HORSHAM DISTRICT COUNCIL CONSULTATION

TO:	Horsham District Council – Planning Dept FAO Jason Hawkes
REFERENCE:	**DC/25/1312**
LOCATION:	Land West of Ifield Charlwood Road Ifield West Sussex
DESCRIPTION:	Hybrid planning application (part outline and part full planning application) for a phased, mixed use development comprising: A full element covering enabling infrastructure including the Crawley Western Multi-Modal Corridor (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, alongside etc
RECOMMENDATION:	Advice / ~~No Objection / Objection / More Information / Modification / Refusal~~

SUMMARY OF COMMENTS & RECOMMENDATION:

Approve with conditions

MAIN COMMENTS:

Please note this consultation response considers noise, vibration and external lighting only. Separate consultations will be provided on land contamination, air quality and water neutrality.

The application details a major application providing up to 3,000 residential homes (Class C2 and C3), commercial, business and service (Class E), general industrial (Class B2), storage or distribution (Class B8), hotel (Class C1), community and education facilities (Use Classes F1 and F2), gypsy and traveller pitches (sui generis). The application includes the construction of a new link road to serve the development connecting to Charlwood Road.

For noise and vibration, the main issues are:

- Noise from construction phase including traffic impacts
- Noise from the new Crawley Western Multi Modal Corridor link road
- Exposure of the new dwellings to aviation noise
- Noise from commercial activities associated with the proposed commercial/industrial uses

Construction Phase

Chapter 12 Noise and Vibration of the Environmental Statement provides a detailed assessment of the impacts arising from the construction phase.

The assessment identifies major adverse noise impacts from demolition and construction works on residential off-site receptors on Rusper Road and Rhodes Drive. Moderate adverse effects have been identified for Rectory Lane, Tweed Lane, Birkdale Drive and Poynings Road.

An Outline Construction Management Plan has been provided which sets out the key considerations of the site with respect to the control of noise, dust, and emissions to air likely to arise for the construction phase. However, this document does not appear to have been developed in response to the assessment and comments on mitigation of construction phase impacts as set out in Chapter 12 and appendices.

The document does not reference the statutory code of practice for control of noise and vibration on construction and open sites as set out in BS5228:2009. This gives guidance for assessing, identifying and mitigating noise and vibration from construction sites and should be incorporated into any construction management plans prepared for the development.

The Outline Construction Management Plan includes several topic specific Framework Management Plan measures, including for noise and vibration, air quality, vehicle emissions and lighting.

For noise and vibration, Framework Management Plan 07 presented in section 6.8 gives details of practices to be followed but these are incomplete with reference to the identification and assessment of receptors and the development of appropriate mitigation.

Construction Road traffic is not expected to materially increase noise from road traffic on the access routes to the development compared to existing baseline traffic flows. Construction logistics planning should ensure that vehicle movements and particularly HGV movements are managed to minimise impacts on the local road networks, especially at peak times. The operation a booking system for HGV movements to and from the development site is a recognised technique to achieve this.

A condition is recommended to ensure an appropriate construction environment management plan is provided for each phase of the development.

It should be noted that some of the identified receptors lie within the district covered by Crawley Borough Council who may provide additional representation on these matters.

Aviation Noise

Chapter 12 details the assessment impact of aviation noise of the proposed development should the proposed wide spaced southern runway be constructed at Gatwick Airport.

There is no current proposal to develop the wide-spaced runway, but this has been included in the assessment as a worst case.

As noted in section 12.10.82, the development plan observes the agreement with the local authorities that residential development would not be undertaken within the projected 2040 daytime 60dBA LAeq contour. This restriction is considered to represent minimum approach necessary to be protective of the amenity of future occupiers should the wide-spaced runway be constructed.

Based on the projected noise contours for the wide spaced runway, the assessment concludes that:

- Noise events above 60 dB L_{max} will occur more than 25 times a night for all residential development plots, except for HW3-HW7.
- opening windows cannot be used as a strategy to mitigate against external noise break-in during overheating conditions, across all residential development plots
- Amenity space to residential plots NC1-NC8, RV1-RV2 and parts of M1, M3 and M5-M7 will experience adverse noise levels.

If the wide space runway were to be progressed then impacts on residents would need to be considered, including impacts on amenity space. However, future predictions of aviation noise will be influenced by a variety of factors including fleet mix, technological improvements and air space change. These factors will be further examined should a development proposal for the wide spaced runway be submitted.

The expansion of the airport permitted by the Development Consent Order granted in September 2025 has provided some additional context to the insulation of dwellings against aviation noise. The requirement to offer insulation includes dwellings within the night-time 48dBA LAeq contour.

No dwellings at the development site are projected fall within the predicted 54dB contour for daytime aviation noise or the night noise 48dBA LAeq contour as defined in the insulation scheme criteria set out in the Development Consent Order.

However, parts of residential development phases M1 and M6 will lie within the predicted 2032 night-time N60 10 event contour which indicates a risk of night-time sleep disturbance from 10 or more aviation noise events above 60dBA. The Department for Transport has commissioned ongoing research into the sleep disturbance associated with aircraft noise and future policy on night noise from aviation has yet to finalised.

