

Response from Ifield Village Conservation Advisory Committee (IVCAAC) to planning application DC/25/1312 from Homes England (HE)

28 Nov 2025

RESPONSE: OBJECTION

A. INTRODUCTION impacts and mitigations

IVCAAC's response focuses principally on the impacts of the proposed development on **Ifield Village Conservation Area (IVCA) and its setting**.

The long-term negative impacts of development West of Ifield (WoI) on Ifield Village Conservation Area (IVCA) relate to: cultural heritage; landscape and visual impact (including light); noise and vibration; transport and health. We do not believe that HE's 'mitigations by design' and 'mitigations for residual effects' will compensate for the damage that will be done. Hence, **IVCAAC is objecting to the application**.

We wish to draw attention to the fact that the rural landscape adjacent to the conservation area (and referred to as 'the setting of IVCA') is a key feature of the conservation area and contributes massively to its cultural heritage. The development breaks up a landscape that resonates with the conservation area in both visual and heritage terms and in doing so diminishes the value of the conservation area.

Collectively HE's documents describe in detail, the nature of the conservation area and its historic features, the archaeological resources of the area (both actual and potential) and the landscape features. The documents also identify many of the negative impacts of the development. **Where we differ from HE, is that we consider the cumulative effect of impacts to be more significant than HE has judged and, as a consequence, believe the application should be refused.**

What are the impacts of development West of Ifield?

1. The setting becomes urbanised and hence removes the historical reminder that Ifield was a rural parish with the church at its centre. The building of Crawley New Town brought urbanisation to Ifield Village's eastern borders but did not engulf the village and did not encroach on the western side. WoI would encroach on its western side.
2. The two most important mediaeval assets (the grade I church and the historic monument of the moat which surrounded Ifield Court) are linked by the intervening fields and ancient parkland. That link will be lost with the introduction of housing, roads and allotments.
3. Ifield Court Farm, as a whole, is a historical unit of some heritage value. The development breaks up the farm unit.
4. The landscape is crossed by several Public Rights of Way (PRoW) which provide recreational walking **in the countryside** within easy access of the town. These form 'sequential routes' i.e. they cross many viewpoints where the urbanisation will be visible.

5. Inevitably in the flat landscape of the Low Weald, long distance views are rare and often screened by hedgerows and patches of woodland. However, the large arable field in the middle of the Site allows long views to the farmed ridge to the north and to the church. These views will be blocked by the development.
6. Walkers on the PRoWs will be subject to traffic noise from the Crawley Western Multi Modal Corridor (CWMMC), as well as having to cross the road. The severance of the landscape by the road will discourage walkers from using the PRoWs.
7. The current well-integrated border at Ifield between town, village and countryside will be lost and the subsequent border between urban and rural will, at best, be only 'screened'.
8. Crawley as a post war New Town was conceived as a 'town in the country'. Ifield is the one area of the town where this is still a reality. It would cease to be if WOI were built.
9. The alteration of the junction on the Charlwood Road/ Bonnets Lane/ Ifield Green junction changes the rural approach for car drivers to the conservation area from Charlwood village.
10. The landscape will no longer have an overall dark sky. Light pollution will be particularly noticeable for dwellings along Tweed Lane and Rectory Lane – and for the Church and Ifield Barn Theatre. Lighting in these areas has deliberately been kept low.
11. Noise pollution will affect the whole of the conservation area as well as the setting. Again, it will be the quiet setting of the residences along Tweed Lane and Rectory Lane and the Church and Barn Theatre that will be most affected, but given the openness of the area, those living the other side of the Village Green on Ifield Green will also be affected.
12. We cannot, however, just look ahead to the noise pollution in 2041 when the development, if permitted, would be complete and the road would be a permanent feature. For the intervening 15 years, demolition and construction will be operating on the doorstep of the conservation area. Conformity to construction and demolition guidelines may reduce the level of negative impact; it will not remove it.
13. Traffic is a major issue because the development would be introducing potentially another 4000 cars, plus trade vehicles, onto the edge of a town which is already struggling with traffic problems. The multitude of additional traffic problems caused by WOI stem from the fact that this is effectively a 'strategic development' on an 'island of land' which feeds only onto C category roads. The 'solution' of closing off Rusper Road near the golf course, diverting traffic through Ifield Green (a road **within** the conservation area), signalising the northern exit of the CWMMC, have major implications for the conservation area. We disagree with HE's claims that the diversion will add only 4 to 5 minutes to a journey, and that it will reduce traffic through Ifield Green.
14. There are of course far wider traffic issues that have been identified by other respondents. We share their concerns.
15. There will be an impact on flora and fauna, for instance, from the increased footfall through the Local Wildlife Sites (LWS) and the changed hydrology of the soils. We have listed other areas of concern related to biodiversity but have limited our comments to what might be called a lay perspective, as there are others with far greater detailed expertise who have responded on biodiversity net gain (or loss).

