Homes England

The Housing and Regeneration Agency

West of Ifield, Crawley

Environmental Statement: Non-Technical Summary

WOI-HPA-DOC-ESNTS-01
Version 1 - Planning submission

July 2025

Homes England

Contents

Homes England

Introduction

This document provides a Non-Technical Summary (NTS) of the Environmental Statement (ES), prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The ES and NTS supports a hybrid planning application (part outline and part full planning application) for a phased, mixed-use development (the 'Proposed Development') on land located to the west of Ifield near Crawley in West Sussex (the 'Site'). The Site is located within the jurisdiction of Horsham District Council (HDC). Therefore, HDC are the Local Planning Authority (LPA) who will determine the application.

The NTS provides a clear and concise summary of:

- The Site context;
- The reasonable development alternatives considered and an indication of the main reasons for their selection, including a comparison of the environmental effects, taking into account the likely significant effects on the environment;
- The Proposed Development description; and
- The likely significant effects of the Proposed Development and key mitigation measures, where relevant.

In the UK, ESs provide information to the relevant LPA, Statutory Consultees, other stakeholders and the general public, about a proposed development and their likely significant effects on the environment.

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Site Location and Context

- The Site is located on land to the west of Ifield near Crawley West Sussex within the administrative boundary of HDC.
- The Site is currently occupied by a mixture of arable and pastoral fields and includes the Ifield Golf Course and Country Club (hereafter referred to as the 'golf course') in the south. The topography is generally low-lying, with ridges to the south and west.
- The discrete off-Site parcel of land situated within the northern portion of the Site comprises the Ifield Court Farm, some residential dwellings, a medieval moat at Ifield Court, a scheduled monument and some agricultural buildings. This area is excluded from the Site.
- The River Mole is present across the northern part of the Site and flows from south-west to north-east.
- Current Site access is via Charlwood Road to the north and Rusper Road to the south. The M23 is 3.7 km to the south-east.
- The surrounding area is occupied by agricultural land uses, light industrial, commercial and residential land-uses. Gatwick airport is located approximately 1km to the north-east, beyond which lies the town of Horley.
- A network of public footpaths provides pedestrian access and recreation across the rural area.

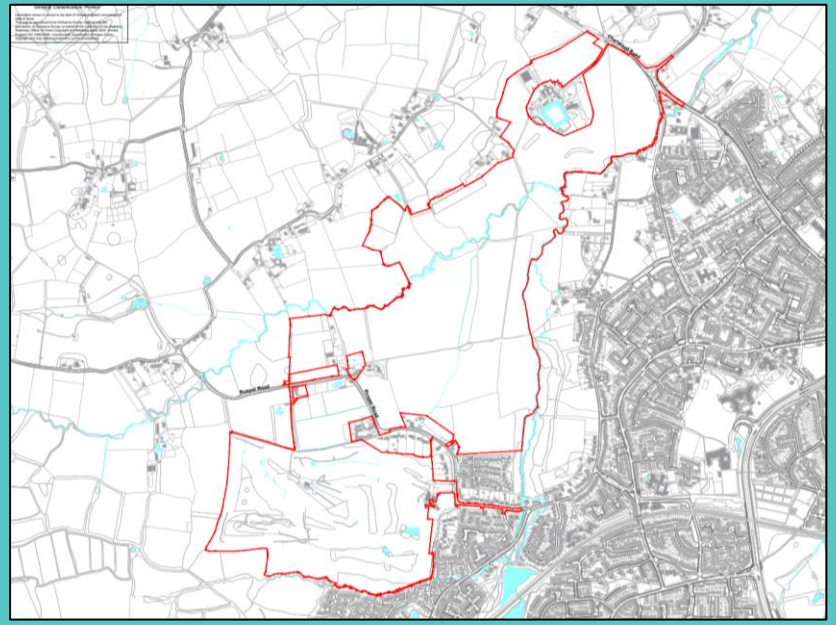

Figure 1: Site Location (drawing ref. WOI-HPA-PLAN-LOC-01)

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Site Constraints

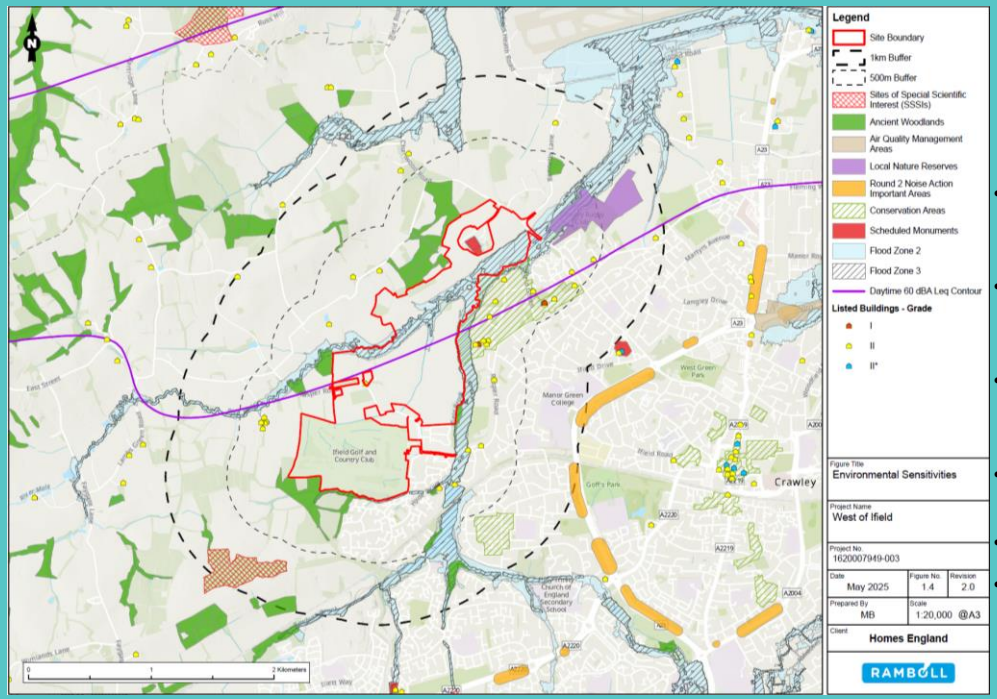

Figure 2: Environmental Sensitivities with a Study Area Surrounding the Site of 500m and 1km

There are the following environmental constraints within 1 km of the Site:

- **Flood Risk:** The River Mole, Ifield Brook, and Baldhorns Brook are present on-Site, with varying flood risks affecting eastern areas of the Site. The vast majority of the Site is within a fluvial Flood Zone 1 (< 0.1% annual chance of flooding), with areas of fluvial Flood Zone 2 (0.1% annual chance of flooding) and fluvial Flood Zone 3 (1% annual chance of flooding) along the eastern boundary of the Site, in the north-east of the Site, and across the north/centre of the Site associated with the River Mole, Ifield Brook and Hyde Hill Brook. There is also a potential pluvial (relating to rainfall) flow pathway associated with a surface water drain running through the centre of the Site, although Environment Agency (EA) mapping is considered to overestimate the risk in this area.
- **Ifield Brook Wood and Meadows**: The Site is adjacent to areas of ancient woodlands including an area designated as a Local Wildlife Site and a Site of Nature Conservation Importance.
- **Ecology:** No statutory ecological or landscape designations are located on-Site. The Site itself does have biodiversity value due to the presence of notable habitats and the potential for protected and notable species.
- **Agricultural Land**: There is approximately 90 hectares of agricultural land (Subgrade 3b) within the boundary of the Site. This land is not considered to meet the classification of best and most versatile agricultural land.
- **Air Quality:** The Site is not located in an Air Quality Management Area (AQMA). The closest AQMA is Hazelwick, 1.8 km east of Site.
- **Noise**: The northern part of Site is impacted by noise from Gatwick Airport.
- **Heritage Assets:** Ifield Village Conservation Area is located directly to the east of the Site and contains the Grade I Listed Parish Church of St. Margaret. There are also other locally listed buildings, located outside the Site.

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Proposed Development

This planning application seeks hybrid planning permission (part outline and part full planning permission) for a phased mixed-use development at land west of Ifield, including:

- **Full element** comprising enabling infrastructure including the Crawley Western Multi-Modal Corridor (CWMMC) (Phase 1, including access from Charlwood Road and crossing points) and access infrastructure to enable servicing and delivery of secondary school site and future development, including access to Rusper Road, supported by associated infrastructure, utilities and works.

- **Outline element (with all matters reserved)** including up to 3,000 residential homes, commercial, business and service, general industrial, storage or distribution, hotel, community and education facilities, gypsy and traveller pitches, public open space with sports pitches, recreation, play and ancillary facilities, landscaping, water abstraction boreholes and associated infrastructure, utilities and works, including pedestrian and cycle routes and enabling demolition.

The outline element of the Proposed Development would provide up to 3,000 residential homes with provision for 35% affordable homes. A range of residential dwelling types would be provided including 1-beds to 4 + bed homes.

The Proposed Development would deliver the following four 'Character Areas': Neighbourhood Centre, River Valley, The Meadows, and the Hillside and Woodlands. North of the four Character Areas, the Proposed Development would retain a natural and semi-natural green space, with the River Mole flowing through the Proposed Development from west to east.

The Proposed Development would comprise the CWMMC that would connect to Charlwood Road in the north-east of the Site and run on a south-west to north-east orientation to the eastern boundary.

A proposed pedestrian / cycle link through Ifield Brook Wood and Meadows to the east of the Site forms part of the off-Site mitigation package for the Proposed Development. The proposed east-west pedestrian / cycle connection would run across the southern part of Ifield Brook Wood and Meadows. Ifield Brook Wood and Meadows is designated as a Local Wildlife Site (LWS) and a Site of Nature Conservation Importance (SNCI). The majority of this area is outside of the Site, but within the control of Homes England, including the area of the proposed link. The proposed pedestrian / cycle link is located outside of the planning application Site boundary on land within Crawley Borough Council. The link will be secured pursuant to a specific Section 106 obligation.

Figure 3: Illustrative Masterplan showing how the Site could be developed. This plan is only illustrative, and therefore this is only one possible way that the Proposed Development could be built out; the Proposed Development may be built out differently than shown in this figure.

