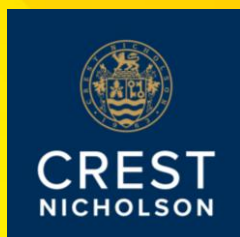


Crest Nicholson

Hearing Statement Matter 6h

September 2026

On Behalf of:



savills

Contents

1. Introduction.....	2
2. Response to Inspectors Matters	3
3. Conclusion.....	8
Appendix A : Walking Catchments	9
Appendix B : Cycle Catchments	10
Appendix C : Study Area / Settlement Edge	11
Appendix D : Flood Zones	12
Appendix E : Surface Water Flow Paths	13
Appendix F : Surface Water Flood Risk	14
Appendix G : Surface Water Flood Risk plus Climate Change	15
Appendix H : River and Sea Flood Risk.....	16
Appendix I : River and Sea Flood Risk plus Climate Change	17
Contact	18

1. Introduction

- 1.1 This Hearing Statement has been prepared by Savills, on behalf of Crest Nicholson Plc (hereafter referred to as 'Crest') in response to the Inspector's 'Matters, Issues and Questions' (07/09/2026) with specific regard to Matter 6h "site HA(NP3): Kilnwood Vale Housing Allocation".
- 1.2 As set out in its Regulation 19 representations, the Strategic Development Location (SDL) now known as Kilnwood Vale (KV) was allocated in 2009. Subsequently, Crest obtained hybrid planning permission in October 2011. KV now comprises a community with circa 1,400 homes built and/or occupied alongside a new primary school, parks, open spaces and transport infrastructure. KV is included in the settlement hierarchy within the draft Horsham District Local Plan (HDLP) as a 'Small town/Large village'.
- 1.3 Crest has actively and positively promoted 'Land West of Kilnwood Vale' (LWKV) for circa 10 years. Crest strongly welcomes Horsham District Council's (HDC) decision to allocate LWKV for approximately 350 dwellings under Main Modification MM235 of the emerging HDLP.
- 1.4 LWKV represents a sustainable, deliverable extension to the existing KV community that can make a meaningful contribution towards identified housing needs within both Horsham, and Crawley.
- 1.5 Crest and its consultants have reviewed and responded to the questions raised by the Inspector. Technical input has been received from iTransport (Transport and Highways), Aspect (Landscape) and Campbell Reith (Drainage).

2. Response to Inspectors Matters

i. Transport and movement

Highway access arrangements

- 2.1 Crest has investigated LWKV's access arrangements, and has identified suitable access options, which are feasible from a highway design perspective.
- 2.2 LWKV adjoins KV with numerous feasible access options being considered, including whether access can be made via the A264 Crawley Road for the quantum of development anticipated. This could be via a new junction for Crawley West Multi-Modal Corridor (CWMMC).
- 2.3 The A264 Crawley Road forms the principal highway connection between Crawley and Horsham, and provides convenient access to the wider strategic highway network e.g. the M23 motorway and the A23 to the east.

Integration of sustainable transport

- 2.4 LWKV is in a sustainable location. It is well served by a wide range of existing key local services and amenities within acceptable walking and cycling distances as demonstrated in Appendix A and B. The continued development of KV will further enhance access to local services and amenities for residents.

Bus

- 2.5 The A264 corridor and KV neighbourhood are already served by Metrobus services, including the Fastway express service. The closest bus stops to LWKV are located on Calvert Link, within the KV development – they are served by the route 10 (a Fastway service), 23, 23X, 200 and 398, which combined provide up to 10 buses per hour during peak periods.
- 2.6 The Fastway route no. 10, which connects KV to Crawley town centre and Gatwick Airport – both key employment destinations – currently serves KV for around 20 hours per day (3.15am-10.45pm). There are opportunities to both provide high-quality walking and cycling connections to existing bus stops within KV or to include a bus stop within LWKV should future services travel via the new CWMMC.
- 2.7 The provision of bus routes through LWKV is being optioned, with Crest already engaging in discussions with operators and residents within KV, and will continue to explore how bus services would operate in and around LWKV.

Rail

- 2.8 The nearest railway station to LWKV is Faygate Station, located approximately 1.1km to the north-west. In addition to opportunities to provide new active and upgrade existing active travel infrastructure within Faygate, the station is also served by the 23 and 200 bus services. Given that Network Rail has confirmed no line capacity for a rail station at KV, LWKV offers the opportunity to improve connectivity to Faygate Station.

Future provision of the Crawley Western Multi-Modal Corridor

- 2.9 The Reg 19 representations submitted by Crest in August 2026 set out its position on CWMMC and the proposed 'Area of Search' (AoS) within the allocation. Since submitting the Regulation 19 representations, Crest has discussed the AoS for the CWMMC with both HDC and WSCC who have confirmed that the AoS is not based on any technical evidence and have no objection to the re-positioning of the AoS outside of LWKV.

- 2.10 Crest supports and encourages sustainable transport interventions included within the CWMMC, as they will improve sustainable connectivity for LWKV and KV, to a wider choice of services, facilities and employment opportunities that can be accessed via sustainable transport options, encouraging modal shifts
- 2.11 LWKV allows for future provision of a new CWMMC connection on the A264 in this vicinity. In order not to sterilise the developable area for new homes, the AoS for the new A264 / CWMMC junction can be located within the western 'dog-leg' of the allocation along the A264. This would have various safety benefits, including:
- Increased separation between the A264 / CWMMC junction and KV Roundabout, reducing the risk of queuing and interaction between the junctions
 - Increased stopping sight distance between the A264 / CWMMC junction and the back of any queuing
 - Increased distance between the junctions, facilitating safe lane changes and turning movements
- 2.12 Moving the A264 / CWMMC junction and AoS to the west also has potential transport sustainability benefits, including:
- The CWMMC will provide active travel routes and bus priority, with the HDC Transport Assessment including the A264 Horsham to Crawley Bus Priority Measures intervention
 - The opportunity for multi-modal access to improve connectivity to Faygate's local facilities and railway station, supporting modal shift in the wider area
- 2.13 Crest would expect further technical work to be undertaken by both HDC and WSCC on the function and form of the southern section of the CWMMC to inform its alignment. However, it is entirely feasible to include a junction for the CWMMC within the 'safeguarded' area within LWKV. Crest would welcome future engagement with HDC and WSCC on these matters.

ii. Design, layout and facilities

Physical integration with Kilnwood Vale

- 2.14 LWKV is adjacent to the boundary of KV, representing a logical extension to this neighbourhood, and the detailed scheme will include pedestrian and cycle links to KV and offer opportunities for integration of bus services. This will ensure that residents within LWKV will benefit from the social and green infrastructure within KV including primary school, retail facilities, parks and public open spaces.
- 2.15 The detailed design of LWKV will be developed to respond positively to the existing character of KV, including consideration of appropriate density, building heights, layout and architectural character so it also reads as part of the wider settlement.