What are the mitigations which have been proposed by HE?

- the creation of two ‘country parks’ i.e. River Valley Park and Meadow Park suitable for recreation; unfortunately, the road will disturb the sense of peace within these parks.
- a ‘pocket park’ to ensure there is a view of the church from the erstwhile fields
- no high-rise buildings (i.e. only two-storey) near Ifield Brook in the area labelled on plans as ‘The Meadows’.
- a bund (3.8 metres high) and a retention of a small section of the erstwhile mediaeval park close to the moat to screen the moat.
- tree planting along the road, such that in 15 years’ time the trees will have grown enough to reduce the impact of traffic noise and light from vehicle headlights.
- planting along the River Mole (mature in 15 years) to enhance the River Mole
- ‘education and interpretation’ for residual effects. There is no detail as to what this entails – perhaps information boards with photos of what has been lost?
- softening the border between the new development and the next part of the countryside, by placing playing fields near them and screening with trees.
- planting across the site, with the claim that it will increase biodiversity and not damage existing wildlife.

While these mitigations go some way to alleviate the negative impact of this massive development, there are still residual impacts on the conservation area and its setting. HE’s assessment of the residual impacts are contained in E S Chapter 17¹.

What cannot be screened out, are the images and understandings that people hold in their heads of the area as it is now. They will be hearing and seeing the destruction over the next fifteen years. The final form may allow them to walk the area on paved roads or carefully manicured pathways without recourse to wellington boots, but this does not compensate for the loss of a sense of peace and history which comes from being in the current landscape.

IVCAAC’s role as a committee is to protect the heritage and quality of the conservation area. By way of its constitution, it has recourse to discussion with Crawley Borough Council (CBC). There is no such agreement with Horsham District Council (HDC). However, it is within the responsibility of any Local Planning Authority (LPA) not to harm heritage assets whether physically within their authority or not. We, therefore, respectfully ask HDC to refuse this application.

¹ Chapter 17 Residual Effects and Mitigations. Tables 17.2 (During construction) and Table 17.3 (on completion)

B. BACKGROUND - THE CONSERVATION AREA AND ITS SURROUNDINGS

Ifield Village Conservation Area is a heritage asset so designated because of its many historical features and because it has a character distinct from Crawley New Town.

Settlement in the area goes back a long way: the entry in Domesday recorded an earlier Anglo-Saxon owner and archaeological finds indicate much earlier habitation.

A summary account of the history of the area is covered in HE's Environmental Statement Chapter 10 and its appendices². The archaeological evidence is detailed in the report from Wessex Archaeology. We have no argument with these. We note that the site boundary referred to in the archaeology report covers all the land owned by HE including the portion on the Crawley side.

The landscape assessment is also helpful in detailing the separate sections of the site and the land nearby in detail. However, we draw attention to a slight mistake in their map of the conservation area. The boundary of IVCA is shown correctly in most maps in HE documents – one of which is reproduced in figure 1³. The map in the landscape assessment, reproduced in figure 2⁴, is however, incorrect and shows the pre-2013 boundary⁵. It therefore does not show the addition of a section of Ifield Green and Langley Lane.