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Development Parameters

Development Parameters provide the description of development and parameters for which outline approval is sought. Future Reserved Matters Applications would be required to demonstrate compliance with these parameters.

Landscape and Public Realm Parameters (Figure 4)

Includes natural and semi-natural green space, ecological buffers, connective green infrastructure, parks and gardens, and areas managed for nature conservation purposes.

Additional green infrastructure includes indicative locations for allotments, Neighbourhood Equipped Area for Play (NEAP), Local Equipped Area for Play (LEAP), youth areas and facilities, sport pitches, tennis and multi-courts, and public squares. Exact locations will be established at the detailed design stage.

Movement and Access Parameters (Figure 5)

Access by vehicles would be via the new Crawley Western Multi-Modal Corridor (CWMMC) and the Primary Street.

The CWMMC corridor would function as a vital transportation artery, beginning at its junction with Charlwood Road and extending south-west for approximately 2.5 kilometres. The CWMMC is designed to support multiple modes of transport — including vehicles, buses, cyclists, and pedestrians — demonstrating a strong commitment to sustainable, multimodal mobility solutions.

The Primary Street would be a vital component of the transportation infrastructure, connecting directly to the western end of the CWMMC. The corridor has been designed to support various modes of transportation, including vehicle, buses, cyclists and pedestrians ensuring efficient movement throughout the area. The Phase 1 Primary Street has also been designed to function as a primary bus route, connecting with the CWMMC and facilitating access to the proposed Rusper Road bus gate. The bus gate will preclude all other vehicular access other than emergency access and will be a critical connection for accommodating the planned high-frequency bus services that would enter the Site from the east, ensuring efficient and reliable public transportation for the new development.

The design reflects the modal hierarchy which is based on maximising active travel and minimising the need for day-to-day car use.

Modal hierarchy: Walking → Cycling → Public Transport Service → Shared Vehicles and Taxis → Service and logistics vehicles → Private Cars

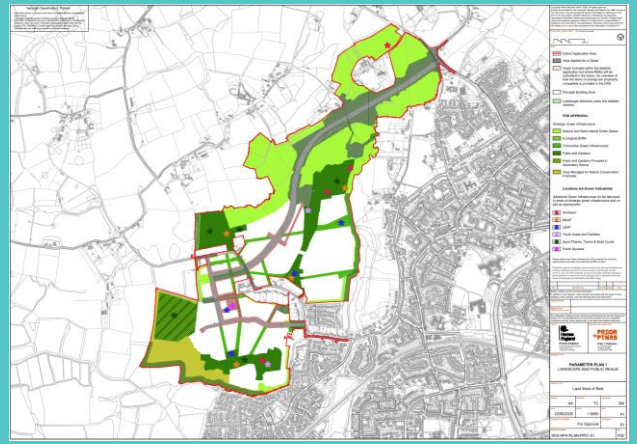

Figure 4: Parameter Plan 1 (WOI-HPA-PLAN-PP01-01)

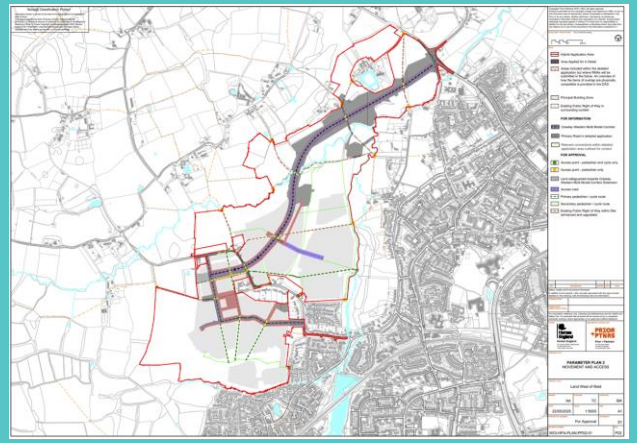

Figure 5: Parameter Plan 2 (WOI-HPA-PLAN-PP02-01)

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Development Parameters

Land Use Parameters (Figure 6)

The Proposed Development would comprise four main Character Areas:

- **Neighbourhood Centre** (residential, mixed-use land use and school use);
- **River Valley** (residential and employment use);
- **The Meadows** (residential and gypsy and traveller pitches); and
- **Hillside and Woodlands** (residential).

The new Neighbourhood Centre is proposed as a major component of the new community and is anticipated to produce significant employment generating uses. The proposed centre is intended to be focused on a market square, with significant public transport provision and an intimate Community Square, adjacent to the two new schools (Primary and Secondary). The Neighbourhood Centre would also look to provide a mix of uses and facilities to support the area including community uses, a new health centre, commercial / retail uses, and business uses (innovation based), all alongside the proposed CWMMC and wider residential development. The Neighbourhood Centre would also provide for day-to-day needs of future occupants and help to create a sustainable community.

Building Heights Parameters (Figure 7)

The maximum height parameters range from 6 m above ordnance datum (AOD) to 20 m AOD.

Apartment buildings would predominantly cluster in the local centre and along the CWMMC, while low-rise buildings would be situated close to natural landscapes.

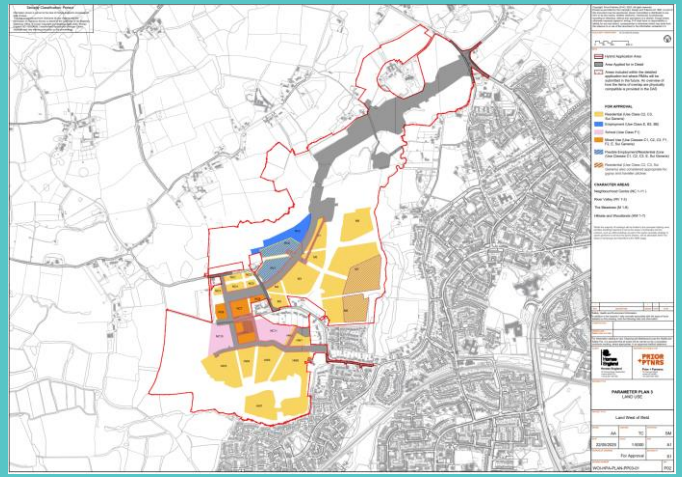

Figure 5: Parameter Plan 6 (WOI-HPA-PLAN-PP03-01)

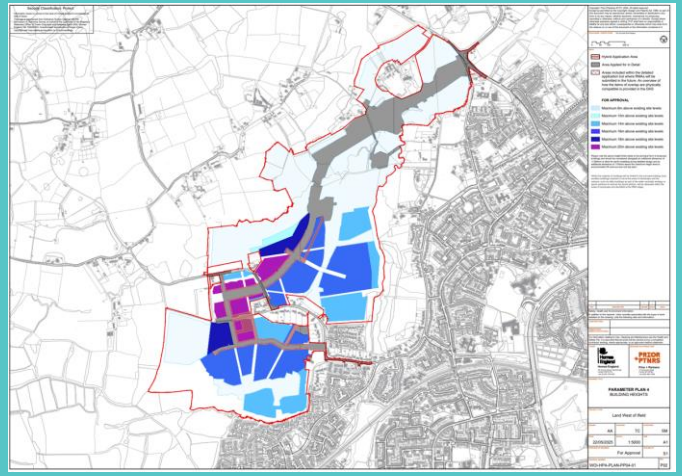

Figure 6: Parameter Plan 7 (WOI-HPA-PLAN-PP04-01)

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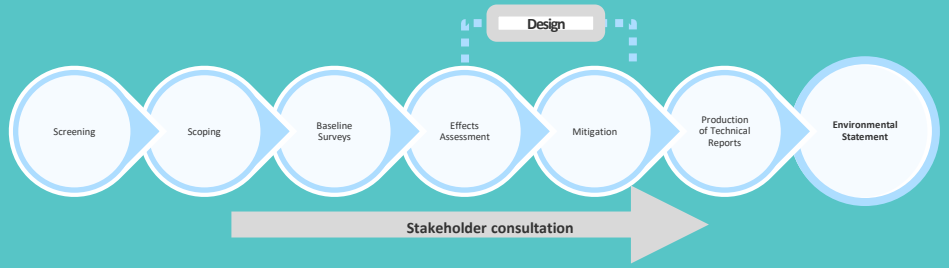
EIA Process



Environmental Impact Assessment (EIA) is a process that is required to be followed for certain public and private development projects to ensure that the decision-maker, when deciding whether to grant planning permission, does so with full knowledge of a project's likely significant effects and takes this into account in the decision-making process. The EIA process also sets out consultation, publication and notification requirements to ensure that members of the public and statutory consultees are given appropriate opportunities to participate in decision making procedures.

Screening

Given the scale of the Proposed Development and the location of the Site, the Applicant considers that the Proposed Development is one that is within the description of an urban development project within the EIA Regulations as an *'Urban Development Projects*'. The Proposed Development exceeds the applicable size threshold for Urban Development Projects because the Proposed Development includes more than 1 hectare of urban development which is not residential development; and more than 150 dwellings are proposed. Given this, a request for formal screening was not necessary as the Applicant determined that an Environmental Statement (ES) would be submitted with the planning application and, therefore, in accordance with regulation 5 of the EIA Regulations, the Proposed Development would be an EIA development.

Scoping

The Applicant submitted an ES Scoping Opinion Request Report to HDC on 22nd September 2020 in support of a request for a formal ES Scoping Opinion. A Scoping Opinion was provided by HDC in November 2020. However, that scoping opinion was based on the Applicant's then proposal to submit an outline planning application for the Site. As the iterative design of the Proposed Development progressed the Applicant determined that submission of a hybrid planning application would be more appropriate. Accordingly, the scope of the ES for the amended description of the Proposed Development was reassessed. Subsequently, a new Scoping Opinion was requested in the ES Scoping Opinion Request Report dated 17th October 2023. An updated Scoping Opinion was made by HDC in November 2023. Since November 2023, the design of the Proposed Development has altered slightly with the addition of proposed groundwater abstraction wells, and therefore it was considered necessary to reassess the scope of the ES once again for the further amended Proposed Development and request a new Scoping Opinion from HDC. A revised Scoping Opinion Request Report was issued to HDC on 21st May 2024, with a Scoping Opinion received on 15th Jul 2024.

