Ditches	
EP1F Wild Flowers for Pond Edges (Emorsgate or acceptable equivalent)	**EM8**
Seeding Rate (g/m²)	*10*
Species	**%**
Wild Flowers	**20**
Angelica sylvestris (Wild Angelica)	5.00
Centurea nigra (Common Knapweed)	12.00
Dipsacus fullonum (Wild teasel)	3.00
Eupatorium cannabinum (Hemp Agrimony)	1.00
Filipendula ulmaria (Meadowsweet)	10.00
Galium album (Hedge Bedstraw)	5.00
Geum rivale (Water Avens)	3.00
Iris pseudacorus (Yellow Iris)	20.20
Lathyrus pratensis (Meadow Vetchling)	4.00
Lythrum salicaria (Purple Loosestrife)	1.50
Lycopus europaeus (Gypsywort)	0.50
Oenanthe pimpinelloides (Corky-fruited Water-dropwort)	1.00
Plantago lanceolata (Ribwort Plantain)	3.00
Prunella vulgaris (Selfheal)	4.00
Ranunculus acris (Meadow Buttercup)	5.00
Silene dioica (Red Campion)	14.00
Silene flos-cuculi (Ragged Robi)n	6.00

Enhancement of Existing Vegetation to Other Neutral Grassland		
Species (Latin)	**Common Name**	**%**
EM Wildflower Meadow Mixture (Emorsgate or acceptable equivalent)		
	Seeding Rate (g/m²)	10
Wildflowers		**15**
Achillea millefolium	Yarrow	0.75
Betonica officinalis	Betony	0.75
Centurea nigra	Common Knapweed	2.25
Daucus carota	Wild Carrot	1.5
Galium verum	Lady's Bedstraw	0.4
Geranium pratense	Meadow Crane's-bill	0.4
Leucanthemum vulgare	Oxeye Daisy	1.35
Plantago lanceolata	Ribwort Plantain	1.5
Poterium sanguisorba ssp sanguisorba	Salad Burnet	1.5
Primula veris	Cowslip	1
Prunella vulgaris	Selfheal	1.1
Ranunculus acris	Meadow Buttercup	1.2
Ranunculus bulbosus	Bulbous Buttercup	0.15
Rumex acetosa	Common Sorrel	0.4
Silene vulgaris	Bladder Campion	0.75
Grasses		**85**
Agrostis capillaris	Common Bent	8.5
Cynosurus cristatus	Crested Dogstail	29.75
Festuca rubra	Red Fescue	25.5
Phleum bertolonii	Smaller Cat's-tail	4.25
Poa nemoralis	Wood Meadow-grass	17

Hawthorn Planting			
	Height (cm)	**Age**	**Root**
Crataegus monogyna (Hawthorn)	60-80	1+1	B

8.7 Ecology

8.7.1 Biodiversity Net Gain

The Proposed Development site has a baseline biodiversity value of 114.33 biodiversity units (BU), 14.13 hedgerow units (HU) and 0.36 watercourse units (WU). This is predominantly comprised of large areas of grassland, field boundaries made up of hedgerows, pockets of woodland and scrub. The river Mole crosses the Proposed Development site from east to west.

Habitat creation and enhancements are proposed to comply with the biodiversity net gain (BNG) requirements. The BNG report (10051123-ARC-XXX-ZZ-TR-EC-00002-V03 and the LEMP (10051123-ARC-XXX-XX-RP-LA-0001) detail the specific habitats types and areas that are proposed. This includes enhancement of grassland, woodland and scrub. A range of habitats will be created to facilitate the Proposed Development, including:

- Other neutral grassland
- Other woodland; broadleaved
- Bioswale
- Rain gardens
- Urban trees
- Sustainable drainage systems (SUDs)
- Developed land; sealed surface
- Species-rich hedgerow with trees

Post development the biodiversity value of the Proposed Development will be 130.13 BU, 11.31 HU and 0.36 WU. A 13.82% gain is achieved in BU, however the trading rules are not satisfied and there is a shortfall of 8.72 BU of medium distinctiveness habitat. Due to the aim of keeping an open nature to the Proposed Development, there will be a loss in hedgerow units and there is a 1.42 HU shortfall. Additionally, due to the small area of river that crosses the Proposed Development there is not a opportunity to achieve net gain in watercourse units and there is a shortfall of 0.04 WU. The Phase 1 BNG proposals have been designed to contribute to theoverall BNG strategy for the full hybrid application extent and any such shortfalls will be met in the wider development site.