Relationship with Crawley and its housing needs

- 2.16 The site also has a strong relationship with Crawley and provides an appropriate location to contribute towards meeting its identified housing need. The administrative boundary of Crawley directly adjoins the wider KV neighbourhood along its eastern boundary.
- 2.17 Crawley currently has an identified housing undersupply of 7,505 dwellings, with HDC seeking to accommodate approximately 3,753 dwellings of this need.
- 2.18 There are strong functional and economic links between Horsham and Crawley, with both within the West Sussex Housing Market Area. The Crawley Travel to Work Area includes the main settlements of Horsham, reflecting the established relationship between the two areas. Existing commuting

patterns also demonstrate these connections and are expected to remain important in supporting potential employment growth of approximately 24,200 jobs in Crawley¹.

- 2.19 LWKV's location is a logical extension to Crawley, providing an opportunity to accommodate housing in close proximity to the area's established employment opportunities. This would enable residents to live close to where they work and support the existing functional relationship between the two settlements.

Access to facilities and services

- 2.20 The site will benefit from its proximity to the range of social and community facilities being delivered at KV. These include the primary school, neighbourhood centre and associated retail units, community centre, leisure facilities, parks and public open spaces.
- 2.21 The majority of these facilities are either already built, under construction or fully consented providing a strong basis for the site's integration with the wider community and access to day-to-day services and recreational opportunities.

iii. Impacts and mitigation

Landscape and the relationship with the High Weald National Landscape

- 2.22 LWKV lies north of the A264/Crawley Road corridor and outside the High Weald National Landscape. Baseline work is therefore testing where views towards and from the High Weald may occur, how the A264 corridor, landform, vegetation and existing built development influence those views, and where receptors may experience the greatest sensitivity.
- 2.23 Initial Zone of Theoretical Visibility analysis, supplemented by a targeted ZTV and field photography, is being used to distinguish theoretical visibility from the actual visual baseline. This will allow the emerging proposals to respond to identified view corridors, ridgelines and areas of existing containment rather than relying on generic screening. Appendix C illustrates this analysis.
- 2.24 The masterplan will respond by focusing on the southern and western interfaces where landscape features (hedgerows, boundary trees, open space and SuDS) can establish a graduated transition from settlement to countryside. Structural planting will extend into LWKV to break up built form and filter rooflines, reducing its perceived mass.
- 2.25 Key views identified through fieldwork can then be used to test building heights, roof profiles, planting depth and the position of open space as the masterplan evolves.
- 2.26 Landscape mitigation will not be applied retrospectively. Baseline evidence, field survey and opportunities and constraints are already informing an iterative masterplanning process, identifying sensitive edges and views and the appropriate landscape response.

Maintenance of settlement separation

- 2.27 The design of LWKV will maintain an appropriate perception of separation between the Crawley/KV urban edge, Faygate and wider Horsham landscape. Existing separation is not defined by distance alone. It is reinforced by the pattern of fields, hedgerows, mature vegetation, local landform and the changing visibility of settlement when moving through the landscape.
- 2.28 The existing development of KV already forms part of the visual baseline. From publicly accessible land around Faygate, including lower-lying recreational areas, elements of KV's settlement edge and roofscape are visible, while intervening vegetation provides greater containment at other locations.

¹ Paragraph 13.10 of Northern West Sussex Strategic Housing Market Assessment (November 2019)

- 2.29 The western edge should therefore be treated as a permeable settlement interface rather than as a continuous woodland screen. The landscape design including reinforced hedgerows, selective woodland groups, open space and SuDS will maintain a recognisable field-edge character, allowing controlled views into the site, to integrate the development and maintain settlement separation.
- 2.30 The CWMMC also provides the opportunity to form an established physical feature capable of contributing to the definition of the longer-term western edge of Crawley, creating a clear, defensible boundary.

Drainage and flood risk

- 2.31 Crest notes the comments raised by the EA and confirms that a site-specific sequential approach to steer any development away from the areas at risk of fluvial flooding will be adopted on LWKV, keeping development away from the northeastern boundary of the site.
- 2.32 The EA surface water flood maps, and comparison of anticipated depth of flooding over different epochs, show that a maximum of 200mm of flooding is anticipated close to the watercourse alignment (see Appendix D), which would correspond to the watercourse corridor. Development will be directed away from that corridor.
- 2.33 Review of the natural topography and surface water flow paths will feed into the masterplan design to identify the green and blue corridors, making space for water and retaining existing flow paths. Appendix E shows the fall of the land and how surface water would naturally flow towards the watercourse. The flood maps within Appendices F-I show the relatively low-level flooding accumulations being confined to the watercourse corridor. The masterplanning of the site will account for the constraints and look to mitigate flood risk to and from the allocated site, and ensure the development is safe from flooding for its lifetime.
- 2.34 Thames Water has not raised an objection LWKV; it has confirmed the automatic right to connect to the public sewer and encouraged the developer to discuss proposals early to allow them to undertake a review of the network and identify any upgrade, if required. Thames Water has added that any development programme will need to account for any upgrade as required and this may be included as part of a planning condition. Thames Water is keen to reassure the wider public that it is working with the developer to address any wastewater and water supply issues.