Based on the most recent Scoping Opinion received, the ES covers the following environmental disciplines:

- Soils and Agriculture;
- Air Quality;
- Biodiversity;
- Climate Change;
- Cultural Heritage;
- Landscape and Visual Impact;
- Noise and Vibration;
- Socio-economics and Health;
- Surface Water and Flood Risk; and
- Transport.

Additional standalone technical reports have been produced for the hybrid planning application. These topics have been scoped out of inclusion within the ES as it is considered unlikely that the Proposed Development will give rise to significant environmental effects on these areas.

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Alternatives and Design Evolution

The Applicant's objective for the Proposed Development is to deliver sustainable homes and workplaces within an expansive network of green spaces, while also providing easy access to amenities in the neighbourhood, in line with Homes England's role as the Government's housing and regeneration agency. This includes their ambition to accelerate the pace of house building and regeneration across the country, to deliver homes and places people are proud to live in – for generations to come. Homes England's remit is also to step in where there are affordable challenges, and market failure, particularly regarding the delivery of infrastructure.

The Environmental Statement evaluates the reasonable alternatives considered for the Proposed Development, focusing on primary land use and siting, and explains the reasons behind the chosen design for the Proposed Development. Additionally, it outlines how consultation has shaped the design evolution process. The following alternatives have been considered for the Proposed Development and further explained below: The 'Do Nothing' Scenario where the Proposed Development is not progressed; alternative locations and uses; and alternative design and layouts for the Proposed Development.

Do-Nothing

The Site would be left in its current state and land use. This would result in a loss of opportunities, including but not limited to:

- Opportunity to deliver new, affordable housing;
- Opportunity to provide additional capacity for local schools, primary health care facilities, as well as new retail, community and sports facilities for local communities;
- Opportunity to provide large areas of natural and semi natural green spaces; and
- Opportunity to maximise the productive use of the Site.

It has also been identified that currently there is limited residual capacity to support early stages of projected population growth within the development area. The immediate need for a secondary school has been evident during the preparation of the hybrid planning application, as well as the need to meet the expected increase of school places in line with projected population growth for both early year and primary school places.

Alternative Locations and Uses

No alternative layouts or land uses have been considered as:

- The Applicant owns the Site and did not consider alternative third-party sites;
- The Applicant is seeking to optimise the Site's potential in line with the Horsham local plan and national policies; and
- The Site would provide a key development opportunity for varied housing and education.

Other layouts have been considered in the Design and Access Statement, as the masterplan has evolved over time.

Alternative Design and Layouts

A number of masterplans have evolved since 2008. An extensive consultation and engagement process has informed the design process.
Some of the key drivers through the master planning process included:

- Suitable Site area for 2,500–3,250 new homes;
- Access via new road infrastructure, CWMMC, connecting via Charlwood Road only;
- Residential accommodation in accordance with an agreed noise contour set by Gatwick Airport;
- With the exception of the CWMMC, the residential, employment and school elements as well as the locations of allotments and sports pitches, are proposed to be located on land outside of the extent of fluvial (river) flooding;
- Proposed Local centre should not compete with existing local centres; and
- Schools to be delivered in early phases.

The housing mix is a blended mix, agreed between the Applicant and Horsham District Council (HDC) / Crawley Borough Council (CBC).

Consultations

To date, the consultation programme has included three stages of pre-application engagement activities across 2020, 2021, and 2022. An additional public exhibition event was held in April 2025. Feedback from the public and a number of stakeholders was gathered and the feedback has been included in the design process.

Summary

The design process has been iterative, responding to the numerous opportunities and constraints on-Site and within the surrounding area.

This has led to the final design proposals for the Proposed Development which provides a number of environmental benefits including:

- Sensitive design to incorporate and enhance the surrounding rural landscape, communities and heritage assets;
- Protects and enhances the value of key ecological and landscape features at the Site through provision of new habitats, buffers and protection of existing sensitive features;
- Provides at least 10% biodiversity net gain;
- Avoidance of built development within high-risk fluvial (river) flood zones and within noise contours;
- Accommodates new and active forms of transport, and supports active health lifestyles for residents;
- Provision of a package of sustainable travel measures, providing significant benefits for existing and future residents;
- Provision of a range and mix of tenures and typologies of homes. The provision of new homes as a result of the Proposed Development is considered to be a benefit to both HDC and CBC;
- Prevision of a range of recreation, educational and community facilities on Site.

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Soil and Agriculture

There is approximately 90 hectares (ha) of agricultural land within the boundary of the Site which is Subgrade 3b; this is outside of the National Planning Policy Framework (NPPF) (2024) definition of best and most versatile (BMV) land. Agricultural land within the Site is currently farmed by an agricultural tenant. The tenant agreement is expected to end prior to the agricultural land being required for the Proposed Development. The agricultural land is used for the production of combinable crops, which is assessed as being a farm type in which there is a degree of flexibility in the normal course of operations.

Demolition and Construction

The quality and quantity of soil resources (topsoil and subsoil) available for reuse at the Site would be identified and safeguarded on Site as part of a Soil Management Plan (SMP) and included within a Detailed Construction Environmental Management Plan (CEMP) as part of future reserved matters applications. This follows best practice guidance. By protecting soil resources in this way, the significance of the residual effect of the Proposed Development on soil resources would not give rise to likely significant effects on soil.

However, there is the potential to permanently change the land use of approximately 40.2ha of agricultural land from agricultural production to a platform for built development, i.e., sealing

Overall, it is considered that the demolition of the existing Site and construction of the Proposed Development would result in a moderate effect on agricultural land, and as such would give rise to **significant adverse effects on agriculture**. However, regarding national policies, the agricultural land required for the construction of the Proposed Development is not in the BMV category and thus represents the poorest land available (NPPF, paragraph 188).

Completed Development

There are **no significant effects** predicted on soil or agricultural land or soil once the Proposed Development is constructed.

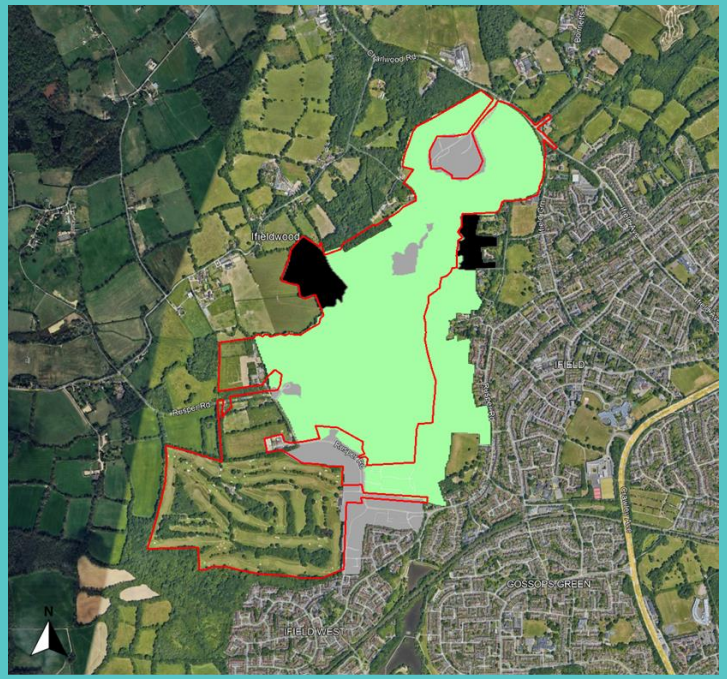

Figure 8: Post 1988 Agricultural Land Classification. Site Boundary is shown in red. The figure shows areas of Subgrade 3b land (shown in green), other Non-Agricultural Land (shown in grey), and non-surveyed areas (shown in black).

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Air Quality

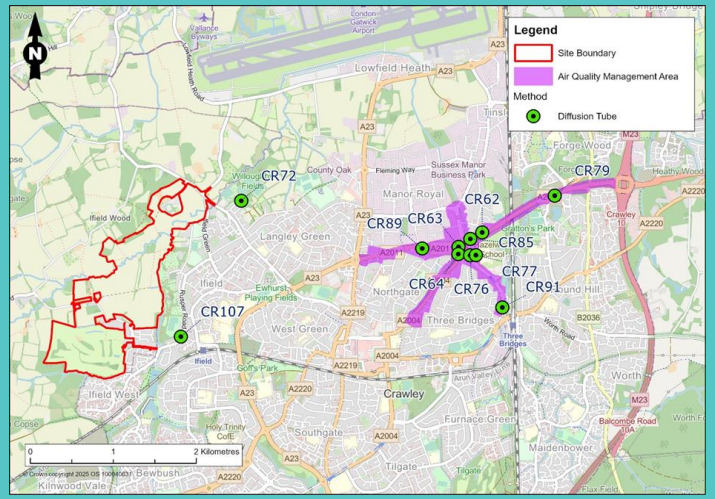

Figure 9: Monitoring Locations and AQMAs

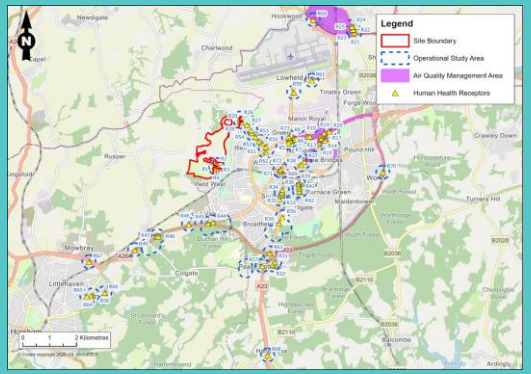

Figure 10: Human Health Receptor Locations

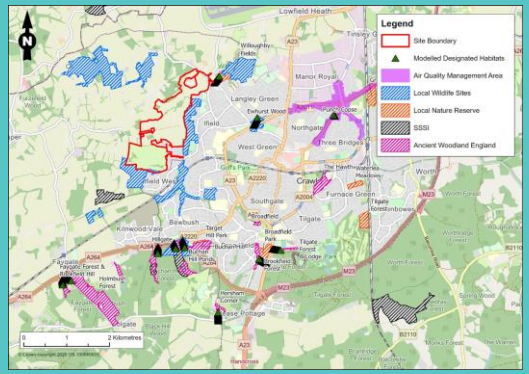

Figure 11: Ecological Receptor Locations

The Site is not located in an Air Quality Management Area (AQMA); the closest AQMA to the Site is located in Crawley Borough (Hazelwick AQMA) which is located approximately 1.8 km east of the Site. The Horley AQMA is approximately 5km north-east of the Site. The Site is located in an area with numerous sensitive receptors. When identifying sensitive receptors to road traffic emissions, particular attention has been paid to assessing impacts close to junctions, where there would be a change in the number of vehicles/traffic movements as a result of the Proposed Development and where there is a combined effect of several road links. Monitoring and background data indicate that nitrogen dioxide (a common pollutant associated with vehicle emissions) concentrations would be likely well below the long- and short-term human health national quality objectives in the study area. Concentrations then fall-off rapidly moving away from emission sources, such as a main road. Both Horsham District Council and Crawley Borough Council undertake air quality monitoring, and this data has been used to inform the baseline assessment.