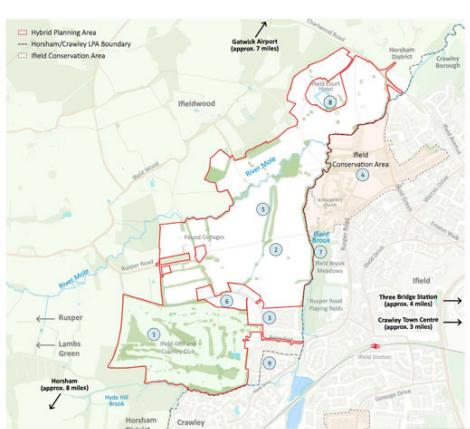


Figure 1 correct boundary of IVCA (pale pink overlay)

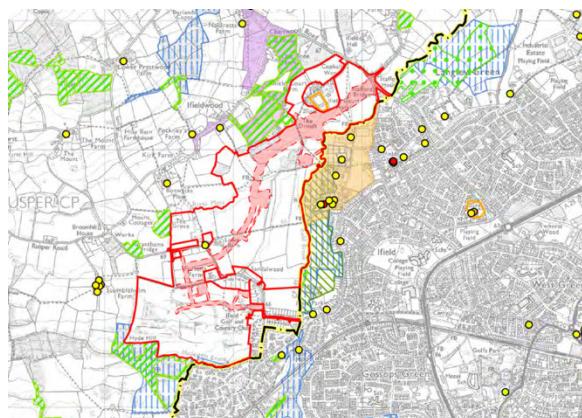


Figure 2 incorrect boundary of IVCA (pale orange overlay)

Both maps show the proximity of the proposed development to the long rural boundary between the 'rural fringe'⁶ on the Crawley side and Ifield Court Farm.

² Environmental Statement Chapter 10 §10.10.6 – 10.10.13; with more detail in Appendix 10.1 Cultural Heritage Baseline Assessment §3.4.11, and § 4.5.16 to § 4.5.25

³ Design and Access Statement Chapter 3 The Site, § 3.1.1 p 30 Figure 24

⁴ Environmental Statement Chapter 11 Landscape Character Assessment Appendix 11.5 Figure 11.8 Landscape Drawing number: P12061-00-001-GILL-0605

⁵ The boundary was extended in 2013 on the advice of an external consultant to Crawley Borough Council who mapped the heritage assets across the town.

⁶ The 'rural fringe' comprises the fields west of St Margaret's Church plus the Local Green Space (LGS) of Ifield Brook Meadows and Ifield Book woodland. Both have Local Wildlife Site (LWS) status.

There is physical continuity between the meadows west of the church within IVCA and the more southerly stretch of the meadows on the Crawley side, which has a local designation of Local Green Space (LGS). Both stretches of meadows have a designation of Local Wildlife Site (LWS).

The pattern of field boundaries as seen today maps onto the pattern shown in older maps⁷ and onto accounts in Ifield Manor court records. Field boundaries and hedgerows make the ‘intimate landscape’ characteristic of the Low Weald. While the Low Weald is not a ‘protected landscape’ such as the High Weald and the Surrey Hills, it is one of great importance for understanding settlement patterns. It is also a landscape rich in biodiversity.

The continuity between the Crawley rural fringe and Ifield Court Farm is clear. It makes a well-integrated boundary, where the town dissolves gradually into village and then into countryside. The continuity is more than just visual; it also reflects the historical feature of Ifield Parish as a scattered rural community of estates and associated farms.

Public rights of way (PRW) over three footbridges (FB) from the conservation area join a network of rural footpaths, such that it is possible to reach Ruper Village and Charlwood Village on routes almost entirely using only footpaths⁸.

C. CULTURAL HERITAGE IMPACTS

The proximity of the church to the development and the fact that the church is the oldest extant building and listed grade I, probably accounts for its being mentioned more often (as the “historic core”) and perhaps seen as more important, than other parts. However, HE’s background papers⁹ do give a wider account of IVCA and how the elements of it provide a sense of place distinct from the rest of the Ifield neighbourhood that was built as part of the New Town. IVCA is more open than other parts of Crawley with the Village Green and playing fields being on erstwhile common land and its streets being the tracks and bridleways from an earlier era. The older buildings are scattered over quite a large area.

Given the long history of settlement in the area it is likely that disturbance of the land will unearth more artifacts from previous occupation¹⁰. The depth they will need to dig to accommodate the water storage tanks and the water retention ponds make findings a real possibility. HE acknowledges this will be dealt with by the rules of engagement for contractors. The curious ‘round hump’ in the field¹¹ near the confluence of the Mole and Ifield Brook will not be disturbed and will therefore be available for later exploration.