iv. Delivery

Masterplanning and phasing

- 2.35 An outline application (OPA) for LWKV is currently being prepared. LWKV will be masterplanned to ensure it incorporates good levels of accessibility to sustainable modes of transport and public open spaces with homes set within a permeable and legible street network. It is envisaged that LWKV will be delivered over a maximum of two phases, split north and south.
- 2.36 Whilst LWKV will form part of the wider settlement of KV, given that key social and green infrastructure within KV is either operational or is advancing, the delivery of LWKV is not reliant on any other housing phases of KV coming forward and to this end, can be developed independently and swiftly following a planning permission

Commencement and build-out rates

- 2.37 The OPA is being prepared in accordance with a plan-led approach. Crest intends to submit the OPA in early 2027 once the local plan has been adopted.
- 2.38 Following the receipt of outline planning permission, Crest would then seek reserved matters consent on a first phase with an intention to commence development in 2029.

- 2.39 A minimum build-out rate of 60 dwellings per annum (dpa) is targeted given current market conditions but this is considered conservative as it is Crest's intention is to complete the development by, if not before, 2033 should market conditions improve. This would equate to 70 dpa between 2029-2033. This means that with the anticipated adoption of the plan in 2027, LWKV could deliver 210 dwellings within the first five years of the local plan period.

Funding and phasing of infrastructure and mitigation measures

- 2.40 Crest supports the principle of the CWMMC. However, whilst there is the potential for a new junction on the A264 to serve LWKV, which can be designed to enable the CWMMC later the delivery of the CWMMC is not a prerequisite to the delivery of LWKV as a housing allocation. This is a similar strategy than that applied to the wider KV development with Phase 6 of KV previously being 'safeguarded' for a Western Relief Road (WWR) until the safeguarding period expired. The KV junction was designed to enable the WWR as well as access into the KV development.
- 2.41 Crest would be willing to explore the design and delivery of a roundabout to provide the principal access to LWKV and enable connection of the CWMMC to the A264. The roundabout would be designed and delivered to accommodate the traffic generated by the proposed 350 dwellings, enabling LWKV to come forward without being dependent on the delivery of the wider strategic road.
- 2.42 Should the CWMMC subsequently be delivered and require a greater capacity junction, this would necessitate an upgrade to the roundabout to accommodate the additional traffic movements. Such an upgrade would appropriately form part of the wider strategic infrastructure delivery and would therefore need to be brought forward by the highways authority in conjunction with the delivery of the CWMMC.
- 2.43 Crest strongly believes that a collaborative approach should be taken towards the future of the CWMMC and welcomes future engagement with HDC and WSCC.

Potential delivery impediments

- 2.44 It is well documented that there is wider market, geopolitical and economic conditions which are impeding delivery of development so this is not a specific impediment to the delivery of LWKV.
- 2.45 Crest has outlined that should market conditions improve, build-out rates could be higher and swifter.
- 2.46 The CWMMC 'Area of Search' would only be an impediment if this stays within the developable area of LWKV as would sterilise development and the opportunity for the efficient use of developable land for new homes. However, HDC and WSCC have confirmed that there is no technical evidence to support the alignment of the AoS as shown and no in principle objection to it being shifted slightly west outside of the developable area. Crest is content for the 'dog-leg' of the LWKV to safeguard access to the CWMMC from the A264. Such a junction could also be utilised to access LWKV.
- 2.47 However, LWKV is not dependant on the delivery of the wider CWMMC but a new junction could be upgraded later to accommodate it. The delivery of the CWMMC is dependent on a wider infrastructure programme and is therefore outside the direct control of Crest.

3. Conclusion

- 3.1 LWKV represents a sustainable, deliverable and logical extension to the existing KV community. It would make an important contribution towards meeting housing needs within Horsham District and assisting with the wider unmet needs arising from Crawley, in a location that benefits from strong functional, economic and transport connections.
- 3.2 The evidence prepared to date demonstrates that the site can be accessed safely from numerous feasible options, integrated effectively with the established settlement, and developed in a manner that supports sustainable travel choices, protects landscape character, manages flood risk and responds appropriately to environmental constraints.
- 3.3 Crest has a proven track record of delivering KV and is seeking to progress an outline planning application for LWKV once the HDLP is adopted. The site is capable of coming forward at an early stage of the local plan period, contributing to early delivery of homes to meet local needs.
- 3.4 Whilst Crest consider that the alignment of the 'AoS' for the CWMMC should be moved west to ensure that it does not sterilise the developable area for new homes within LWKV, it can also safeguard the opportunity for it to connect to the A264.
- 3.5 LWKV is therefore well placed to provide new homes early in the plan period and make a meaningful contribution to housing supply.
- 3.6 For these reasons, Crest strongly supports the allocation of LWKV within the emerging HDLP.

Appendix A : Walking Catchments



Figure 1: Walking Catchments

ITB210706

Key

Site Boundary

Kilnwood Vale Development including Local Centre

Employment 1.2km

Walking catchments

800m (10 mins)

1600m (20 mins)