Demolition and Construction

During demolition and construction works, without any mitigation in place, there would be a high risk of dust impacts. Overall, it is considered that with appropriate mitigation in place (and secured under a planning condition), the demolition of the existing buildings at the Site and construction of the Proposed Development would **not give rise to significant effects** on air quality.

Completed Development

Traffic movements generated as a result of the operation of the Proposed Development are not concluded to significantly affect air quality at identified receptors. Overall, it is considered that the completed Proposed Development would **not give rise to significant effects** on air quality.

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Biodiversity

There are no internationally designated ecological sites within a 2 km radius of the Site. There are three nationally designated sites within 2 km of the Site: House Corpse Site of Special Scientific Interest (SSSI) (approx. 0.8 km from the Site), Buchan Hill Ponds SSSI (approx. 1.6 km from the Site), and Willoughby Fields Local Nature Reserve and Local Wildlife Site (approx. 0.6 km from the Site). There are no statutory sites notified for bat species that have been identified within a 10 km range of the Site.

A range of habitats are present throughout the Site including grassland, arable land, woodland, scrub, a network of hedgerows and lines of trees, individual trees, ditches (including land drains) and ponds.

Table 1: Ecological Importance of Habitats and Species on Site, or in the vicinity of the Site, in accordance with Chartered Institute of Ecology and Environmental Management (CIEEM) guidance

Receptor	Ecological Importance	Additional Comments
Designated Sites with 2 km of the Site	Local to National Level	--
Habitats on Site	Negligible to National Level	Ancient Woodland and Veteran Trees are of National Level Importance.
Invertebrates	Regional Level	--
Great Crested Newts (GCN)	Local Level	GCN were found in eight ponds within 500 m of the Site. Five of these ponds were breeding ponds for GCN. The Site also provides suitable terrestrial habitats for GCN including hedgerows, woodland and scrub. Other amphibian species are of Site Level importance.
Reptiles	Local to County Level	County Level importance at the Golf Course and Local Level importance for the remainder of the Site.
Breeding and Wintering Birds	Local Level	Includes barn owl, kingfisher and red kite at the Site .
Bats	County to Regional Level	County Level importance for widespread bat species (common pipistrelle, soprano pipistrelle and brown long-eared), County Level importance for widespread but with varying regional abundance bats (Myotis other than Bechstein's bat), County Level importance for rarer bat species (noctule, serotine and Leisler's) and Regional Level importance for rarest bat species (grey long-eared, Bechstein's and barbastelle).
Badgers	Site Level	--
Hazel Dormice and Otter	N/A	Not been confirmed as using the Site.
Hedgehogs and harvest mice	Local Level	--

The importance of ecological features (i.e. designated sites, habitats and species), identified within the zone of influence (ZOI) has been assessed using a scale that classifies ecological features within a defined geographic context in accordance with ecological guidelines. The following frame of reference has been used for the Site:

- International and European Importance;
- National Importance (England);
- Regional Importance (South England);
- County Importance (West Sussex)
- Local Importance (the Site's relatively close surroundings, including the suburb of Ifield);
- Site Level Importance (limited to the Site boundary or ZOI); and
- Negligible Importance.

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Biodiversity

Demolition and Construction

Effects on biodiversity are likely to arise as a result of loss of habitat, increased construction traffic movement, and increased disturbance and pollution.

There would be a significant effect on habitats (specifically one veteran tree), which would occur as part of the detailed Phase 1 design component. There would be temporary, non-significant effects on all other habitats, bats, birds, invertebrates and other receptors for both the detailed design component and outline design elements.

Appropriate additional mitigation has been identified for all receptors, and includes the creation of new habitats, translocation activities, surveys, licences, alternative roosting provision, and the covering of excavations and holes during works. The parameter plans have specifically evolved to lessen effects on bat species, in particular the Bechstein's species of bats in and around Hyde Hill Wood.

Overall, it is considered that the demolition of the existing Site and construction of the Proposed Development would result in an adverse, **not significant effect on biodiversity and identified receptors** but would give rise to a short-term **significant effect on habitats** (specifically one single veteran tree).

Completed Development

Following completion of the Proposed Development, effects on biodiversity are likely to arise as a result of increased disturbance and visitor pressure, loss of habitat connectivity, and increased road traffic accidents.

There would be minor effects for bats and negligible effects for all other ecological receptors for both the detailed design component and outline design elements. Appropriate additional mitigation has been described for all receptors, including habitat management, buffer areas, and creation of new habitat features.

Overall, the completed Proposed Development would result in a beneficial effect (not significant) on habitats on-Site, and an adverse effect (not significant) on all other identified receptors. There would also be a biodiversity net gain on-Site. As such the Proposed Development would **not give rise to significant effects** on biodiversity.

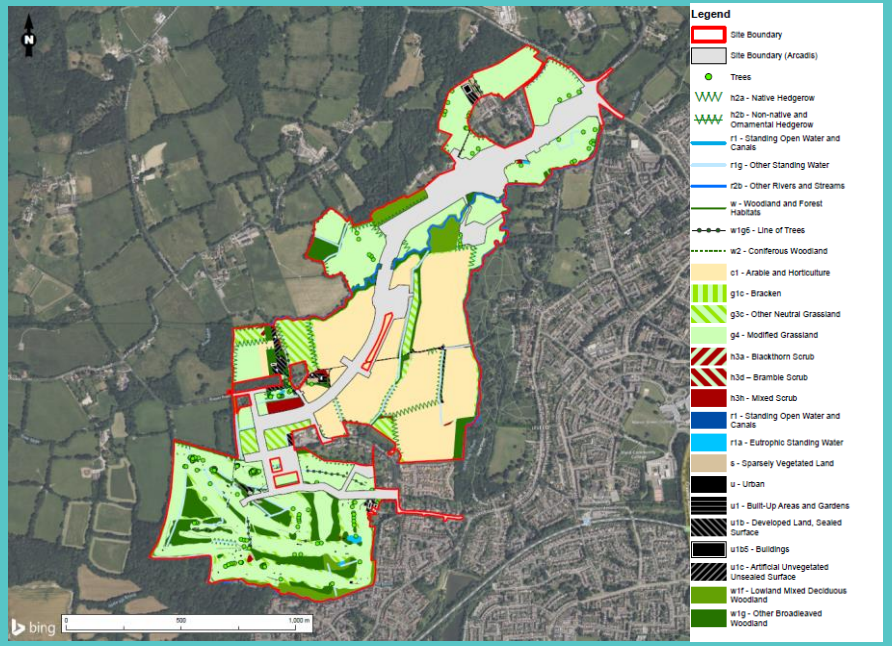

Figure 12: Baseline Habitats within the Site (UKHab)

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Climate Change

Greenhouse Gas (GHG) emissions are measured in carbon dioxide equivalent (CO_2e). This is a measure used to compare the emissions from various GHG emissions based upon their global warming potential. The existing GHG emissions on-Site are approximately 98.4 tCO_2e per year as a result of the maintenance, energy and water usage of the occupied buildings currently situated on the Site and 164.3 tCO_2e per year carbon sequestration due to the vegetation currently existing on the Site. The UK Government has set five-yearly Carbon sequestration refers to long-term storage of carbon in plants, soils, geologic formations and the ocean. Carbon sequestration occurs both naturally and as a result of human activities and typically refers to the storage of carbon that has the immediate potential to become carbon dioxide gas.

The Proposed Development aligns with the fourth, fifth, sixth, and seventh carbon budgets covering the period from 2027 to 2041. The third, fourth, and fifth carbon budgets aimed at an 80% reduction in emissions, as stated in the Climate Change Act 2008. The sixth and seventh budgets target a 100% reduction by 2050.

Demolition and Construction

The Climate Change Resilience assessment has reviewed the potential vulnerability of the demolition and construction stage of the Proposed Development to extreme weather and projected climate change. Taking into account the embedded mitigation measures, the effects are predicted to be of low magnitude and adverse effects, but these would **not be significant** in respect of identified receptors and climate change. In addition, the potential for climate change to exacerbate the effects from other environmental disciplines on identified receptors would **not be significant.**

The Proposed Development would produce GHG emissions during the demolition and construction stage from the raw materials required, transport, and demolition and construction processes. The provisional estimate of GHG emissions from the demolition and construction stage is approximately 217,607 tCO_2e.

A Whole Life Carbon Assessment (WLCA) is to be submitted as part of each subsequent reserved matters application. This would inform the detailed design with a view to reducing embodied and operational carbon, identify feasible carbon reduction measures and demonstrate how construction and operational emissions have been reduced as much as possible using the carbon reduction hierarchy.

Due to the low percentage of GHG emissions in comparison to the UK and projected buildings sector carbon budgets, and the embedded mitigation measures currently in place, including the proposed WLCA to be undertaken at reserved matters application stage and secured by planning condition, the demolition and construction stage GHG effects are considered to be temporary, adverse and minor, and would **not be significant.**

Completed Development

Effects on climate change resilience are likely to arise from ongoing extreme weather impacts such as intense rainfall and heatwaves. Mitigation measures include reducing energy demand by considering scenarios that are more efficient, implementing low carbon alternatives during the design stages, and maintaining resilience through ongoing management plans. Taking into account the embedded mitigation measures, the impacts are predicted to be of low magnitude, and effects would **not be significant.**

Taking into account the embedded mitigation measures, the potential for climate change to exacerbate the effects from other environmental disciplines on identified receptors **would not be significant.**

Once the Proposed Development is operational, GHG emissions would be generated primarily from the use of the Proposed Development and from its maintenance. The provisional estimate of emissions from the completed development stage of the Proposed Development over the 60-year design life (including end of life) is approximately 750,496 tCO_2e. WLCAs have been proposed as additional mitigation to be undertaken for early design stages of the Proposed Development, and throughout design development, where further opportunities for reduction in GHG emissions would be identified and implemented. It is also recommended that the Proposed Development considers lower demand energy options, such as individual Air Source Heat Pumps (ASHP) with on-Site solar Photo-Voltaic (PV) systems to deliver 10% of buildings' energy demand.