⁷ *Environmental Statement Chapter 10 Appendix 10.1 Appendix B* for the site superimposed on 1939 Tithe Map and the 1888, 1889 and 1932 Ordnance Survey Maps.

See also <https://maps.nls.uk/geo/explore/#zoom=13.8&lat=51.13325&lon=-0.23523&layers=257&b=GoogleSatHyb&o=55> for the superimposition of recent maps onto the 19th century maps.

⁸ Footpath map can be found in *Environmental Statement Chapter 15 Transport*, Figure 15.4 p15-33

⁹ See *ES Chapter 10, Appendix 10.1 Baseline Heritage Assessment* para 5.1.19-5.1.26

¹⁰ *ES Chapter 10 Appendix 10.3 Archaeological Evaluation* by Wessex Archaeology

¹¹ *ES Chapter 10 Appendix 10.3 § 2.3.6.*

There will be no excavations within IVCA itself. However, the cycle path through the adjacent LWS or LGS may produce evidence of past activity especially related to the channels dug to control the flow of water from the mill pond.

We do not know the full history of Ifield Court Farm. What we are aware of, however, is that the presence of the moat, the parkland and the associated farm form a unit and probably date back at least to the same period as Ewhurst Place¹² in Ifield. In the early 20th century, it became something of a model farm with substantial cattle sheds, hay lofts etc, rebuilt by the then landowner¹³ close to the current farmhouse. (Two older barns nearby, which date back to the early 17th century, were left untouched but have since been converted into homes). The early 20th century farm buildings are robust and in good order but are currently mothballed. We understand they are owned by HE, but there is no information as to what will happen to these. These buildings are all within the ‘hole’ at the north end of site. At other places across the site there are several estate cottages, originally intended for farm workers. They can easily be identified as ‘coming from the same stable’ by the similarity in building style and scale. These buildings are all documented with photographs in *ES Chapter 10, Appendix 10.1*.

The farm and estate, as a whole, is therefore a heritage asset¹⁴ in its own right, as well as forming the setting for the conservation area. It provides a ‘tour through history’, which will be lost with the Wol development.

The track from the conservation area through the meadows (LWS) on the Crawley side provides another ‘tour through history’ as you go further south, towards Ifield Mill built on the remains of a hammer pond from when the iron industry was flourishing. The bifurcated Brook indicates the channelling necessary to accommodate the Mill race and the original stream. The Mill has been restored, is maintained by volunteers and is now part of Crawley Museum. CBC maintains the pond and, over 20 years ago, invested in a large dredging programme to restore it – and the water does work the mill on open days.

We would put the golf course into the list of historical features in the area. It was built on erstwhile farmland nearly 100 years ago but is notable for its design that retained the existing features of the landscape. The same landowner who upgraded the buildings on Ifield Court Farm engaged notable golf course designers, Hawtree and Taylor, to create what has been described as “the prettiest golf course in Sussex”¹⁵. Such a well-designed course is a heritage asset in addition to its being a well-used facility, and a haven for wildlife. To lose this is to lose an important part of Ifield’s history.

We cannot leave the topic of heritage without looking at this piece of land within the context of a post war New Town. It was marked on original plans for Crawley New Town as ‘green belt’, the post war new towns being designated as towns in the countryside.

¹² Gwynne, Peter (1990) *A History of Crawley*, Phillimore & Co Ltd: Chichester. ISBN 0 85033 718 6

¹³ Sir John Drughorn, Bartholomew – Lord of the Manor 1913 - 1943

¹⁴ See *Environmental Statement Chapter 10 Appendix 10.1*, §4.6.5 – § 4.6.7 and plates 33 -39 for the assessment of Ifield Court Farm as a historic farmstead.

¹⁵ 1943 Knight, Frank and Rutley Catalogue for the sale of The Ifield Estate.

We are fully aware that it was never granted the status of green belt; nevertheless, it remains the one place in Crawley where the realisation of a town in the countryside is still a reality. The development would be removing this last vestige of this concept.