Leisure

1 The Holmbush Inn - 1.0km

2 Fuel Road House - 1.1km

3 Buchan Country Park - 1.9km

4 Skelmerdale Playing Fields - 2.1km

5 Kilnwood Vale Cricket Club - 2.5km

Education

1 Kilnwood Vale Primary School - 1.4km

2 The Bewbush Academy - 2.6km

3 Waterfield Primary School - 3.2km

4 Holy Trinity C of E Secondary School - 3.5km

Retail

1 M&S Food To Go - 1.3km

2 Co-op Food - 2.7km

3 Morrisons Daily - 2.8km

Healthcare

1 Bewbush Medical Centre - 2.7km

2 South Cliff Dental Group - 2.8km

Faygate Train Station - 1.1km

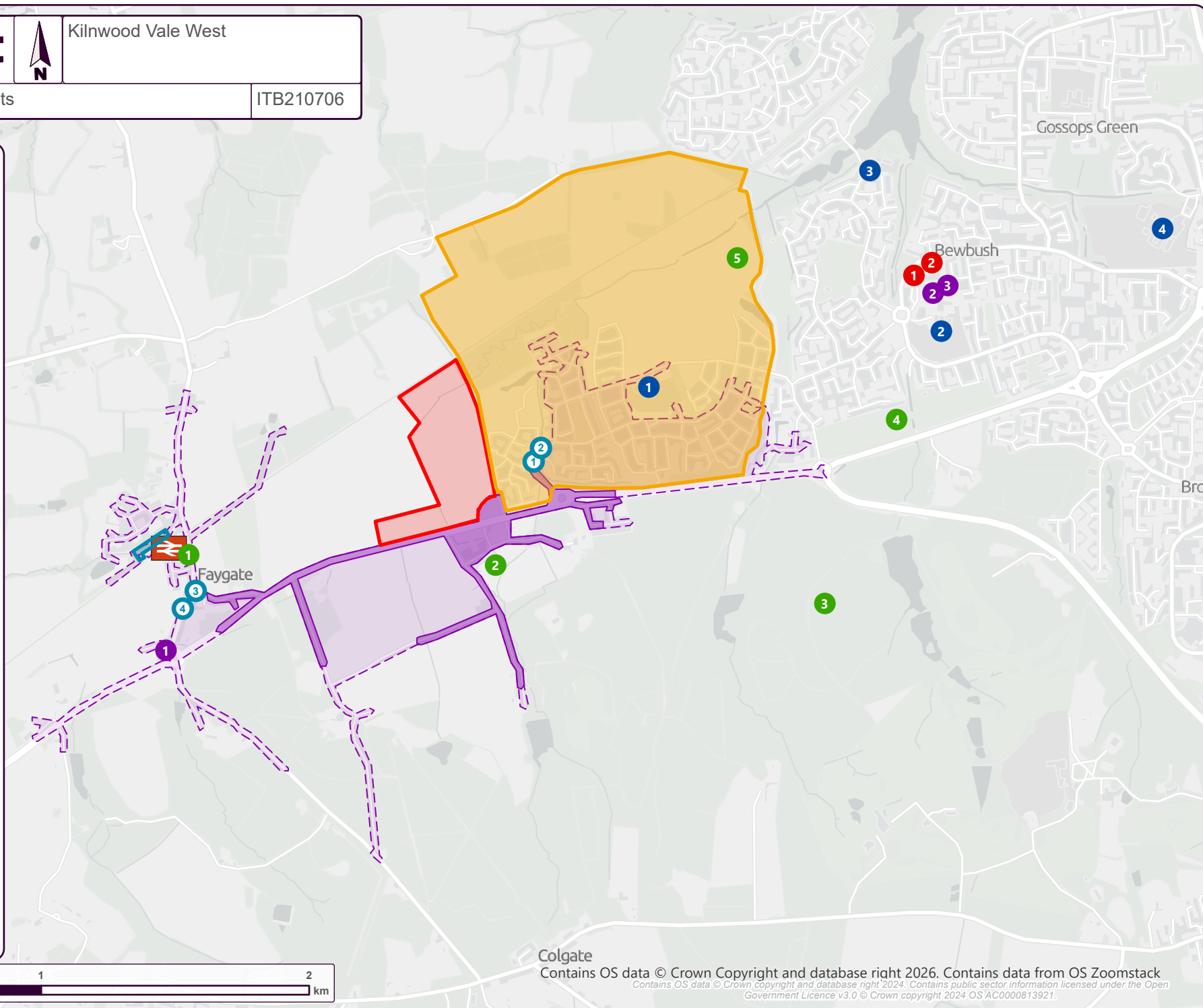
Bus Stops

Bus stop 1: 23, 23X, 200 - 980m

Bus stop 2: 10 fastway, 23, 23X, 200 - 1km

Bus stop 3: 52 citybuzz - 1.1km

Bus stop 4: 52 citybuzz - 1.2km



Colgate

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Appendix B : Cycle Catchments



Figure 2: Cycling Catchments

ITB210706

Key

- Site Boundary
- Kilnwood Vale Development including Local Centre
- Employment 1.2km

Cycling catchments

- 2400m (10 mins)
- 4800m (20 mins)

Education

- 1 Kilnwood Vale Primary School - 1.4km
- 2 The Bewbush Academy - 2.6km
- 3 Waterfield Primary School - 3.2km
- 4 Holy Trinity C Of E Secondary School - 3.5km

Leisure

- 1 The Holmbush Inn - 1.0km
- 2 Fuel Road House - 1.1km
- 3 Buchan Country Park - 1.9km
- 4 Skelmerdale Playing Fields - 2.1km
- 5 Kilnwood Vale Cricket Club - 2.5km