As presented in the various documents published to date, the site supports a range of habitats and protected species. The Important Ecological Features (IEFs) present on site include:

- Habitats, including Veteran Trees and Terrestrial Invertebrates;
- Reptiles
- Great Crested Newts
- Nesting Birds
- Bats
- Dormice
- Otters
- Badgers

8.7.2 Ecological Mitigation

Habitats and Terrestrial Invertebrates

Measures to be implemented to avoid impacts and adverse effects upon habitats and terrestrial invertebrates include:

- Avoidance of veteran trees and woodland habitats.
- Avoidance of watercourses.
- Retention of veteran trees (of up to National Level importance and considered to be irreplaceable) except where removal is unavoidable to facilitate construction of the CWMMC where one veteran tree (T368 as presented in the Arboriculture Report 230265-PD-11b) will be lost.
- Retained habitats to be protected during construction.
- Avoidance, where possible of key areas including the River Mole, the southern woodland edges of the Golf Course, two existing ponds within the Golf Course and the off-site Ifield Brook Wood and Meadows LWS.
- Buffers would be implemented during construction to protect veteran trees, woodland habitat, watercourses, and southern woodland edges of the Golf Course, two existing ponds within the Golf Course and the off-Site Ifield Brook Wood and Meadows LWS.
- The Biodiversity Net Gain (BNG) Report details further measures in relation to habitats to be lost and the landscape design and how BNG will be achieved.
- The Outline Construction Environmental Management Plan (OCEMP) and Landscape Ecology Management Plan (LEMP- NOR-ARC-3A1-XRF-M2-C-00002) will also set out measures to be implemented to control pollution and avoid the spread/ introduction of invasive plant species.
- Landscape design to be like for like or provide betterment with long-term management included within the LEMP- 10051123-ARC-XXX-XX-RP-LA-0001.
- Designated pedestrian routes to ensure non-motorised users do not trample or damage retained or newly created habitats.
- The retention of large woody material from felled trees into log piles and consideration of retaining standing dead wood and ‘planting’ dead tree stumps as dead wood features.
- Incorporation of sparsely-vegetated, south-facing banks and slopes (i.e. bee banks) to provide invertebrate nesting, hunting and basking

opportunities.

- Creation of areas of bare, sandy ground within landscape planting.
- Landscape design to include planting mixes which include the provision of sources of nectar.
- Invertebrate boxes or 'bee hotels' and bee bricks are proposed.
- Specific mitigation measures for Brown Hairstreak butterfly.

Reptiles

- The confirmed presence of reptiles within the site boundary has been identified as being of county level importance at the Golf Course and Local level importance for the rest of the site. The following approaches will be adopted in relation to reptiles:
- A method statement for the construction phase including the vegetation and site clearance works detailing the areas where specific mitigation is to be implemented and locations where habitats will be retained.
- The provision of buffers, planting and features including hibernacula to provide areas of shelter and protection where higher risks of disturbance may occur which will be linked to the wider site mitigation strategy.
- Habitat enhancement and creation strategy in relation to reptiles will include the creation of habitat features such as:
- Hibernaculum and basking banks;
- New areas of rough grassland in the north of the site;
- Suitable habitat features around sustainable drainage features;
- Features to prevent fragmentation as a result of the proposed CWMMC, such as clear-span bridge over the River Mole; and
- Features such as dense vegetation to reduce the likelihood of pet predation in the southern areas of the site.

Bats

Whilst no bat roosts have been confirmed as present within the footprint of the Phase 1 site boundary, measures will need to be implemented for bats. These shall include:

- Key ecological corridors through the site will be retained and enhanced for wildlife connectivity, e.g., commuting routes for bats. Designed with North-South and East-West corridors to connect adjacent valuable habitats (e.g. LWS and ancient woodlands)
- As much of the mature hedgerow and scrub/woodland and associated grassy margins are retained as possible.
- Plans showing the location of roosts, areas of highest risk of disturbance.
- Sensitive lighting design following guidance and principles provided in the BCT and Institution of Lighting Professionals (ILP) Guidance Note 08/18 'Bats and artificial lighting in the UK' (or as updated), with an assumption against lighting of areas of important retained and new habitats and minimising light spill from lit areas.
- Provision of buffers of between 25 and 30m around areas of sensitive habitats including river corridors, woodlands, hedgerows, water bodies, Ifield Brook Wood and Meadows LWS, ancient woodland and veteran trees (in the south), and ancient woodland (in the east), with a 35 m buffer at Hyde Hill Wood LWS