When comparing the Proposed Development GHG emissions against the existing Site condition, it is considered that the completed Proposed Development would result in a minor adverse effect on climate change and identified receptors; however, this effect would **not be significant** in relation to climate change.

Homes England

Cultural Heritage

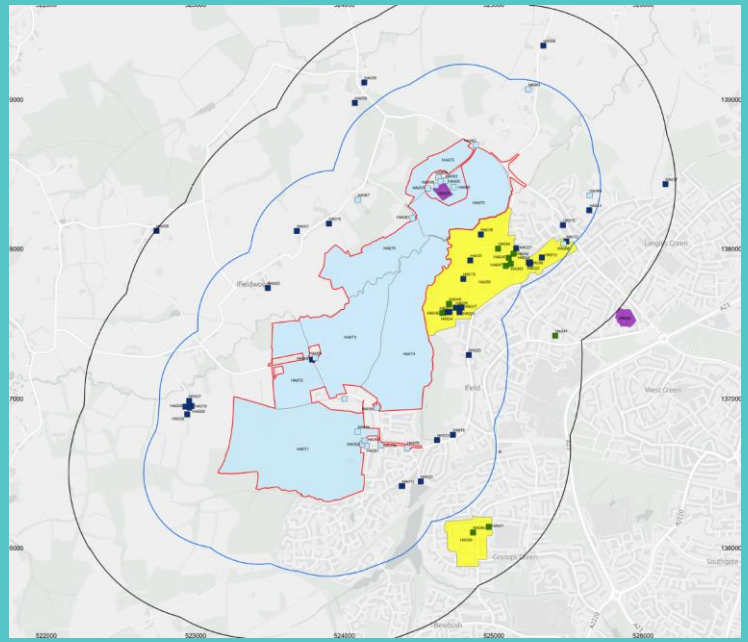


Figure 13: Heritage Assets

Within a 1 km radius of the Site, there is one ~~are two~~ scheduled monument; the Medieval Moated site at Ifield Court (located in a parcel of land surrounded by the Site, but outside the Site boundary). There are 35 designated listed buildings within 1 km of the Site. The Site does not comprise any designated listed buildings, however there are 30 listed buildings located within 500 m of the Site boundary.

There are two Conservation Areas within 1 km of the Site. The closest is the Ifield Village Conservation Area, which adjoins the Site's eastern boundary. The second conservation area is the Gossops Green Neighbourhood Centre (approx. 520 m from the Site).

Within the Site and its 500m study area, there is no confirmed evidence of Palaeolithic or Mesolithic activity. Various archaeological remains have been revealed on-Site from past archaeological investigations, including the presence of archaeological pits, ditches and postholes (possibly of Romano-British date), two cremations and a possible roundhouse drip gully (again of probable Romano-British date), as well as a large rectangular Romano-British enclosure and the remains of a roundhouse drip gully, provisionally dated to between the Late Bronze Age and the Middle Iron Age. Overall, the evidence collectively suggests that a settlement, potentially spanning the period between the Late Bronze Age and Romano-British periods (c.1200 BC to c. AD 400), may be located within the Archaeological Character Area (ACA) on-Site. The related archaeological remains are likely to be of at least regional importance (i.e. not of national importance).

Demolition and Construction

The demolition and construction of the Proposed Development would have significant adverse effects on four heritage assets:

- Medieval moated site at Ifield Court;
- Ifield Village conservation area;
- Ifield Medieval Park; and
- Archaeological Character Area 4: Ifield Court Farm (east).

The effects of the Proposed Development on below-ground heritage assets would be addressed by a staged programme of archaeological work. This would be outlined in an Archaeological Mitigation Strategy prepared in the post-determination period and secured by a planning condition.

Overall, it is considered that the demolition of the existing Site and construction of the Proposed Development would result in a **significant adverse effect** on four identified heritage receptors.

Completed Development

There are no further groundworks anticipated on completion of the Proposed Development and therefore no further direct impacts on heritage assets are predicted.

Changes to the setting of heritage assets would be present during the demolition and construction stage, however the nature of their impact would continue through to the completed development stage. To help reduce potential effects to surrounding heritage assets, the Proposed Development has included embedded mitigation in the form of design and landscape planting, a bund between the CWMMC and the Medieval moated site at Ifield Court, and a viewing corridor to preserve views of the Parish Church of St Margaret.

With embedded mitigation, the Proposed Development would give rise to **significant adverse effects** on the key characteristics of the Medieval moated site at Ifield Court and Ifield Village conservation area.

Homes England

Landscape and Visual

The Site falls within *National Character Area 121: Low Weald* at the national level, characterised by agricultural land and hedgerows. At the county level, the Site is characterised by relatively flat rural landscape with a mix of agricultural land and a golf course, with a strong network of hedgerows and hedgerow trees. The Site encompasses several unique landscape character areas such as *The Northern Vales (a narrow clay valley), Low Weald Hills (pastoral and densely wooded area), Ifield Conservation Area*, and a collection of listed buildings within the close surrounding area.

Existing pressures on the landscape, identified by Natural England, include the decline of hedgerows and hedgerow trees, and gradual fragmentation of the landscape. Visual receptors across the area would experience changes due to the Proposed Development, with views influenced by existing tree cover and natural features. Several sensitive visual and landscape receptors have been identified, including residents, recreational users, and pedestrians, with varying degrees of visual impact based on proximity to the Site and existing vegetation.

Demolition and Construction

There would be adverse effects on the landscape character within the Site during demolition and construction stage, however the retention of many of the existing trees and hedgerows would mitigate the effect to be **not significant.**

There would be significant adverse effect on views experienced by receptors both within and close to the Site, including residents living along Rusper Road. However, there would be no significant effects on views from Ifield Village Conservation Area, Ifield Green Recreation Ground, Ifield Brook Wood and Meadows and the built-up area of Ifield to the east of the Site, as well as residents and the wider community using roads and footpaths along Ifield Wood to the north-west of the Site and within the rising land to the west and south-west of the Site.

Overall, demolition and construction would result in **some significant effects** on landscape and visual, however, the significant effects are contained to the immediate Site and receptors in close proximity due to the high level of containment provided by the landform and existing mature vegetation.

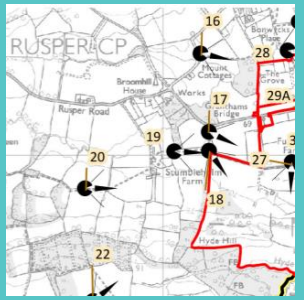


Figure 14: Arrow [17] showing direction of Viewpoint Location - Rusper Road (Figure 15)

Figure 15: Viewpoint Location - Rusper Road. Green wireline shows the anticipated massing of the Proposed Development as seen from this Viewpoint location (Figure 14) once fully constructed.

Homes England

Landscape and Visual

Figure 16: Viewpoint Location – Rusper Road. Green wireline shows the anticipated massing of the Proposed Development as seen from this Viewpoint location (figure 17) once fully constructed.

Completed Development

At completion, there would be significant adverse effects on the views experienced by receptors both within and close to the Site. Over time and with the maturing of the new landscape proposals, the level of adverse effect would reduce slightly but with exceptions that would remain significant and adverse.

Due to the retention of trees and hedgerows, and the retention of 50% of the Site as open space, effects on individual landscape elements within the Site are not expected to be significant. They would also provide visual containment so that the wider Site would also not experience significant effects.

The vegetation being retained within the Site and along its boundaries, in addition to the new green infrastructure proposed as part of the Proposed Development, would heavily filter views to surrounding heritage assets and the built-up area of Ifield to the east of the Site, including residents and the wider community using roads.

The landscape along the River Mole would benefit from the maturing of the new landscape proposals and green infrastructure.

Overall, it is considered that the completed Proposed Development would result in **some significant effects** on the landscape and identified receptors. However, these effects are constrained to receptors within and immediately adjacent the Site and for a Proposed Development of this scale are limited.

The only significant adverse night-time effects would be experienced by receptors at Lower Barn and Rusper Road which, after completion, would be essentially located within the Proposed Development.

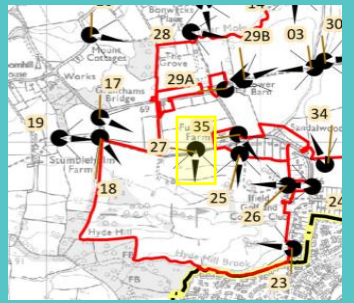


Figure 17: Arrow [35] showing direction of Viewpoint Location - Rusper Road (Figure 16)

Homes England

Noise and Vibration

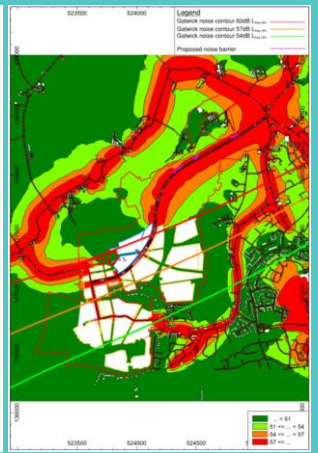
Environmental noise surveys were undertaken at the Site to establish the existing noise climate. Data obtained during the surveys were used to inform the noise modelling and assessment of demolition and construction noise effects, and potential operational effects. The survey identified that road traffic noise and aircraft noise are the dominant noise sources on-Site and within the study area.

Noise prediction modelling has been completed to account for the future predicted road traffic noise levels with the completed development and cumulative schemes in place. Road traffic noise has been assessed alongside the potential future aircraft noise contours associated with the second southern runway for Gatwick Airport (as a worse case basis). These predictions have informed the outline mitigation strategies for residential façades.