Retail

- 1 M&S Food To Go - 1.3km
- 2 Co-op Food - 2.7km
- 3 Morrisons Daily - 2.8km

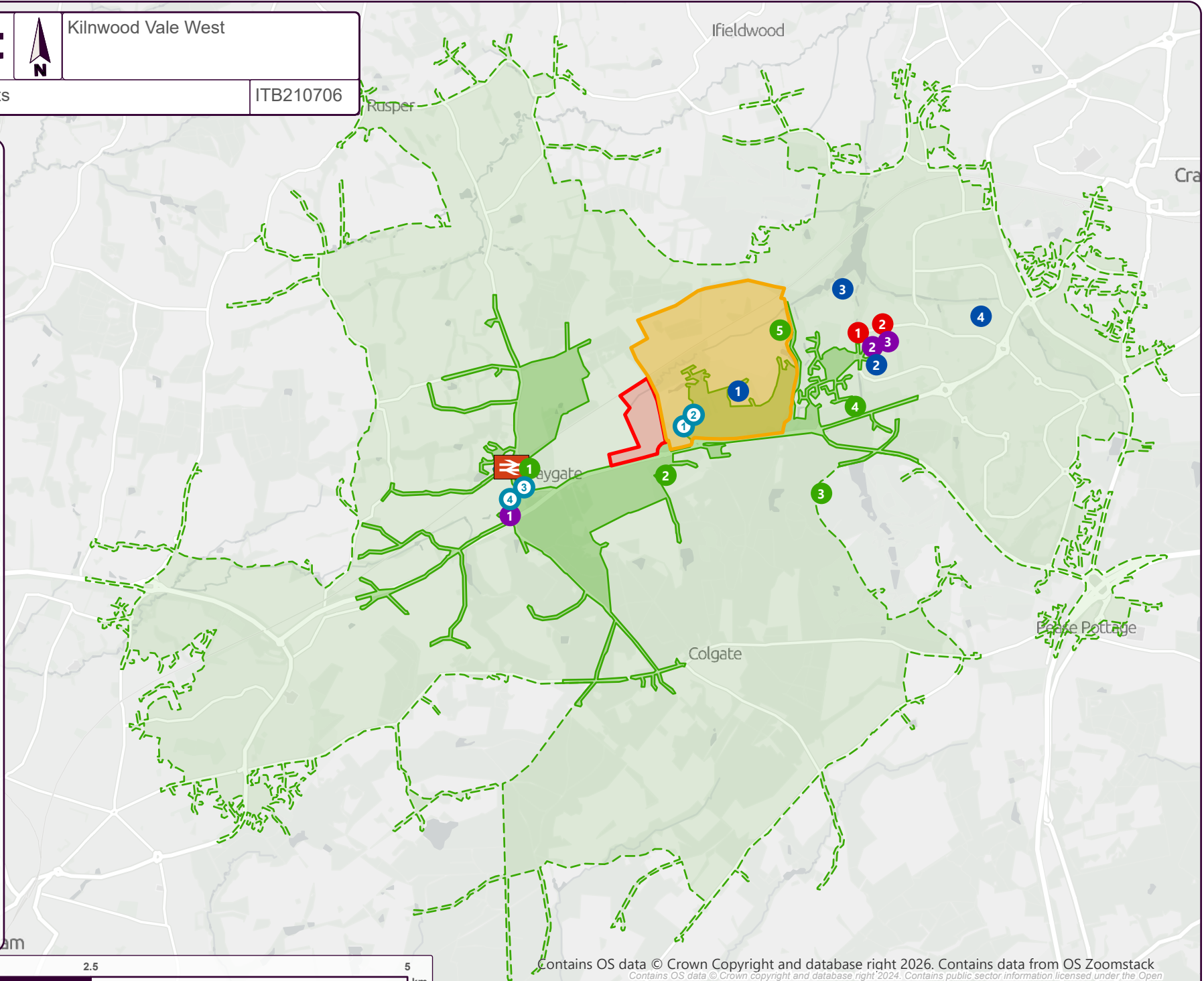
Healthcare

- 1 Bewbush Medical Centre - 2.7km
- 2 South Cliff Dental Group - 2.8km

- Faygate Train Station - 1.1km

Bus Stops

- Bus stop 1: 23, 23X, 200 - 980m
- Bus stop 2: 10 fastway, 23, 23X, 200 - 1km
- Bus stop 3: 52 citybuzz - 1.1km
- Bus stop 4: 52 citybuzz - 1.2km



Appendix C : Study Area / Settlement Edge

NOTES:
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- Key:
- Application Site Boundary
 - Woodland Blocks
 - Main Road
 - Settlement Areas
 - ZONE OF THEORETICAL VISIBILITY
 - ROAD CORRIDOR WITH VISIBILITY OF SITE
 - ROAD CORRIDOR WITH NO VISIBILITY OF SITE
 - INTACT DENSELY VEGETATED FIELD MARGIN
 - WOODED RIDGE LINES

- VIEWPOINTS :
- 1 - POSTTAIL WOODS
 - 2 - KILNWOOD LAKE PROW
 - 3 - PROW
 - 4 - FAYGATE RECREATION GROUND
 - 5 - HOLMBUSH HOUSE

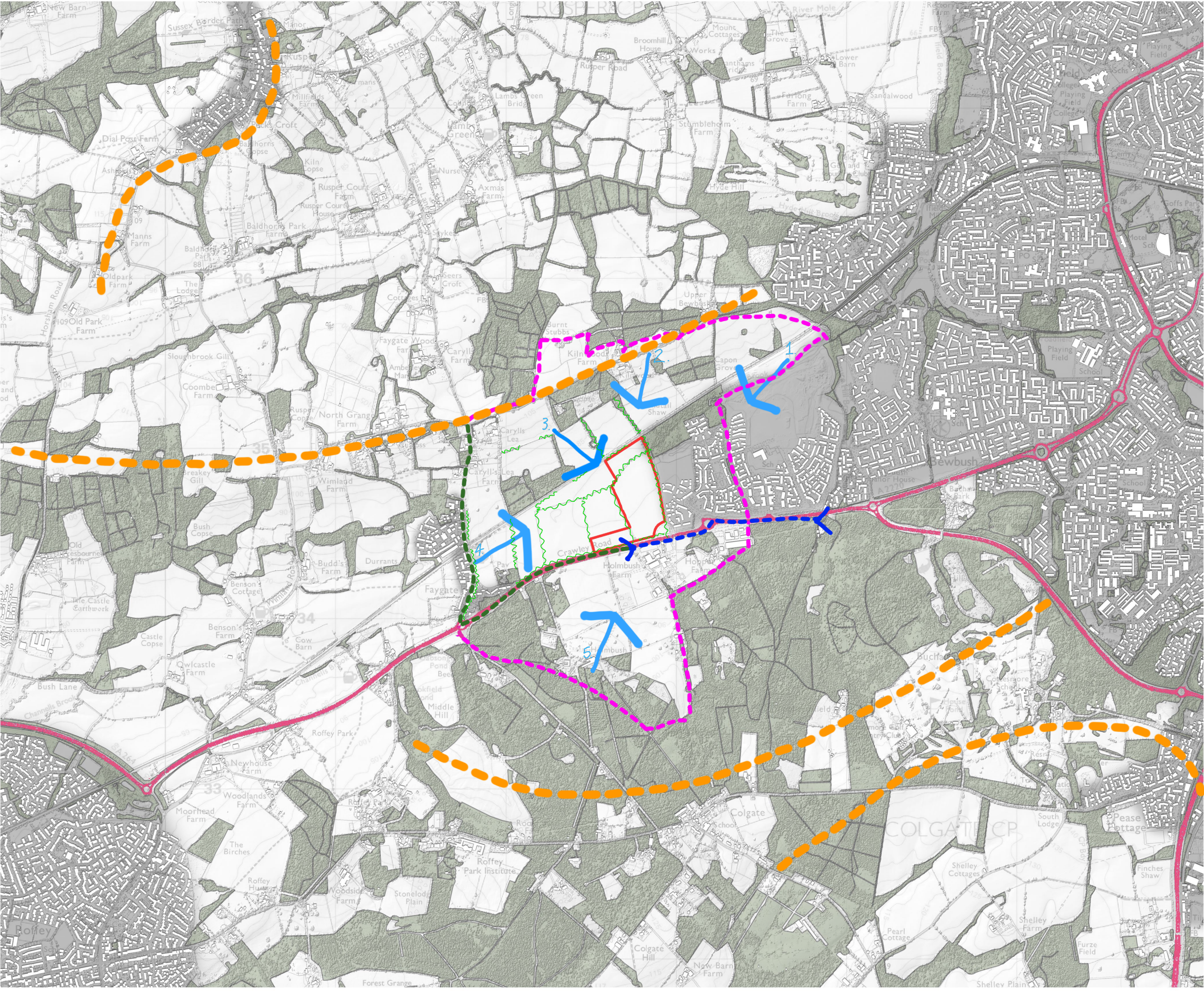
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aspect landscape planning