As part of the proposed development design, a range of enhancement and habitat creation measures are to be implemented to benefit bats. These include:

- The creation of areas of habitat within natural and semi-natural green space.
- Green corridors to retain connectivity through the site (including road narrowing in residential areas and bat hop-overs), tailored towards bat species requirements (particularly mimicking existing habitats found at the Golf Course, such as grassland and scrub mosaics) – applicable for Phase 1 including hop-overs where green corridors interface with highways infrastructure.
- Plans will be provided showing locations of temporary flightline routes (if required), and areas of compensation / enhancement.
- Provision of a clear span bridge structure at the River Mole will minimise fragmentation effects of severing the Link Road. Planting will be incorporated at bat hop-overs at key locations.
- Opportunities for, and benefits of installation of overpasses, flyovers etc. throughout the site would be considered to reduce the likelihood of road traffic accidents and to retain or enhance permeability.
- The LEMP (10051123-ARC-XXX-XX-RP-LA-000) and landscape design will incorporate replacement planting and ensure that vegetation is appropriately positioned throughout the scheme design to maximise connectivity and retain green corridors. Sustainable Drainage Systems (SuDS) are to be incorporated into the verge designs for the Phase 1.

The LEMP (10051123-ARC-XXX-XX-RP-LA-0001) includes monitoring plans for retained and new roost features, foraging areas and commuting features over a time period and at a frequency in accordance with current guidelines. The LEMP is tailored towards species known to use the site most frequently (such as common pipistrelles) and also rare species with notable records in the local areas (such as Bechstein's); and monitoring plans for retained / new roost features, foraging areas and commuting features, over a time period and at a frequency in accordance with current bat mitigation guidelines.

In addition to documents such as the LEMP, the OCEMP will include measures to manage impacts such as habitat degradation arising due to air / water quality effects.

Hop-overs
(adapted from Limpens et al., 2005)[31]

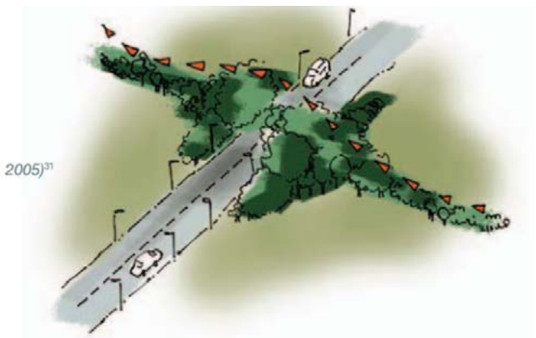

Figure 08-62: Illustration to show function of bat hop overs to encourage bats above the height of road traffic. Source: Bat Conservation Trust (2012). Landscape and urban design for bats and biodiversity.

The bat hop-overs have been designed to ensure continuity of the existing bat commuting routes along the existing linear features by encouraging bats to cross the road at a height greater than the traffic as illustrated in Plate 2.2.

The design of the proposed bat hop-overs will include tree planting whereby crowns of trees will create passing-over opportunities along the road for bats by encouraging them to fly at a height above the road traffic. As the height of a standard articulated lorry in the UK is 4.2m, it is proposed that landscaping includes the planting of extra heavy individual trees greater than 4m in height, thereby enabling bat hop over at, or shortly after, planting. The placement of the extra heavy individual trees will be selected to minimise separation across the road. The proposed planting selection for the bat hop overs comprises the following aspects:

- Individual trees: Planted as extra heavy standard 4-4.5m height
- Matrix planting: Planted at 400-600mm whips at 1m centres

Nesting birds

The proposed Development site comprises a range of different habitat types suitable for by nesting birds.

If construction of the CWMMC lies within nesting season (March-August), checks for kingfisher nests should take place and if identified, restriction of the works footprint, programme or type of machinery used should occur and an artificial kingfisher nesting wall should be constructed and left until chicks have fledged. If vegetation clearance is to take place in general during this timeframe, nesting bird inspections should be carried out. This will include checks to confirm the absence of nesting birds within trees, hedgerows and scrub as well as ground nesting birds within areas of open grassland and to confirm the absence of nesting birds from any structures such as walls or buildings.