Figure 18: 2041 Do Minimum Future Baseline Noise Climate Without Development – Professional Practice Guidance (ProPG) Colour Banding

Figure 19: 2041 Do Something Future Baseline Noise Climate with Development –ProPG Colour Banding

Figure 20: 2041 Do Something Future Baseline with Development – External Amenity Banding



Demolition and Construction

Considering the proposed embedded mitigation measures included in the Outline Construction Environmental Management Plan (OCEMP) and Phase 1 (detailed component) OCEMP, temporary adverse effects are expected at noise sensitive receptors during the demolition and construction stage, with **significant adverse effects predicted for the nearest existing off-Site and future on-Site noise sensitive receptors** of the Proposed Development, due to the proximity of these receptors to the works. However, only the highest impact has been presented for each receptor across the entire demolition and construction stage to represent a worst-case scenario. These effects will be short-term and not necessarily carried over the entire construction period.

Demolition and construction vibration may give rise to temporary adverse effects. These effects are unlikely to be significant due to the expected duration and if prior notice is given to receptors that are likely to be affected. In addition, construction vibration effects from piling are **unlikely to be significant** if low noise and vibration piling techniques are used. Further construction vibration assessments will be required once construction methodologies have been fully developed at a later design stage. Such assessments and any proposed mitigation measures would need to be submitted as part of a reserved matters planning application and secured be an appropriately worded planning condition.

Demolition and construction traffic is **not expected to give rise to significant effects** at any receptor location.

Completed Development

A Site suitability assessment for permanent residential use was undertaken for the Proposed Development. Outline measures for glazing and ventilation strategies have been designed to meet national legislation and guidance. If suitable glazing and ventilation strategies are secured by suitably worded planning condition, internal noise levels in proposed residential dwellings would achieve the required standards (and during overheating conditions). External amenity noise levels would range from negligible to significant adverse, due to aircraft noise which cannot practicably be mitigated. Alternate external amenity space would be provided to reduce effects on future receptors.

A Site suitability assessment for residential use was also undertaken with regard to the allocated space that are considered appropriate for Gypsy and Traveller pitches. The space allocated for the Gypsy and Traveller pitches is commensurate with the HDC contextual masterplan contained within the Regulation 19 version of the HDC Draft Local Plan. Assuming that standard residential dwelling criteria apply, the pitches would experience noise levels that give rise to **significant effects**. However, it is not expected that mitigation can be reasonably or practicably provided to avoid significant effects in these areas.

A Site suitability assessment for non-residential use was undertaken. Mitigation measures for glazing and ventilation strategies are subject to development during detailed design to meet national legislation and guidance. Suitable glazing and ventilation strategies to meet the relevant internal ambient noise level criteria will be secured by suitably worded planning conditions.

Changes in road traffic noise levels are not expected to result in significant adverse effects at any receptor in the short term and long term and would be expected to result in **significant beneficial effects** at receptors R8 (Pound Cottages and Strathaven, Rusper Road), R9 (Rusper Road dwellings (Whitehall Drive to Furlong Farm) & R10 (Rhodes Drive dwellings) in the long term.

Subject to the use of future noise surveys and assessments to inform reserved matters planning applications and suitably worded planning conditions, it is expected that **significant effects can be avoided** in respect of noise from fixed plant installations.

Homes England

Socio-Economics and Health

Demolition and Construction

The demolition and construction stage, the Proposed Development would likely result in a temporary, **significant beneficial effect** on the labour market due to increased employment in the area, and a subsequent increase in local spending.

At the demolition and construction stage, the Proposed Development would be likely to result in the following **significant effect**:

- Permanent adverse effect to local communities due to the loss of on-Site structures and out-buildings, including up to four residential dwellings.

Adverse **non-significant effects** during the demolition and construction stage would include:

- Temporary effect on accommodation stock, educational facilities, primary healthcare facilities, demand for sports facilities, open spaces and playfields, and users of Public Rights of Ways (PRoW); and
- Permanent effect on users of recreational area i.e. Ifield Golf course, and local businesses.

A number of additional mitigation measures have been identified to reduce the significance of adverse effects on local residents and communities, including but not limited to providing current tenants notice prior to works commencing, avoiding peak traffic times and school start times for Heavy Good Vehicles (HGV) and other construction vehicle movements, and ensure that the various management strategies recognise the needs of educational receptors.

Overall, the demolition and construction stage would result in **not significant adverse effects** on socio-economics and health, with the exception of the labour market which would have a temporary **significant beneficial effect** and a **significant adverse effect** on the local community due to a loss of up to four residential dwellings.

Completed Development

At completed development stage, the Proposed Development would be likely to result in the following **significant effects**:

- Permanent beneficial effects to: the housing stock with the provision of new residential dwellings; to educational facilities with the provision of new primary and secondary educational facilities; and on local communities due to provision of a more active lifestyle and pedestrian and cycle routes; and
- Permanent adverse effects to local communities by the severance of Rusper Road following construction of the CWMMC.

The Proposed Development would also be likely to result in the following **non-significant effects**:

- Permanent beneficial effects to: the labour market; to users of recreational and open spaces; to local communities due to provision of new community, leisure and retail uses and benefits to local communities; to sports facilities; and to local businesses due to the provision of new local businesses; and
- Permanent neutral effects to healthcare facilities due to the provision of a new local healthcare facility.
- The Proposed Development includes a new local healthcare facility of a minimum of 1,500sqm. The Applicant will continue established liaison with the NHS Sussex Integrated Care Board, or any updated organisation with responsibility for health care provision to ensure that the Proposed Development can directly provide for the delivery of local healthcare facilities which as a minimum, would meet the needs of the new occupants of the Proposed Development. The size and specifications of dedicated spaces for ancillary primary healthcare services, including pharmacies and dentists, will be determined at reserved matters stages.

Whilst not part of the Proposed Development, the Applicant proposes to separately deliver a sensitively designed east-west pedestrian cycle connection, appropriate to the local context, across the southern part of the off-Site Ifield Brook Wood and Meadows. The off-Site pedestrian and cycle link will be delivered via the development legal (s106) agreement. This, along with the new sustainable transport modes into Crawley Town (i.e. new bus connection, pedestrian and cycle paths) provided as part of the Proposed Development, will also make it easier for future residents of the Site to use facilities in Crawley.

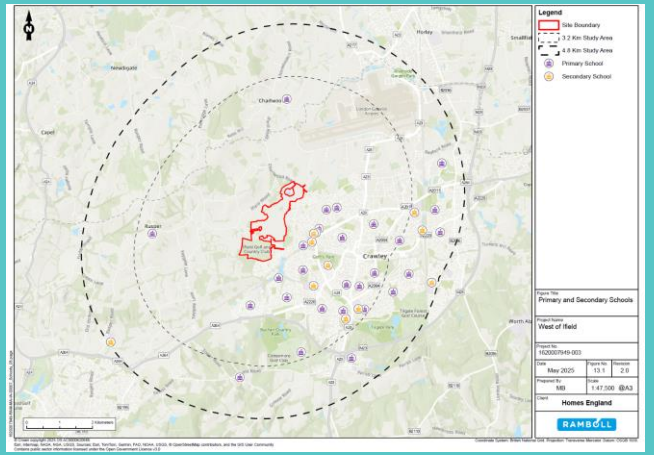


Figure 21: Primary and Secondary Schools

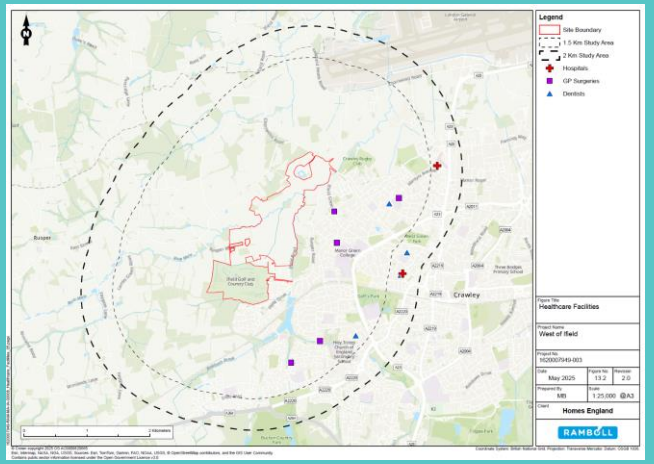


Figure 22: Healthcare Facilities

Homes England

Surface Water and Flood Risk

The River Mole is located within the Site and immediately adjacent to the western boundary of the Site. The river is not tidal at this location. The Ifield Brook runs immediately adjacent to the eastern boundary of the Site. The east of the Site is within the Ifield Brook basin, the west within Baldhorns Brook (downstream River Mole) basin and the north/north-east in the River Mole basin.

The vast majority of the Site is within a fluvial Flood Zone 1 (< 0.1% annual chance of flooding), with areas of fluvial Flood Zone 2 (0.1% annual chance of flooding) and fluvial Flood Zone 3 (1% annual chance of flooding) associated with the Ifield Brook, which runs in a northerly direction within the east side of the Site, and the River Mole, which runs through the northern portion of the Site, running in a south-west to north-east direction. There is also a potential pluvial (relating to rainfall) flow pathway associated with a surface water drain running through the centre of the Site, although Environment Agency (EA) mapping is considered to overestimate the risk in this area.

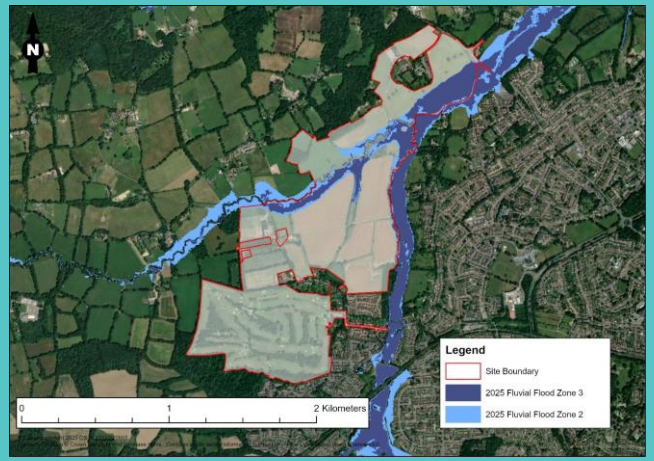


Figure 23: EA Flood Map for Planning. Published EA Flood Map 25/03/2025 but corrected for Fluvial Flood Zones Only

Demolition and Construction

During demolition and construction works, without appropriate mitigation measures, the Proposed Development could result in the following effects:

- Contamination of surface water bodies, impacting the water quality of surface water bodies;
- Changes to fluvial (river) flood risk, on-Site and on downstream and/or upstream land; and
- Changes to surface water flow regime: alteration of in-channel or overland flow regimes, which refers to the pattern and variability of discharge (the volume of water flowing through a river, stream or drainage channel) and includes the movement of water across the ground surface before it enters any defined drainage channel, gully, sewer or watercourse.