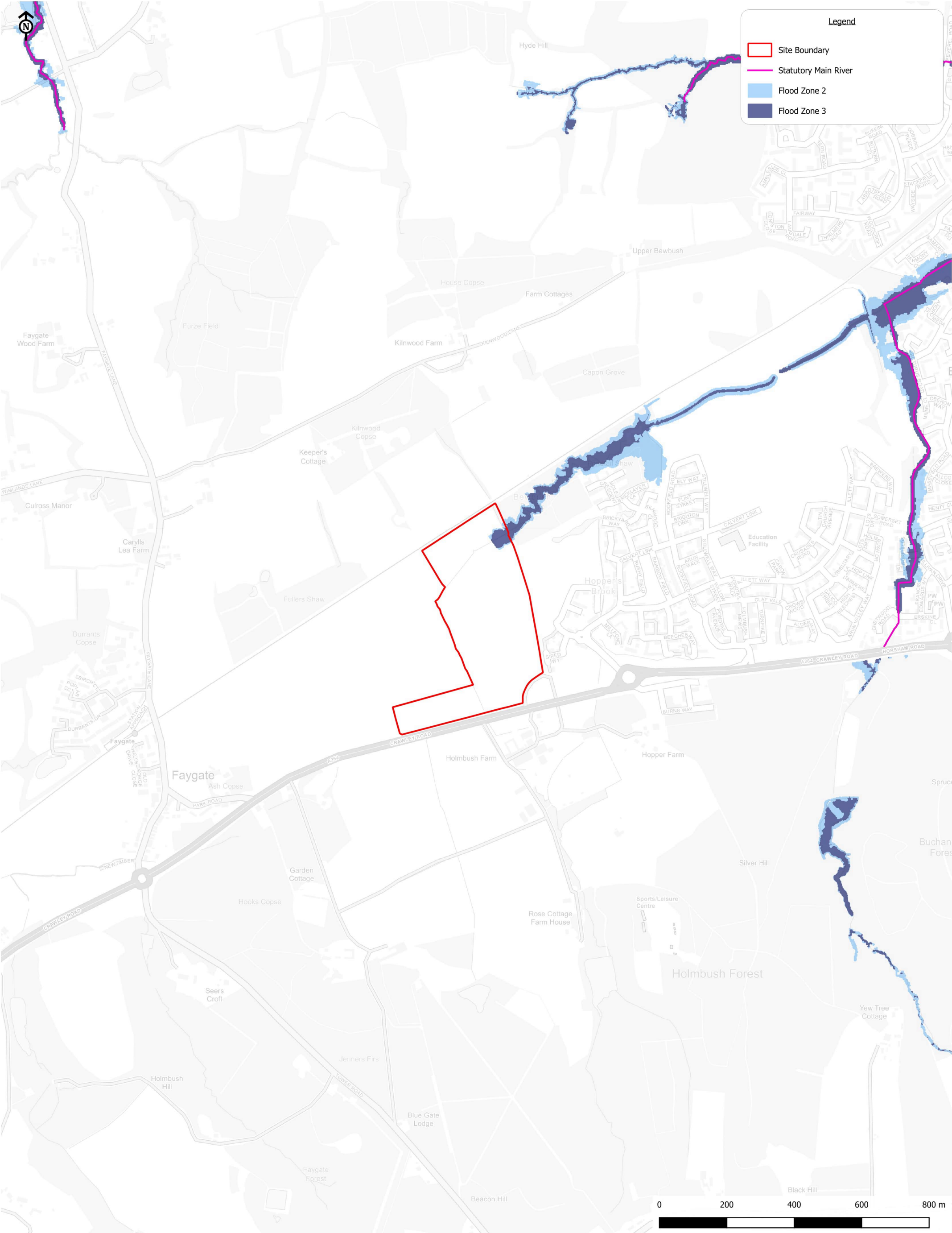
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Land at Kilnwood Vale West
Study Area & Settlement Edge