The LEMP (10051123-ARC-XXX-XX-RP-LA-0001) and landscape design details the planting mixes and management requirements.

The proximity of the site to Gatwick Airport dictates that Civil Aviation Authority Wildlife hazard management at aerodromes (CAP 77, 2017) Guidance must be followed when creating habitats on site to avoid wildlife strike. Habitat should not be created that would be attractive to large water birds or large flocks of smaller birds. Further information and details have been provided in the Bird Hazard Mapping Report and Management Plan

Dormice

There is suitable habitat for dormouse within the wider landscape around the site (namely woodland and hedgerows). No evidence of dormice was recorded in the surveys that informed the ES.

An update assessment for the presence of dormouse in the north of the site should be undertaken prior to work commencing in this area.

If following this, presence is confirmed, an appropriate mitigation strategy should be implemented, and works may need to proceed under licence to Natural England.

Otters

Construction phase mitigation has been omitted from the ES as Otter has been scoped out although long-term mitigation is considered due to the potential for Otter to increase their range within the local area.

Effects on Otter are limited to disturbance around the Ifield Brook on the east of the site and the River Mole in the centre of the site, although with sufficient buffers around these features, effects would be minimal.

River crossings would be clear span with no culverts or piers allowing safe passage beneath, and mammal tunnels would allow additional passage.

Badgers

Badgers have been confirmed as present in numerous locations site wide. Mitigation works and compensatory artificial setts are to be required. All works in relation to badger setts are to be covered by a Natural England issued Development Licence. It should be noted that badgers are mobile and conditions on site will change with levels of activity at difference sites subject to change. At the time of writing the following situation is understood to be present:

- Setts 2 and 3 are likely to be retained. The disturbance of sett 3 may need to be covered as part of the Phase 1a and 1b development licence.
- Sett 2 should remain in-situ and disturbance avoided.
- Setts 1, 4 and 5 are likely to be subject to disturbance and potentially will be lost as a result of the infrastructure works given their locations.
- The provision of dry mammal pipes will allow for Badgers to cross beneath the proposed carriageway safely and reduce the risk of any Road Traffic Accidents. The provision of mammal proof fencing will direct Badgers to these crossing points in appropriate locations.

The provision of sufficient buffers in the vicinity of any Badger setts to be avoided/ retained should minimise any disturbance. However, some setts may need to be included within the site Development Licence if a risk of disturbance at any specific locations is considered likely. The requirement for any artificial Badger setts would be detailed in the Natural England Development Licence.

Great crested newts

Both options of District Level Licensing (DLL) and traditional trapping and relocation of great crested newts under a Natural England development licence are currently being considered at the time of writing.

DLL will obviously remove time constraints but will involve a conservation payment being made to NatureSpace.

In the event of traditional mitigation measures being implemented the following approaches would need to be adopted for the Phase 1 elements of the project:

- As three ponds will be lost beneath the footprint of the new highways infrastructure, specifically Ponds 3, 3B and 16A, which have been confirmed to support great crested newts, compensatory, replacement ponds will need to be created in the vicinity of the golf course.
- Pond replacements will be discussed and agreed with Natural England given the limited land available around the long-term proposed development for the site and their design detailed in the final licence application submitted to Natural England. The licence will need to be in place prior to any works on site commencing.
- Compensatory replacement ponds should take place well in advance of any proposed translocation works (6 months minimum, preferably 1-2 years) in order for vegetation to begin to establish and the waterbodies to become suitable for use particularly if anticipated to be used as a receptor site.
- Given the confirmed presence of great crested newts in this location which includes breeding ponds and suitable terrestrial habitat for foraging and hibernating, drift fencing would need to be installed not only to aid with the capture of great crested newts but also to avoid the risk of great crested newts entering into the works area during the construction phase. •Under licence, any ponds to be lost (currently anticipated to the Ponds 3, 3B and 16A) these would need to be de-watered under the supervision of the licensed ecologist and likely require the assistance of a number of accredit agents. Once the pond has been drained down and any amphibians present moved to appropriate receptor locations, the pond can be destructively searched and infilled. The detailed approach to works would be specified in the formal licence application.

