that the proposed development is satisfactorily drained in accordance with Policy ENV8 of the Crawley Borough Local Plan 2030.
6. All landscaping works shall be carried out in accordance with the approved drawings and details. No alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of visual amenity and because the scheme has been designed to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of Gatwick Airport through the attraction of birds.
7. All planting, seeding or turfing comprised in the approved details of landscaping within the application site shall be carried out in the first planting and seeding seasons following the occupation of the dwelling or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

8. No development, including site works of any description shall take place on the site unless and until full details of the materials and specification for the acoustic fencing and details of future maintenance and management arrangements have been first submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details and retained thereafter and no dwelling shall be occupied until the bunding and acoustic fencing has been provided in accordance with the details so approved.
REASON: To safeguard the appearance of the development and the amenities of the occupiers of the proposed dwellings and to ensure a satisfactory visual appearance area and to ensure the operational requirements of the development in accordance with Policies GD2 and CH3 of the Crawley Borough Local Plan 2015 -2030.
9. No works to develop the noise barrier (comprising fence & bund) shall commence until a Key Stage 2 Preliminary Assessment including Preliminary Certification which is undertaken in line with the requirements of the Design Manual for Roads and Bridges volume 4, section 1, part 2 HD22/08, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England).
REASON: To ensure that the bund is designed and constructed in a way which protects the integrity of the M23 motorway and its drainage, to ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
10. No works to develop the noise barrier (comprising fence & bund) shall commence until Key Stage 3 Geotechnical Design and Construction Certification which is undertaken in line with the requirements of the Design Manual for Roads and Bridges volume 4, section 1, part 2 HD22/08, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England).
REASON: To ensure that the bund is designed and constructed in a way which protects the integrity of the M23 motorway and its drainage, to ensure that the M23 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
11. The noise barrier (comprising fence & bund) shall be constructed in accordance with the Geotechnical Design Report approved within the Key Stage 3, unless otherwise agreed in writing by the Local Planning Authority (who shall consult with Highways England). Once constructed the bund shall, thereafter, be maintained in good order in perpetuity.
REASON: To ensure that the bund is designed and constructed in a way which protects the integrity of the M23 motorway and its drainage, to ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
12. No works to the noise barrier (comprising fence & bund) shall commence on site until a Construction Management Plan, to include details of numbers and routeing of construction vehicles and provision to control and manage construction traffic and measures to prevent dust and debris from being blown or otherwise deposited onto the M23 motorway, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England). The construction of the development shall be carried out in accordance with the approved Construction Management Plan unless otherwise agreed in writing by the Local Planning Authority (who shall consult with Highways England).
REASON: To ensure that construction of the noise barrier does not result in avoidable congestion on the M23 motorway, to prevent extraneous material being deposited on the highway, to ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
13. No works to the noise attenuation fencing shall commence until a design in accordance with the guidance in Design Manual for Roads and Bridges volume 10, section 5, part 1 HA 65/94 and Design Manual for Roads and Bridges volume 10, section 5, part 2 HA 66/95 has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England). The construction of the attenuation fencing shall be carried out in accordance with the approved design.
REASON: To ensure that the fencing is designed and constructed in a way which protects the integrity of the M23 motorway, to ensure that the M23 motorway continues to be an effective part of the

national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

14. No part of the development hereby permitted shall be provided with access (either temporary or permanently) from or to the M23 motorway.
REASON: To ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
15. No part of the development hereby permitted shall be occupied until measures to prevent scour or erosion of Highways England's drainage ditch resulting from surface water outfall from the development site have been approved in writing by the local planning authority (who shall consult with Highways England) and implemented in full. The agreed measures shall be maintained in good order in perpetuity.
REASON : To protect the M23 motorway drainage asset from damage resulting from water outfall from the development site , to ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
 2. The applicant is advised that the management and maintenance of the drainage proposals for this site and Forge Wood as a whole must be included in an application to discharge condition 16 of the outline planning permission.
 3. The applicant should ensure they check with Thames Water, and CBC, as to whether the receiving sewers/watercourse have sufficient capacity, as the proposal should not result in an increase in flood risk at the site, or elsewhere.
 4. The prior permission from the Lead Local Flood Authority for any works within the channel of an ordinary watercourse may be required, and the applicant should contact West Sussex County Council for further guidance.
 5. The applicant may be required to apply for other consents directly from the Environment Agency. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and the EA has a regulatory role in issuing and monitoring them. The applicant should contact 03708 506 506 or consult the website to establish whether a consent will be required. <https://www.gov.uk/environmental-permit-check-if-you-need-one>
1. NPPF Statement
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:
 - Providing advice in a timely and manner through pre-application discussions/correspondence.
 - Liaising with consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary during the course of the determination of the application.
 - Seeking amended plans/additional information to address identified issues during the course of the application.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.