If the 48 dB night-time contour were maintained as a criterion for noise insulation for the development of the wide spaced runway, then all residential development phases labelled as NC and M, except for M8, would fall within the insulation zone.

A condition is therefore recommended to ensure that all phases incorporating residential use are appropriately mitigated against environmental noise and overheating risk, including noise from aviation.

Operational Phase Road Traffic Noise

The development will be accessed by a new road link, the Crawley Western Multi Modal Corridor (CWMMC), and link roads within the development.

Potentially significant adverse impacts have been identified for off-site receptors located near the route of the CWMMC. These include Bonwycks Place Ifield, The Druids Ifield Wood, the Trivelles Gatwick Hotel, properties in Tweed Lane, Bonnets Lane and at Ifield Green

In order to mitigate the road traffic noise for the most exposed receptors, the development proposes a combination of bunds and barriers is to be provided along the northern side of the CWMMC route. Taking this mitigation into account the noise modelling identifies that only The Druids Ifield Wood, the Trivelles Hotel and on Tweed Lane will experience significant increases in road traffic noise.

As noted in section 12.10.79 the development site is rural in character and the baseline noise levels are relatively low. At monitoring position LT2 west of Rectory Lane daytime averaged noise levels were approximately 47dBA while night-time levels were approximately 43dBA. At night background noise levels were as low as 24dBA. Significant impacts can therefore be readily identified even though noise levels remain below the adopted Lowest Observed Adverse Effect level. Noise levels below this threshold are considered unlikely to result in impacts on health or quality of life.

For the receptors not protected by embedded mitigation the noise mapping provided in appendix 12.5 to chapter 12 of the Environmental Statement shows that daytime noise levels will increase. In the vicinity of Tweed Lane daytime noise levels will increase from below 50dB in the baseline year to between 51 and 54dB with development. This increase in noise levels is likely to be perceptible but would still be below the WHO Guidelines for Community Noise threshold for the onset of significant annoyance in outdoor spaces.

The impact of road traffic noise also needs to be considered in the context of the aviation noise associated with flights from Gatwick airport. The Environmental Statement concludes that if the wide spaced runway is progressed then aircraft noise would dominate the local noise climate and the contribution from road traffic serving the new development would be significantly reduced, especially at night.

The recently approved Development Consent Order will allow a significant increase in flights from Gatwick airport. As part of that application process noise modelling has been undertaken for 2032 when the expanded airport capacity is expected to be bought into use. The noise mapping undertaken in support of the Development Consent Order shows that only the Trivelles Hotel and Bonnets Lane will fall within the projected night time 48dB LAeq contour and all receptors will fall outside of the projected 2032 daytime 54dB contour.

Until the wide-spaced runway is bought into use, road noise from the CWMMC will therefore remain the significant contributor to noise at those receptors identified as exposed to significant adverse noise impacts from the CWMMC.

Both construction phase and operational phase traffic will disperse onto the local road network which predominantly runs through Crawley Borough Council's area. Appendix 12.6 details the modelling results for noise from the additional road traffic and Crawley Borough Council is likely to make a separate representation on this.

Building Services and Plant Noise

Details of the plant, machinery and equipment associated with the proposed commercial use are not available at this stage of development planning. Baseline measurements show that the areas of the site identified for commercial development are very quiet, although this will change as the development is built out.

Section 12.10.113 proposes that noise emissions from industrial and commercial uses should not exceed 30dBA measured as daytime rating level at the site boundary of the commercial uses in accordance with BS4142:2014. This is considered a suitably precautionary design guideline. The issue of night-time and weekend working will also need to be considered and it is recommended that commercial premises permitted under class B2, B8 and E(g(iii)) are not permitted to work on Sundays or bank holidays and that no external activities for these uses are permitted between 23:00 and 07:00 hours on other days.

External Lighting

A Lighting Impact Assessment has been provided which has assessed that development site is classed as a "rural" location and the lighting environment can be described as "low district brightness". The site is therefore categorised as an E2 Environmental Zone in accordance with Institute of Lighting Professionals guidance note GN01 The Reduction of Obtrusive Light 2021.

A Detailed External Lighting Strategy has been provided for the development Phase 1 detailed and Outline components. This sets out the the recommended mitigation for the external lighting to the development scheme. A condition is recommended to ensure that the lighting mitigation scheme is implemented.

ANY RECOMMENDED CONDITIONS:

Demolition and Construction Phase.