8.8 Drainage

8.8.1 Sustainable Urban Drainage Systems (SuDS)

Crawley Western Multi-modal Corridor: Surface Water Management Strategy

The surface water management strategy for the CWMMC is designed to handle runoff effectively by integrating Sustainable Drainage Systems (SuDS) into the roadway infrastructure. This approach ensures that surface water is managed in a way that mitigates flooding risks and protects the surrounding environment while maintaining the functionality of the new transport corridor.

Surface Water Conveyance and Attenuation

Surface water falling on the roadway will be systematically managed through bio-retention and rain garden features strategically located in strips adjacent to the road. These green infrastructure elements will serve as the first point of contact for surface water, promoting natural infiltration and initial treatment of runoff. The surface water will then be directed into a network of pipes embedded within the SuDS features.

The piped networks will transport the collected water to newly constructed detention basins positioned at various critical points along the route. Within these basins, the flow rate of water will be carefully regulated to replicate the pre-development (greenfield) runoff rates, effectively attenuating the volume of water and reducing the risk of overwhelming downstream systems. By restricting the outflow from these basins, the system mimics natural hydrological processes, thereby minimizing the impact on the existing environment.

Once attenuated, the surface water will be released at a controlled rate into the existing drainage ditches that traverse The Site and the adjacent agricultural fields. These ditches form part of the larger drainage network, ensuring that water is effectively dispersed without causing erosion or other environmental impacts.

Culvert Integration for Watercourse Crossings

Given that the proposed highway intersects several existing watercourses, the design incorporates multiple culverts to maintain the continuity of these natural channels. The culverts have been carefully sized based on detailed assessments of the watercourses' existing flow rates and capacities. This sizing ensures that the culverts can accommodate the necessary flows without causing upstream flooding or downstream scouring, preserving the natural hydrology of the area.

Remainder of Phase 1: Detailed Surface Water Management

For the remainder of Phase 1, surface water from both Primary and Secondary Road corridors will be managed through four main piped networks. These networks are designed with the presumption that future development parcels adjacent to these roads will eventually discharge their runoff into the strategic networks established in this phase.

A limited number of development parcels included within Phase 1 are planned to manage their own surface water entirely, with full attenuation systems that have separate outfalls directly into the nearby watercourses. These outfalls will be carefully controlled to ensure they do not exceed the capacity of the existing drainage network.

Similar to the main corridor, surface water from the road corridors will be conveyed to bio-retention and rain garden features along both sides of the roads. The collected water will then be channeled through piped networks to detention basins or below-ground tanks. These detention features will regulate the outflow to ensure that it matches the greenfield runoff rates, thereby minimizing the impact on the local drainage system.

Surface water exiting these attenuation features will be connected to the existing drainage ditches that serve The Site, including areas around the golf course and agricultural fields, again at a controlled rate to prevent overloading the downstream systems.

Two additional culverts have been proposed beneath roads in the northern part of the Phase 1 area. These culverts are essential for conveying water from existing watercourses, and they have been designed with sufficient capacity based on careful assessments of the flow dynamics within these watercourses.

The surface water management strategy for the CWMMC and the surrounding Phase 1 development areas is a comprehensive approach that prioritizes environmental sustainability, flood risk management, and the preservation of existing hydrological conditions. Through the integration of SuDS, controlled attenuation, and carefully designed culvert crossings, the strategy ensures that the infrastructure can cope with surface water runoff while maintaining the ecological balance of the area.

Figure 08-63: Swale Attenuation Pond - SuDS example (indicative image)

8.8.2 Flood Mitigation Features

Crawley Western Multi-modal Corridor: Advanced Water Management and Ecological Considerations

Detention Basins and Wildlife Ponds

Three Detention Basins: As part of the CWMMC development, three strategically located detention basins are proposed to manage surface water runoff. These basins will not only capture runoff but also utilize water transferred from existing drainage ditches within the site. The basins are designed with a minimum depth of 1.2 meters to ensure adequate water retention and attenuation capacity. Rapid Drainage Design: The basins are engineered to drain down quickly, preventing the formation of standing water, which could attract birds. This is a critical consideration due to the proximity of Gatwick Airport to the northeast, where bird attraction could impact aviation safety.