Appropriate measures to reduce the potential for contamination and surface water flood risk would be included and implemented in a Detailed Construction and Environmental Management Plan (CEMP). Example of measures would include the appropriate storage and management of stockpiles, and safe disposal of any contaminated material (if present). In addition, as construction works are expected within 8 m of the banks of the River Mole, the Principal Contractor would be required to apply for an Environmental Permit from the EA prior to these works commencing. Additionally, hydraulic modelling has been used to develop mitigation proposals and to assess post-development flood risks.

Surface water management and flood risk mitigation measures would be implemented during the construction phase, including a commitment for the Principal Contractor to utilise Sustainable Drainage Systems (SuDS). A construction phase surface water management strategy must also be produced along with a Detailed CEMP for each phase, which must be approved by HDC and the EA prior to commencement of works.

Fluvial flood risk would be mitigated against through consideration of embedded mitigation measures and controls such as the provision of culverts under the proposed CWMMC and the provision of Flood Compensation Areas. A flood risk activity permit would also be sought from the EA.

Overall, with the implementation of embedded mitigation and appropriate measures within a Detailed CEMP, it is considered that the demolition and construction of the Proposed Development would not result in significant effects on surface water and flood risk and identified receptors, and as such would **not give rise to significant effects** on surface water and flood risk.

Completed Development

Without any mitigation, the previously listed potential effects (during the demolition and construction stage) could arise during the completed development stage of the Proposed Development.

Overall, taking account of proposed mitigation measures, it is considered that the completed Proposed Development would not result in a significant effect on surface water and flood risk and identified receptors, and as such **would not give rise to significant effects** on surface water and flood risk.

Homes England

Transport

The Site is well connected to the highway network via Rusper Road and Charlwood Road, with easy access by road to London and Brighton, and to the strategic road network via the M23 junction 10 and 11. Charlwood Road to the north of the Site and Rusper Road to the south, are both single-lane carriageways. Personal Injury Accident Data for the roads surrounding the Site indicates that during the five-year period a total of 262 accidents were recorded, resulting in a total of 357 injuries, 1 of which was fatal, 56 were serious, and the remaining 300 were slight.

Crawley has an extensive bus service network, including the Fastway services, which run in part on guided busways and dedicated bus lanes. There are three bus corridors within the vicinity of the Site. The nearest bus stops are located within approximately 1.4km from the Site.

Ifield Rail Station is located approximately 1.2km from the Site to the south-east. Ifield Rail Station currently has a regular service at all times of day.

In proximity to the Site, there are a number of dedicated footways on the local road network. Footway widths and surface quality vary, but footways are generally wide enough to accommodate for all users. There are also a number of Public Rights of Way (PRoW) (footpaths and bridleways) within or surrounding the Proposed Development, which link neighbouring communities in Ifield to the countryside to the west. There are no formal cycle routes on the surrounding road network, however the strategic cycle network within the Site's immediate vicinity is good.

Demolition and Construction

The construction vehicle trip generation assessment indicates that the peak construction year will occur in 2033-2035, with a total of 648 one-way and 1,295 two-way construction vehicles anticipated to be associated with the construction of the Proposed Development. Of these, 95 are two-way HGV trips.

A temporary, negligible adverse (not significant) effect has been concluded for the surrounding assessed Highway Links in regard to changes in: daily vehicle flows; severance; driver delay; pedestrian and cycle delay; pedestrian amenity; and accidents and safety.

An Outline Construction Environmental Management Plan (CEMP) has been submitted for the outline elements of the Proposed Development, and an additional Phase 1 OCEMP has been submitted for the detailed component of the Proposed Development. The measures included within each are considered to be of an appropriate level to mitigate the temporary impact of the demolition and construction of the Proposed Development

In addition, the preparation of a detailed Construction Logistic Plan (CLP) and Detailed CEMP will be secured as part of the development legal agreement (s106) and via a planning condition, respectively. The measures will reduce vehicular impact on peak hour traffic and reduce the number of deliveries. The CLP document will also outline appropriate routing of construction vehicles, hours of operation and any driver training requirements. Additionally, abnormal loads would be programmed in advance and discussed with West Sussex County Council.

Overall, with the implementation of mitigation measures (through CEMPs and CLPs), it is considered that the demolition and construction of the Proposed Development would not result in significant effects on Transport identified receptors, and as such **would not give rise to significant effects on Transport**.

Completed Development

The Transport ES assessment has assessed projected traffic flows on the highway network surrounding the Site for the future assessment year of 2041. These projections incorporate both committed development schemes and the traffic associated with the Gatwick Airport DCO application, assessed cumulatively to ensure a robust analysis.

Overall, the following residual results were concluded from the ES Transport assessment:

- One highway receptors (B6 Link Road) has been assessed to have a significant adverse residual effect on the environmental impact of Changes in Traffic Flows.
- Two highway receptors (B6 Link Road and A286 Primary Link) have been assessed to have a significant adverse residual effect on the environmental impact of Severance;
- Seven highway receptors (A178 Ifield Avenue, A189 Ifield Wood, A260 Stagelands, B6 Link Road, A286 Primary link, B2 Rusper Road, and B3 Ifield Green) have been assessed to have a significant adverse residual effect on the environmental impact of Driver Delay;
- One highway receptor (B6 Link Road) has been assessed to have a significant adverse effect on the environmental impact of Pedestrian Delay; and
- One highway receptor (B6 Link Road) has been assessed to have a significant adverse effect on the environmental impact of Pedestrian Amenity.

No receptors have been assessed as having significant adverse residual effects for Accidents and Safety or Fear and Intimidation.

For all assessed effects, an extensive mitigation package has been outlined to reduce the adverse significant residual effects, unless no mitigation is determined necessary. The Applicant will provide two types of sustainable transport measures, which is split into walking & cycling and public transport measures. Firstly, for walking and cycling measures, the Applicant will provide funding for specific identified routes. Additional cycle parking will also be provided at Ifield Station. Secondly, for public transport measures, the Applicant will provide two Fastway bus services across the Site, with the first service operational prior to the first residential property being occupied.

These measures would be secured through the Section 106 Legal Agreement. It is not expected that any adverse effects would remain after this implementation.

Two cycling receptors (Ifield Drive, and the Underpass) were identified to have minor (not significant) impact. However, these would both have improvements as part of the Local Walking and Cycling Improvement Plan and funds secured by the Section 106 Agreement.

Homes England

Cumulative

The EIA Regulations require that 'cumulative' effects are considered, which include

- **Inter-project effects** – combined or additive effects generated from the Proposed Development together with other planned or likely foreseeable developments and also referred to as 'in-combination effects'. These other developments may generate their own individually insignificant effects but when considered together could amount to significant cumulative effects, for example, combined transport and accessibility impacts from two or more (proposed) developments; and

- **Intra-project effects** – combined effects of different types of impact or 'impact interactions', for example the multiplying effects arising from noise, dust and visual impacts during the construction of the Proposed Development on a particular sensitive receptor. Each of these when considered in isolation may have a limited effect, but when taken together the summary be greater than the parts.

Intra-Project Effects

From the assessment of the potential for intra-project cumulative effects, it is noted that there are a number of potential adverse intra-project cumulative effects during the demolition and construction stage. However, it is generally accepted that as part of any construction works that receptors in close proximity of the Site would be affected to some degree by a combination of noise and traffic disturbance and, in this case, pedestrian delay due to the PRoW diversions. The mitigation measures proposed would reduce this impact. Any concerns would be managed via a complaints procedure which would be put in place to effectively manage any local concerns during the construction phases.

Embedded mitigation has been included within the Proposed Development's design to minimise the potential for intra-project cumulative effects on local residents during the completed development stage, such as the construction of a noise bund,. There are also a number of beneficial intra-project cumulative effects associated with the completed development stage of the Proposed Development as a result of changes in traffic volumes, compositions, and a change in traffic speeds on parts of the existing road network due to the redistribution of traffic and the creation of the Crawley Western Multi-Modal Corridor (CWMMC).

However, it is noted that there are a number of potential adverse intra-project cumulative effects during the completed stage. These are mainly in relation to adverse impacts to views expected by receptors both within and close to the Site. In particular, people using public rights of way within the Site and residential receptors within the immediate vicinity of the Site would be significantly affected. Over time and with the maturing of the new landscape proposals, the level of adverse effect would reduce but with a few exceptions would remain significant and adverse, either as the Proposed Development would remain visible in close proximity or that open views would be screened by bunds or vegetation which would change the character of views.

Inter-Project Effects

There are 24 Committed Developments that meet the following crieria and have been assessed as shown in the figure below:

- minerals and waste developments; or
- significant highways, infrastructure and public transport schemes; or
- development comprising more than 10,000 sq m of gross development floor area; or
- development comprising 50 or more residential units; and
- within 5km of the Site.

Potentially significant effects have been identified as part of the inter-project cumulative effects assessment of the Proposed Development for Soil and Agriculture due to the cumulative loss of agricultural land during the demolition and construction stage.

No additional mitigation measures have been identified for inter-project cumulative impacts.