1. The development hereby approved, including demolition, shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority for each relevant phase of the development. The CEMP shall include details of the following relevant measures for both demolition and construction works.

    i. An introduction consisting of a demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
    ii. A description of management responsibilities including complaint recording and management and provision of suitable contact information on the site boundary

iii. A description of the demolition and construction programme which identifies activities likely to cause high levels of noise or dust;

iv. Site working hours and a named person for residents to contact;

v. Detailed Site logistics arrangements including provision of a suitable booking system for HGV deliveries;

vi. Details regarding parking, deliveries, and storage;

vii. A scheme of dust and noise mitigation measures to be deployed including identification of sensitive receptors, and a scheme of ongoing continuous monitoring and reporting for demolition and construction noise and dust impacts. The scheme shall be developed by suitably qualified persons and shall include suitable targets and management actions in accordance with BS5228 Code of Practice for Noise and Vibration control and the IAQM Guidance on the assessment of dust from

viii. demolition and construction and provision of quarterly monitoring results to the Local Planning Authority until such point the Local Planning Authority agrees this is no longer necessary

ix. Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and

x. Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc.

The construction and demolition shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase, unless the written consent of the Local Planning Authority is received for any variation.

Environmental Noise and Overheating risk

2. No residential premises shall be placed within the area of the predicted 60dB(A) Leq,16hour contour for aviation noise.

3. Prior to the commencement of each relevant phase of the development, a phase specific scheme of noise mitigation and overheating assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include:

a) A scheme of Acoustic Assessment Design and Mitigation including a site-specific statement of design principles and accompanying noise mitigation zoning plan shall be submitted with any reserved matters application. The Scheme of Acoustic design and Mitigation shall demonstrate how the impacts of intrusive noise shall be mitigated and reduced to a minimum for habitable rooms and how the number of rooms impacted by intrusive noise shall be suitably minimised in accordance with the principles of good acoustic design as set out in the ProPG Professional Practice Guidance 2017 main document and supporting documents 1 and 2. As a minimum the scheme shall achieve the habitable and commercial room standards as detailed in BS8233:2014 with no relaxation for exceptional circumstances and appropriate consideration of LAmax, including details of post construction validation measurements.

b) The scheme shall be supported by a premises specific overheating assessments with details of ventilation sufficient to prevent overheating and maintain thermal comfort of future occupiers. The scheme of ventilation shall be designed following a suitable overheating assessment in accordance with the CIBSE TM59 Design methodology for the assessment of overheating risk in homes using weather files DSY2. Any mechanical ventilation shall be designed and installed in accordance with the ANC Acoustics Ventilation and Overheating: Residential Design Guide 2020 (or superseding equivalent guidance).

c) The work as approved shall be suitably validated including at least two interim stages of construction work that shall be confirmed by site visit with suitable supporting records and photographs. The scheme of validation including supporting records, measurements and calculations shall be submitted to and approved by the Local Planning Authority prior to occupation

d) The scheme shall demonstrate by calculation and modelling how intrusive noise shall be minimised and reduced within residential amenity spaces.

All work shall be carried out by a suitably qualified person and the approved noise, vibration attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Building services, plant machinery and equipment

4. The operation of any building services plant or other fixed plant, machinery or equipment serving commercial/industrial uses or residential apartment blocks shall not commence until an assessment of the acoustic impact arising from the operation of all internally and externally located plant has been submitted to and approved in writing by the local planning authority. The assessment of the acoustic impact shall be undertaken in accordance with BS 4142: 2014 (or subsequent superseding equivalent) and other relevant measures and shall include a scheme of attenuation measures to ensure the cumulative rating level of noise does not exceed 30dBA at the site boundary with the nearest noise sensitive receptor. The acoustic impact from the operation of any fixed plant machinery or equipment shall not exceed NR25 in any adjoining residential rooms.

5. The use hereby permitted, or the operation of any building services plant or other fixed plant, machinery or equipment, shall not commence until a post-installation noise assessment has been carried out. The assessment shall be undertaken by a suitably qualified acoustic consultant and shall include suitable measurements and calculations to confirm compliance with the approved noise criteria. The assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and attenuation measures, and they shall be permanently retained and maintained in working order for the duration of the use and their operation.

6. For premises operating under use classes B2, B8 or E(g(iii)) there shall be no outside working using mechanical power tools or mobile plant at any time other than for delivery and dispatch. There shall be no operation of mechanical machinery with a sound power level of more than 75 dBA within the commercial and industrial premises hereby approved with unless all windows and doors are closed. Any complaints received

regarding noisy working practices shall be recorded as part of the tenancy management plan together with any corrective actions taken. The record of complaints shall be produced at the reasonable request of a suitably authorised officer of the Council.

Hours of Operation B2, B8 and E(g(iii)) uses

7. No premises operating under use classes B2, B8 or E(g(iii)) shall operate on Sundays or bank holidays.

8. No external activities, including loading and unloading, shall be undertaken between 23:00 hours and 07:00 hours at premises operating under use classes B2, B8 or E(g(iii)).

External lighting

9. Prior to the commencement of each relevant phase of the development hereby approved, full details of a lighting strategy shall be submitted to and approved in writing by the local planning authority. The lighting strategy shall include details of the lighting of all public areas, buildings and sports pitches and shall be designed to comply with the ILP guidance for Obtrusive Light Zone E2 and shall include details of how the lights will be automatically controlled to meet curfew requirements. The lighting scheme shall be installed in accordance with the approved details before the commencement of the use and shall be retained and maintained in accordance with the approved details thereafter.

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DATE:	05/11/25