Basin Slopes and Gradients: The design of the detention basins includes side slopes with a maximum gradient of 1:3. This slope is chosen to ensure stability while allowing for safe access and maintenance. Similarly, the banks above the top water level of the basins are also designed with a maximum gradient of 1:3, where space permits, to maintain consistency in design and safety.

Attenuation Freeboard: Each basin will incorporate an attenuation freeboard of at least 300mm. This additional capacity is crucial for managing extreme weather events and preventing the risk of overtopping, thereby ensuring the long-term effectiveness and safety of the drainage system.

Remainder of Phase 1: Additional Detention Basin

Single Detention Basin: In the remaining area of Phase 1, one detention basin is proposed to handle surface runoff and water transferred from existing ditches. This basin mirrors the design specifications of those in the main corridor, with a minimum depth of 1.2 meters and rapid drainage capabilities to avoid bird attraction.

Consistent Design Standards: The design of this basin also includes a maximum gradient of 1:3 for both the basin side slopes and the banks above the top water level, ensuring consistency across the project. The inclusion of a 300mm attenuation freeboard will further safeguard against the risk of overtopping.

Attenuation Features: Geocellular Systems and Oversized Pipes Geocellular Storage Systems: In areas where space constraints or the level of the receiving watercourse prevent the installation of detention basins, geocellular storage crate systems will be used. These systems provide an effective underground solution for attenuating surface water, particularly in confined spaces, while maintaining the required storage capacity. Oversized Pipes: Within existing highway areas, oversized pipes will be deployed to accommodate additional flows resulting from widened or adjusted carriageway layouts. These pipes will serve as a key component of the overall water management strategy, providing necessary storage and conveyance capacity.

Sustainable Drainage Systems (SuDS)

Comprehensive SuDS Implementation: The development will incorporate a wide range of Sustainable Drainage Systems (SuDS) designed to replicate the existing greenfield hydrological conditions as closely as possible. These systems are designed in accordance with best practice guidance from the Construction Industry Research and Information Association (CIRIA).

Outfall Management: Surface water will be discharged into the existing drainage ditches across the site, with careful management to ensure that the discharge does not increase flood risks downstream. This is achieved by controlling the flow rate and volume of the water, thereby minimizing the impact on receiving water bodies and preventing potential flooding issues. Bioretention Systems: In addition to the detention basins, bioretention systems will be integrated within the highway corridor. These systems are designed to enhance water quality through natural filtration processes, as well as to provide additional attenuation capacity for surface water. This dual functionality supports both environmental protection and effective water management. The surface water management strategy for the CWMMC is a highly engineered, environmentally sensitive approach that integrates advanced detention and attenuation systems with Sustainable Drainage Systems (SuDS). The design not only ensures compliance with regulatory standards but also addresses specific challenges such as bird attraction near Gatwick Airport and space constraints within the development area. Through the use of carefully designed detention basins, geocellular storage systems, and bioretention features, the project aims to manage surface water effectively while protecting the surrounding environment and minimizing downstream flood risks.

Figure 08-64: Swale Attenuation Pond - SuDS example (indicative image)

8.9 Relationship with Outline Proposals

To facilitate the timely construction of the Phase 1 infrastructure ahead of subsequent phases of the broader development, there are specific instances where the required areas for Phase 1 infrastructure overlap with portions of land designated for future development. These overlaps, as illustrated in the accompanying Figure 08-65, necessitate careful planning and coordination to ensure that the Phase 1 construction can proceed efficiently while maintaining the integrity and viability of future development stages.

One such instance arises in the context of earthworks. In certain areas, temporary earthworks are required to enable the construction of critical infrastructure components within Phase 1. These temporary earthworks are necessary to establish the foundation and support structures for the proposed roads, drainage systems, and other essential utilities. As the development progresses, these areas will be revisited in the subsequent phases, with the adjacent plots being constructed and ground levels adjusted to align with the final design specifications. This phased approach to earthworks ensures that the infrastructure is initially constructed to meet immediate needs while allowing for future adjustments and enhancements as the development expands.

Another key consideration is the requirement for temporary access to facilitate the ongoing maintenance of drainage features installed during Phase 1. The drainage systems, including Sustainable Drainage Systems (SuDS) and attenuation basins, are integral to managing surface water and mitigating flood risks. During the interim period before the full development is completed, access routes may be temporarily established within areas that will later be developed. This temporary access is crucial for ensuring that the drainage infrastructure remains functional and effective, thereby safeguarding the overall development from potential water management issues.