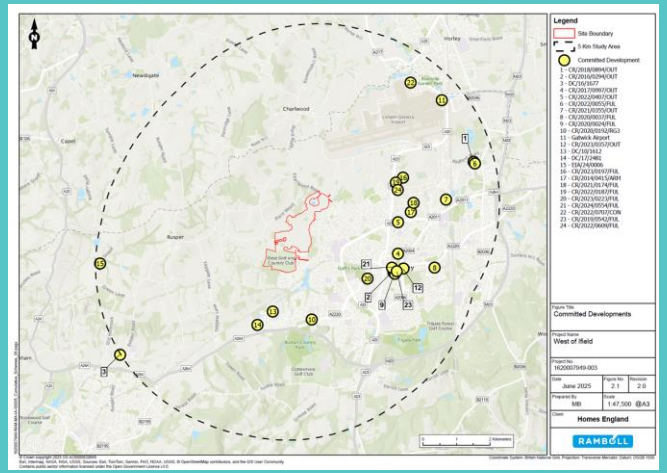


Figure 24: Committed Developments Location

Homes England

Residuals

Demolition and Construction Stage

The following residual **significant adverse** environmental effects have been identified during the demolition and construction stage:

- Potential significant effect relating to changes of land use/soil function from agriculture to a platform for development (sealing)
-
Potential significant effect relating loss of and degradation of habitat, specifically for a veteran tree within the detailed design component

- Potential significant effect relating to a change to a key characteristic of Medieval moated site at Ifield Court's historical interest.

- Potential significant effect relating to a change to a key characteristic of Ifield Village conservation area's historical interest.

- Potential significant effect relating to a loss of archaeological resource at the Ifield Medieval park.

- Potential significant effect relating to a loss of resource within an Archaeological Character Area.

- Potential significant effects in relation to the character of the landscape within the Site and views experienced by receptors both within and close to the Site. The significant effects are contained to the immediate Site and receptors in close proximity due to the high level of containment provided by the existing mature vegetation.

- Potential significant effect relating to the generation of demolition and construction (activities and plant noise)

There is one residual **significant beneficial** environmental effects that have been identified associated with the demolition and construction stage:

- Potential significant effect relating to a change in employment and local spending.

Completed Development Stage

The following residual **significant adverse** environmental effects have been identified during the completed development stage:

- Potential significant effect relating to a change to a key characteristic of Medieval moated site at Ifield Court's historical interest.

- Potential significant effect relating to a change to a key characteristic of Ifield Village conservation area's historical interest.

- Potential significant effects relation to the character of the landscape within the Site and views experienced by receptors both within and close to the Site. The significant effects are contained to the immediate Site and receptors in close proximity due to the high level of containment provided by the existing mature vegetation.

- Potential significant effect relating to external amenity noise levels to permanent residential receptors

- Potential significant effect relating to external amenity noise levels to future Gypsy and Traveller receptors

- Potential significant effect relating to changes in traffic flows on one highway receptor (B6 Link Road)

- Potential significant effect relating to severance on two highway receptors (B6 Link Road and A286 Primary Link)

- Potential significant effect relating to driver delay on seven highway receptors (A178 Ifield Avenue, A189 Ifield Wood, A260 Stagelands, B6 Link Road, A286 Primary link, B2 Rusper Road, and B3 Ifield Green)

- Potential significant effect relating to pedestrian delay on one highway receptor (B6 Link Road)

- Potential significant effect relating to pedestrian amenity on one highway receptor (B6 Link Road)

The following residual **significant beneficial** environmental effects that have been identified associated with the completed development stage.

- Potential significant effect relating to operational road traffic noise to existing residential receptors at the Hyde, Rusper Road

- Potential significant effect relating to a change in demand for housing and available housing stock

- Potential significant effect relating to a change in demand for primary and secondary educational facilities

- Potential significant effect relating to the provision of more active lifestyles and pedestrian and cycling routes

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Mitigation

Within the ES, where adverse environmental effects were identified through early assessment work, opportunities to reduce or control impacts and effects, or in some cases, to compensate for impacts and effects, where feasible, were identified and incorporated into the Proposed Development. In addition, opportunities to enhance the beneficial environmental effects of the Proposed Development have also been sought and incorporated into the Proposed Development where possible. These are referred to as 'embedded' mitigation and will be secured through the Parameter Plans and Site Wide Design Code, or secured as part of the planning permission. The table below presents a summary of the additional mitigation and enhancement measures for the **Demolition and Construction Stage:**

Topic	Demolition and Construction
Soil and Agriculture	No Additional Mitigation required. Soil Management Plan (SMP) to safeguard soil quality and quantity as part of the Detailed Construction Environmental Management Plan (CEMP) within future reserved matters applications.
Biodiversity	**Designated Sites:** No additional mitigation nor specific enhancement measures are required. **Habitats**: No additional mitigation nor specific enhancement measures are required. **Invertebrates:** Creation and management of existing and new habitats. **Amphibians:** Amphibian mitigation strategy which may include translocation and work under an appropriate licence. Creation of new habitat. **Reptiles:** Reptile mitigation strategy, including translocation where appropriate and provision of new habitat. **Birds**: Creation and management of existing and new habitats. **Bats:** Alternative roosting provision provided with bat boxes. Work to be undertaken in accordance with mitigation licence from Natural England where appropriate, and in accordance with a bat mitigation strategy. **Badgers:** Work to be undertaken in accordance with a mitigation strategy and under appropriate licence. **Hazel Dormouse:** Updates surveys, mitigation strategy if needed. **Otters:** Covering excavations, watercourse mitigation. **Hedgehogs:** Covering excavations and holes, creating holes in fencing to allow hedgehog passage. **Harvest Mouse:** No additional mitigation nor specific enhancement measures are required.
Climate Change	**Global Climate**: Whole Life Carbon Assessments (WLCA) have been proposed to be undertaken for early design stages of the Proposed Development, to be secured via a condition, and throughout design development to allow the identification of high carbon materials and activities and recommend low carbon alternatives. No enhancement measures required.
Cultural Heritage	Staged programme of archaeological investigation.
Socio Economics and Health	**Disruptions of Public Rights of Way (PRoWS)**: Advanced warning to inform local communities about PRoW closure and alternative routes that can be taken. **Loss of on-Site buildings**: Advanced warning and keep local communities informed of likely timing of demolition and construction of activities. It is recommended that a Local Employment Strategy is put in place at detailed design stage, and where possible local training and skill development opportunities should be included.
Transport	Mitigation measures to address impact from demolition and construction vehicles will be set out in the submitted Construction Logistics Plan (CLP) and Detailed CEMP reports.
Noise and Vibration, Landscape and Visual Impact, Air Quality, and Surface Water and Flood Risk: No additional mitigation nor specific enhancement measures are required.	

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Mitigation

The Table below presents a summary of the additional mitigation and enhancement measures for the **Completed Development stage:**

Topic	Completed Development
Biodiversity	**Designated Sites**: No additional mitigation nor specific enhancement measures are required. **Habitats**: Habitat management. **Invertebrates**: Habitat management. Invertebrate boxes or 'bee hotels' and bee bricks. **Amphibians**: Use of applicable buffer areas and new habitat features including hibernacula. **Reptiles:** Use of applicable buffer areas and new habitat features including hibernacula. **Birds:** Habitat management and enhancement, public education and awareness. **Bats:** Lighting strategy, and , where applicable, woodland and hedgerow planting at the hard development edge (which would be in addition to the ecological buffers embedded in the Parameter Plans). Enhancement measures include the creation of potential new roosting opportunities at new buildings and retained trees throughout the Site, as well as roost features including features built into new buildings (such as ridge tiles features, integrated bat boxes or bat lofts) and features on mature retained trees (such as bat boxes and veteranisation features). **Badgers:** No additional mitigation nor specific enhancement measures are required. **Hazel Dormouse:** Mitigation strategy. Enhancement Measures include scrub and woodland around the periphery of the Site. **Otters:** No additional mitigation nor specific enhancement measures are required. **Hedgehogs**: No additional mitigation nor specific enhancement measures are required. **Harvest Mouse:** No additional mitigation nor specific enhancement measures are required..
Climate Change	**Global Climate:** It is recommended that the Proposed Development considers Scenario 2 (Individual Air Source Heat Pumps (ASHP) on property level) or Scenario 3 (Individual AHSPs on building level with communal heating for flats) of the Energy Statement.
Cultural Heritage	Public heritage interpretation and outreach.
Noise and Vibration	**Operational Road Traffic Noise:** No additional mitigation nor specific enhancement measures are required. **Aircraft noise (internal residential):** Suitably designed building façades/glazing and ventilation strategies, secured by suitably worded planning conditions. **External amenity noise levels (all permanent residential receptors):** Good Acoustic Design and provision of alternate green external amenity spaces. **External amenity noise levels (Gypsy & Traveller receptors):** No additional mitigation nor specific enhancement measures are proposed. **Plant Noise Emissions:** Setting plant noise limits at the Site boundaries with existing noise sensitive receptors.
Socio Economics and Health	**Educational Facilities**: Measures should be put in place to monitor the distribution of demand. **Primary Healthcare Facilities**: Measures should be put in place to monitor the distribution of demand.
Transport	A comprehensive mitigation package accompanies the hybrid planning application and is described in ES Volume 1 Chapter 15: Transport. This includes adhering to the Local Authority's approach of promoting sustainable transport, aimed at encouraging modal shift rather than providing additional physical capacity improvements at junctions. Additional measures have been set out in the Framework Travel Plan for the Proposed Development, and there are a number of off-Site measures such as: **Walking & Cycling**: Provision of funding, secured by Section 106 Agreement, for Local Cycling and Walking Infrastructure Plan (LCWIP) route L, part of routes M and P, which includes routes between Charlwood Road / Crawley Western Multi-Modal Corridor (CWMMC) junction to Langley Walk (route M) along route P (from Ifield Avenue to A23 London Road) and route L between Rusper Road and the Crawley town centre, via Ifield Station. Additional cycle parking provision at Ifield Station **Public Transport:** Provision of two Fastway bus services across the Site, with the first being operational prior to the first residential property being occupied. Secured via the Section 106 Agreement. Funding of improvements at Ifield Station to improve interchange, including additional cycle parking. Secured via the Section 106 Agreement. **Junction improvements:** Proposed that two junctions will be signalised, or that West Sussex County Council will implement alternative schemes which deliver similar outcomes. Includes junction at Ifield Avenue / Warren Drive and Ifield Avenue / Stagelands.
Soils and Agriculture, Landscape and Visual Impact, Air Quality, and Surface Water and Flood Risk: No additional mitigation nor specific enhancement measures are required.	

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