

[REDACTED]

[REDACTED]

Sent:

[REDACTED]

20 December 2025 22:05

[REDACTED]

Subject:

[REDACTED]

WEST OF IFIELD: CONFLICT BETWEEN HOUSING DELIVERY AND AVIATION
SAFEGUARDING

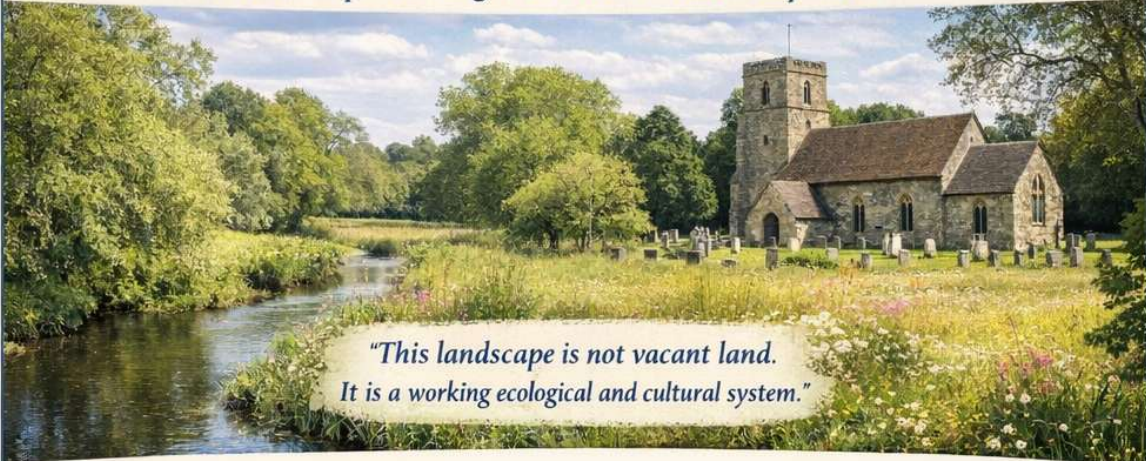
Categories:

Comments Received

WEST OF IFIELD

WHO DECIDES — AND WHY IT MATTERS

An ancient parish caught between two national policies



*"This landscape is not vacant land.
It is a working ecological and cultural system."*



Housing & Planning

Secretary of State for Housing

- Oversight of Homes England
- Call-in and appeal powers
- Must follow Local Plans
- Must weigh material objections



Aviation & Safety

Secretary of State for Transport

- National aviation safety
- Airport safeguarding
- Future runway protection
- Public safety duties

WHY THIS MATTERS FOR IFIELD

Gatwick Airport Ltd has formally objected to the West of Ifield masterplan on:

- Safety grounds
- Encroachment onto safeguarded land
- Future runway infrastructure south of the airport

IN PLAIN TERMS

✗ This is **not** inevitable.

✗ This is **not** developer-led destiny.

✗ This is **not** inevitable

✗ This is **not** developer-led destiny



When national policies collide, lawful process, evidence, and public scrutiny decide

PROTECTING OUR BROOK • PROTECTING OUR MEADOWS • PROTECTING OUR PARISH

Issued by *The Ifield Society*

For transparency, lawful decision-making, and the long-term public interest

Subject: West of Ifield - Conflict between housing delivery and aviation safeguarding

Dear Peter Lamb MP for Crawley and John Milne MP for Horsham

I write to seek clarification and assurance regarding the handling of the West of Ifield proposals promoted by Homes England, in light of an emerging policy and safety conflict between housing delivery objectives and aviation safeguarding requirements.

Issue

West of Ifield now engages two distinct national policy regimes:

1. Housing and planning, including call-in and appeal powers relating to Homes England proposals; and
2. Aviation safety and safeguarding, including protection of land required for current and future airport infrastructure.

This has become material because Gatwick Airport Ltd has lodged formal objections to the West of Ifield masterplan on safety grounds, including concerns that development would encroach upon safeguarded land identified for future runway-related infrastructure to the south.

Implications

Where such regimes intersect, decisions cannot properly be taken in isolation by a single department. Established planning and administrative law require that decision-makers:

- Have proper regard to Local Plans and safeguarding policies set by councils;
- Give appropriate weight to objections from statutory consultees on safety grounds; and
- Base conclusions on a transparent evidential record capable of withstanding scrutiny.

Failure to reconcile these considerations at the appropriate stage risks procedural error and legal challenge.

Concern

Public statements suggesting inevitability of the West of Ifield scheme risk undermining confidence in due process. Given the scale, sensitivity, and long-term consequences of the proposals, clarity on governance and coordination is essential.

Request

I would be grateful for confirmation of:

- How responsibilities are being coordinated between the departments responsible for housing/planning and transport/aviation;
- How aviation safeguarding and safety objections are being assessed alongside housing delivery objectives; and
- What assurance can be given that local planning authorities and affected communities will retain a meaningful, lawful role in decision-making.

I raise these points to support orderly, transparent, and lawful consideration of a complex proposal with national and local implications.

Yours sincerely



Founder - The Ifield Society

2 Lychgate Cottages

Ifield Street, Ifield Village

Crawley, West Sussex

RH11 0NN

[REDACTED]

[REDACTED]

•