The strategic overlap of Phase 1 infrastructure with future development areas is a deliberate and necessary aspect of the construction process. It reflects a forward-thinking approach to site management, where the immediate needs of the development are met without compromising the integrity of future stages. By carefully coordinating these overlaps, the development team can optimize the use of land and resources, minimize disruption during subsequent construction phases, and ensure that all infrastructure elements are integrated into the final master plan.

In summary, the overlap of Phase 1 infrastructure with future development areas is managed through a combination of temporary earthworks and access provisions. These measures are essential for the successful and efficient construction of the Phase 1 proposals, laying the groundwork for the continued development of the site in subsequent phases. This approach not only ensures the timely delivery of infrastructure but also aligns with the broader vision for a cohesive and well-planned community development.

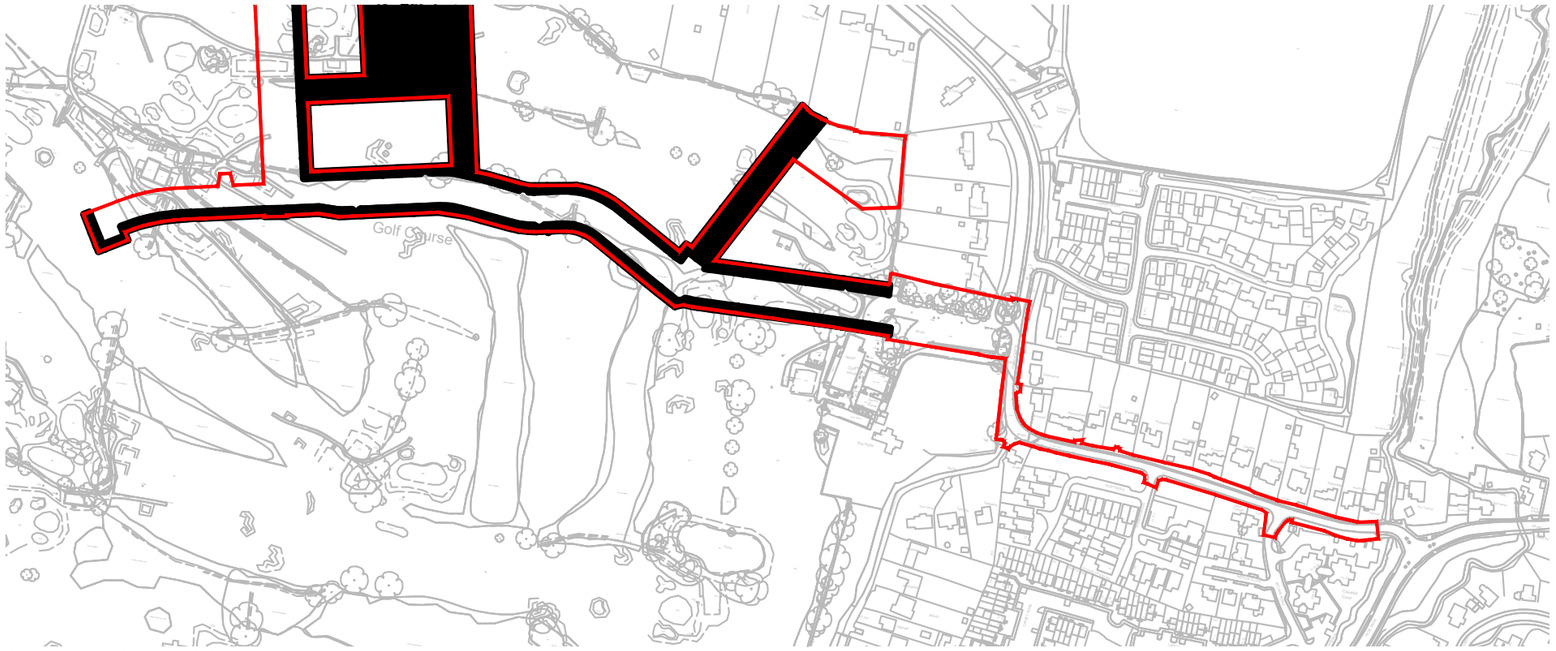

Figure 08-65: Phase 1 Infrastructre Boundary