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West Sussex RH10 1UZ

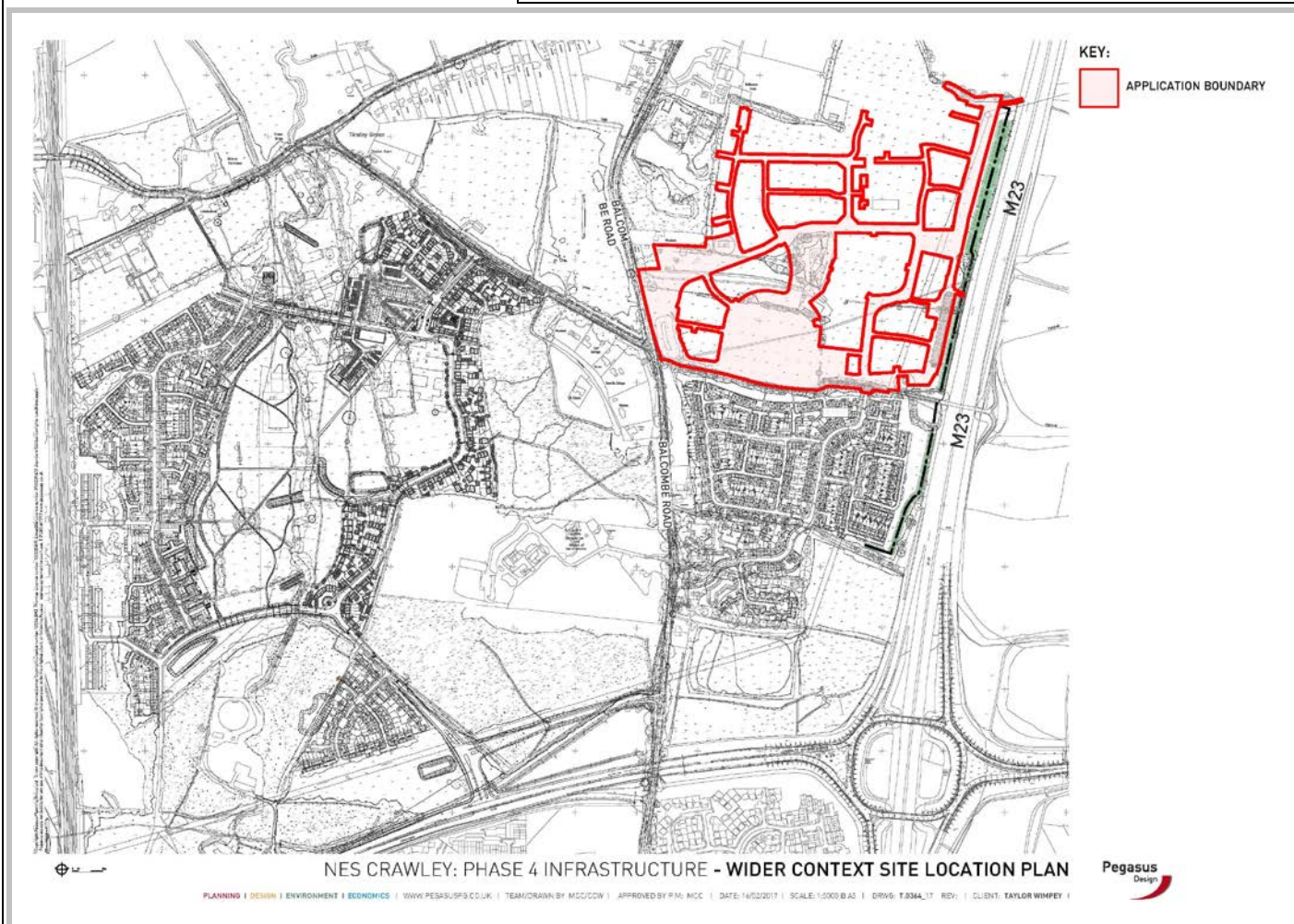
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CR/2017/0127/ARM

Date 5 September 2017

Approx. Scale 1:1,250

PHASE 4, FORGE WOOD (NES), CRAWLEY



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