CLIENT
Crest Nicholson Strategic

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Appendix D : Flood Zones

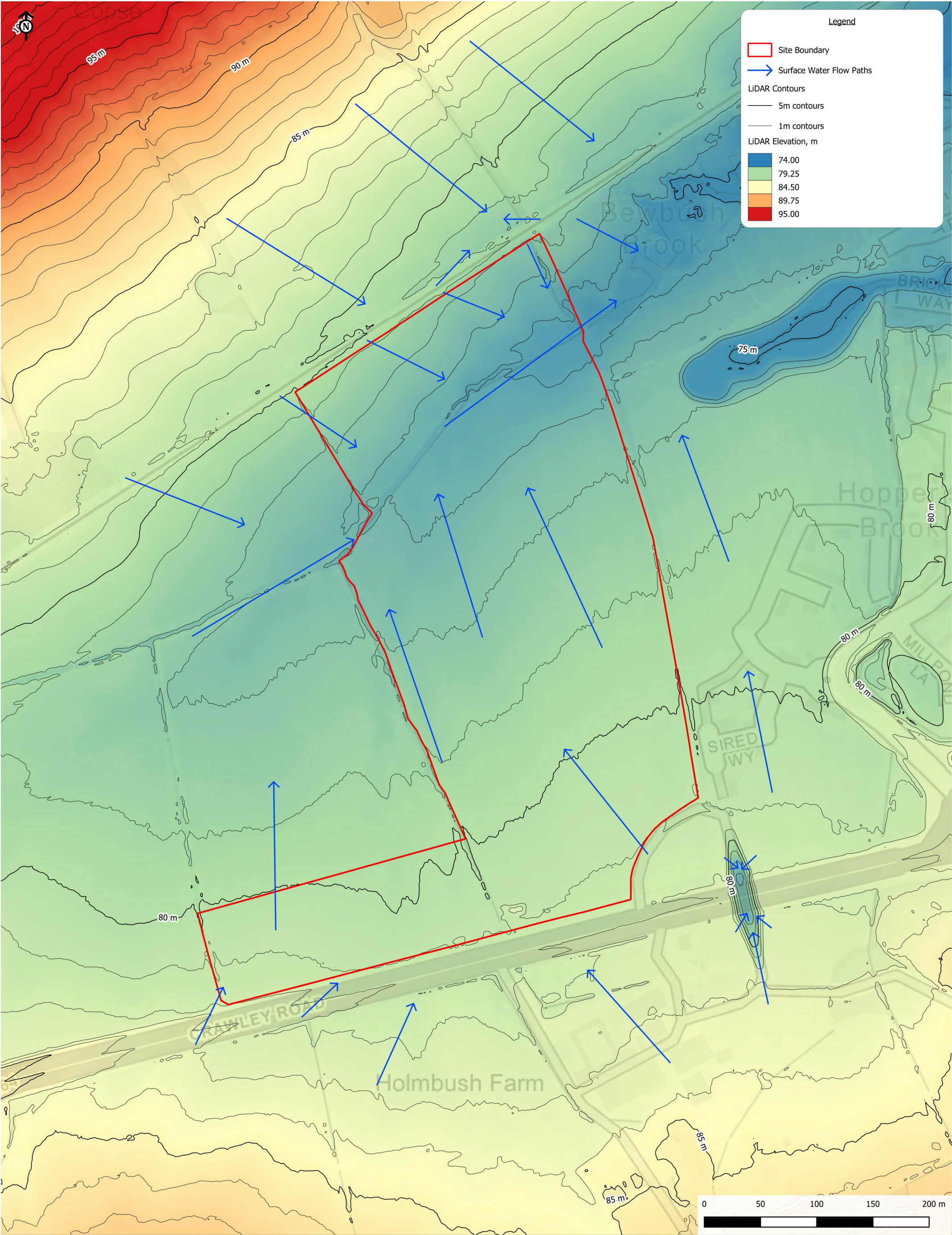


Land at Kilnwood Vale West

Client: Crest Strategic Projects

Flood Zones

Appendix E : Surface Water Flow Paths



Land at Kilnwood Vale West

Client: Crest Strategic Projects

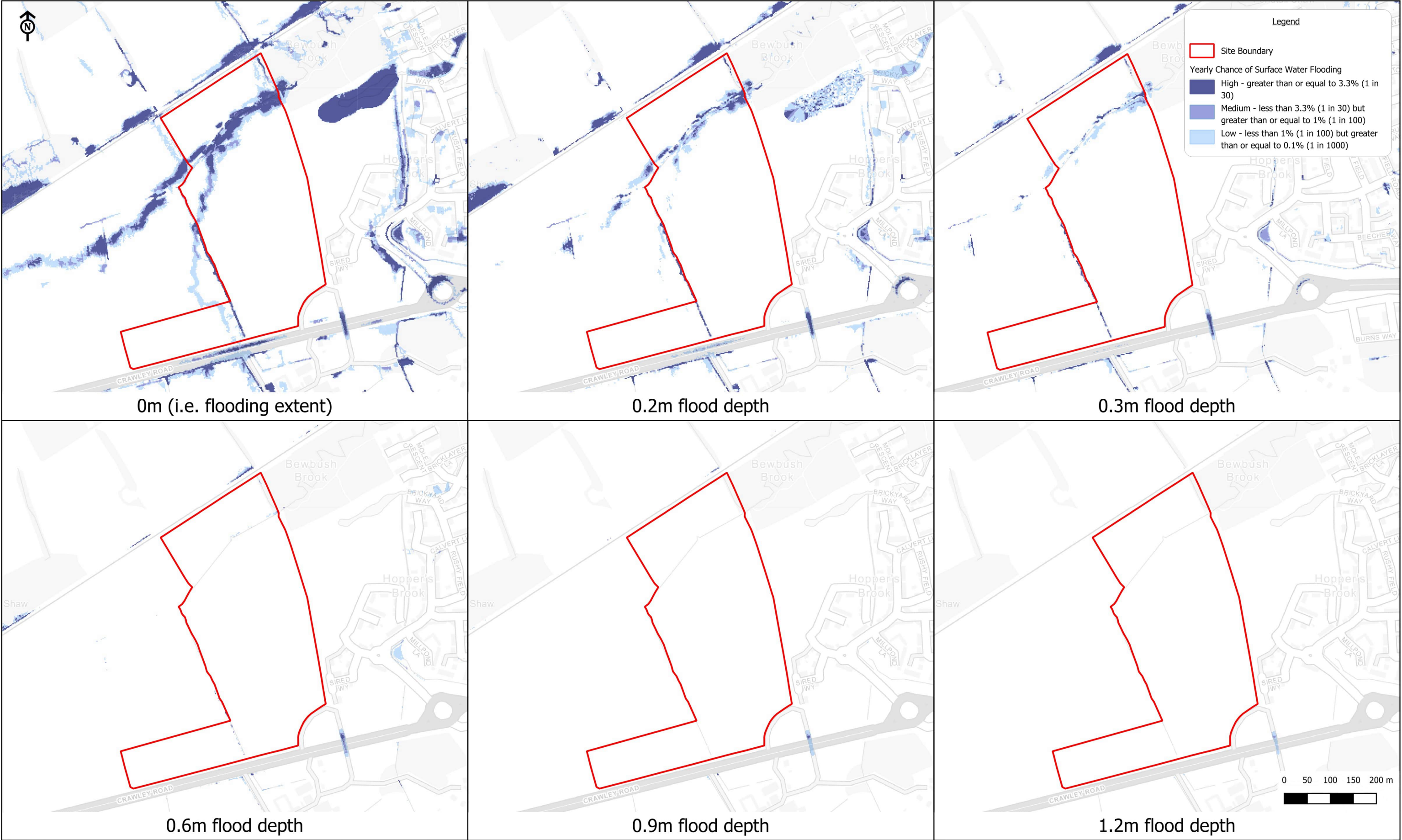
Surface Water Flow Paths

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Appendix F : Surface Water Flood Risk



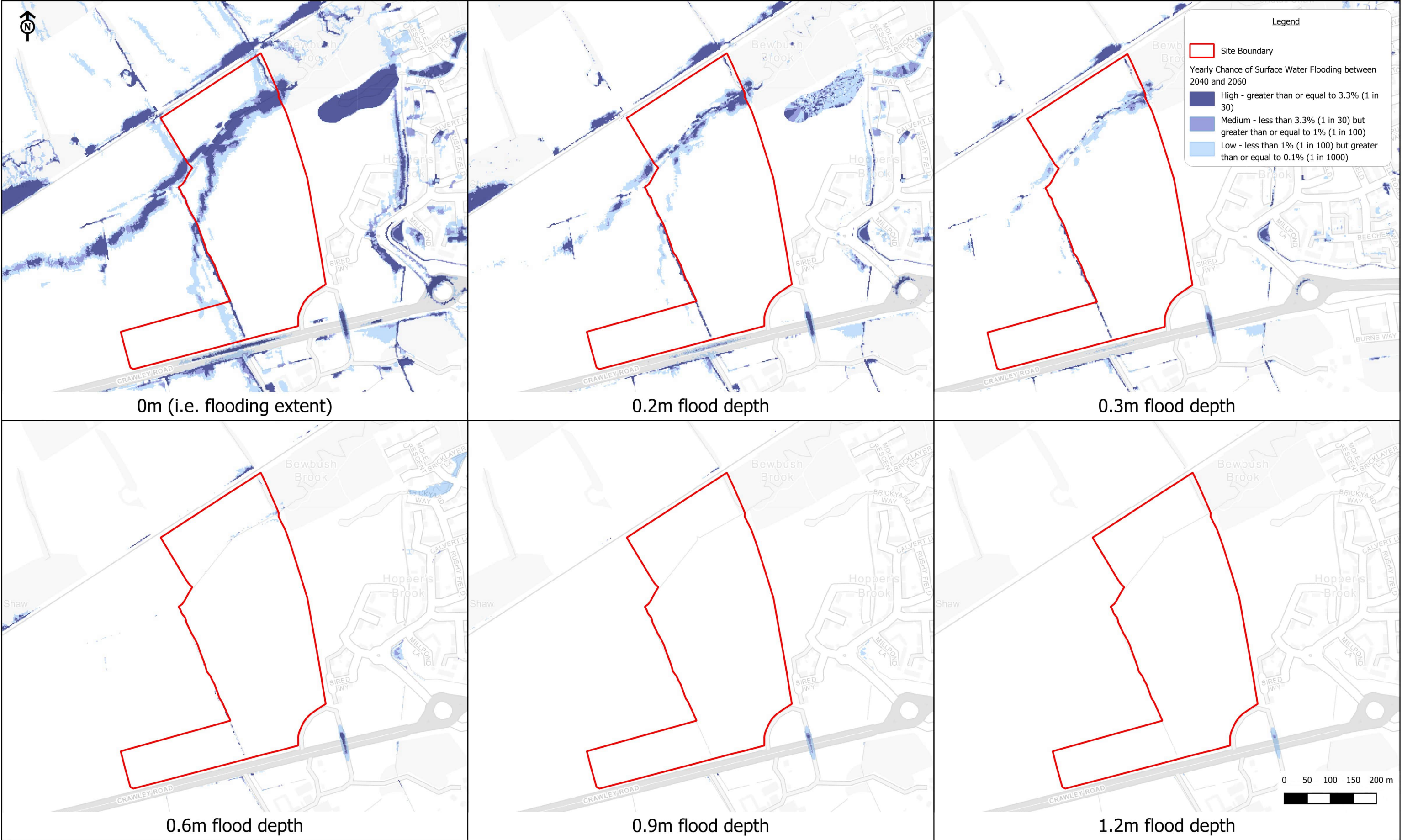
Land at Kilwood Vale West
Client: Crest Strategic Projects

Surface Water Flood Risk

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Appendix G : Surface Water Flood Risk plus Climate Change



Land at Kilwood Vale West
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Surface Water Flood Risk with Climate Change

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Appendix H : River and Sea Flood Risk



Land at Kilwood Vale West

Client: Crest Strategic Projects

Risk of Flooding from Rivers and Sea

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Appendix I : River and Sea Flood Risk plus Climate Change



Land at Kilwood Vale West
Client: Crest Strategic Projects

Risk of Flooding from Rivers
and Sea with Climate Change

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