

### Comments on Development

Crawley was designed to a specific size surrounded by Green Belt. This green belt was on the original drawings but because it was outside the designated boundary, the comment on the design drawings did not apply.

Ifield in particular is boarded by farmland. It's the only neighbourhood in Crawley which enjoys this. The green area to the west of Ifield is fundamental to the setting and use of Ifield with dog walkers, general strollers, Beaver scout and Cub Scout walks, all using the land to the west of Ifield. To destroy this would reduce the value of living in Ifield and in turn living in Crawley.

The argument that the golf course is surplus to the requirements of Horsham may be true but is unrealistic, as Ifield Golf Club mainly serves Crawley, which it borders, not Horsham much of which is 8 to 20 miles away.

### Comments on what was shown by the exhibition.

The exhibition was prior to the planning submission for 3000 houses. Originally this was stage one of a development of 10,000 homes. This was not explained at the meeting and the questions relating to the remaining 7,000 homes were just wiped aside by Homes England staff. I got the impression that the whole exhibition was deliberately not being honest about long term planning. Horsham Council have not yet submitted their District Plan. Therefore, it puts the whole planning in question. If this development is not in the District Plan, then Homes England will put their proposals before the inspector. This proposal illustrated was therefore a very truncated proposal.

In particular the Western Relief road seems out of scale to these proposals. The southwest end just terminates with a dotted line which is purely hypothetical. The northern end discharges at Ifield Avenue just to the east of Bonnets Lane. From there the options are Bonnets Lane (which is a minor country lane going towards Gatwick Airport), Charlwood Road (which is a country lane going through Ifield Wood to Charlwood) or Ifield Avenue which is an urban arterial road but then discharges to the junction with Crawley Avenue. To avoid the bottle neck at this junction is a race run through Langley Green. Really this is not a serious proposal and opens on unsettled discussions about taking the Western Relief road to join the A23 short of Lowfield Heath.

It is clear that Homes England have learnt the failure of Kilnwood Vale which, despite it being built several years, still has no shop. This means

that it's a 3 mile drive to buy a bottle of milk – not a sustainable development. Thank goodness for learning from this.

The first stage is the Western Relief Road and the Secondary School. This will require construction traffic passing through Gossops Green and Ifield. This is not acceptable, The discharge of sewage through the sewage works was written off by Homes England staff as not needing consideration by them as it is not the concern of Homes England.

Dealing with additional run-off of surface water seems a bit of hoping for the best. The housing beside the Ifield Brook opposite St Margaret's church is very near the brook. Not only does this expose these homes to flooding but destroys the setting of the brook. It is also a detriment to the setting of the Conservation Area.

The somewhat flippant suggestion about public transport that Ifield Station would be linked to this development by busses seems more optimistic than realistic.