D. LANDSCAPE IMPACT

HE's landscape assessment has been undertaken from 36 viewpoints (VP) along footpaths within two to three kilometres from the site boundary in both summer and winter¹⁶ and a full list of VPs can be found at ¹⁷. There are two VPs within the conservation area, three on the boundary (at the footbridges over Ifield Brook and the River Mole), 20 within the site and 14 in surrounding areas. There are no VPs marked for the houses within the conservation area which lie along Rectory Lane and Tweed Lane, i.e. the dwellings closest to the development.

The landscape visualisations indicate the change in views with a faint green line marking the building line superimposed on the photographs¹⁸. In addition, the impact of the changes occasioned by the development on a receptor (recreational walker) at each viewpoint are described in words¹⁹. None of these assessments is necessarily wrong. However, the fragmented nature of the presentation (VP by VP), the use of panoramic photographs creating images different from those seen by the naked eye, and the use of a very faint green line to indicate the building outline, do not make it easy to illustrate the experience of walkers moving through the landscape on a 'sequential' country walk.

We have therefore super-imposed some recreational circular walks from the conservation area into the surrounding countryside and back onto aerial photographs (screenshots) to understand more fully the impacts (see figure 3). For people taking shorter walks through the farmland, the impact is immediate – all views will be changed and essentially, they will be walking through an urban as opposed to a rural landscape. They can achieve a circular walk without crossing the CWMMC but will have it in their sightline and within hearing. For walkers who start off on the more northerly route (red) they only have to turn their heads to bring into view the signals at the large junction where the CWMMC joins Charlwood Road and then they have to cross the road before progressing.

¹⁶ ES Chapter 11 Landscape and Visual Impact Appendix 11.3 Viewpoint Assessment

¹⁷ ES Chapter 11 Landscape and Visual Impact Appendix 11.5 Figure 11.10

¹⁸ ES Chapter 11 Landscape and Visual Impact Appendix 11.4 Visualisations

¹⁹ ES Chapter 11 Tables 11-5, 11-6 and 11-7.



Figure 3. walking routes superimposed on current landscape (left) and proposed landscape (right).

Red: from FB at end of Tweed Lane in IVCA to join either the Blue PRoW to Charlwood or the Green PRoW
 Green: from FB near Newstead Lodge, in IVCA, to the bluebell wood on the farmed ridge and back.
 Orange: start of walk from the Plough in Ifield to the Plough in Rusper, via Lambs Green; back via the farmed ridge.

Light purple: making a shorter circular walk using: orange, purple and green route from and to IVCA.

The green circular walk up to the bluebell wood on the farmed ridge²⁰ incorporates 6 viewpoints (VPs 05, 09, 10, 12, 13 and 14) and crosses the CWMMC twice. The return crossing is the large, engineered road bridge²¹ over the Mole where currently there is a small wooden footbridge. The view of the development is visible from the most distant point on the farmed ridge especially in winter (VP 10).

For people embarking on the longer walk to Rusper (orange route – only part shown), from the Plough and Church (VP30) in Ifield, the impact is immediate as they cross the footbridge (VP 31) and head towards the west. The pocket park might soften the initial impact, but there is then a stretch of over a mile through urban landscape before they reach Stumbleholm (passing VPs 30, 03, 29A and B, 27,18). The VPs taper off to VP21 at Lambs Green and there are no VPs on the last part to Rusper as they are outside the assessment. The return from Rusper along the Rusper Ridge brings the walker back to join the green route near the bluebell wood.

²⁰ OS grid reference TQ235384

²¹ OS grid reference TQ 242377. See also *River Mole Overbridge General Arrangements Sheet 1 of 2*.

The landscape assessment does acknowledge the effect of ‘sequential views’ for recreational users through multiple VPs along existing footpaths²².

The change in experience does not stop with walkers. One of the joys of arriving in the village by car along Charlwood Road is that you can ‘slip’ into the village via Ifield Green i.e. through old roads, so you still gain a feel of being in the country²³. This approach to IVCA will become urbanised by the installation of the large, signalised junction to accommodate the exit/entrance of the CWMMC²⁴.

An urban landscape also brings in light to otherwise dark skies and this is acknowledged in the following quotation from ES Chapter 11 para 11.10.1; table 11-4;

The replacement of fields and golf course with the CWMMC, housing and other developments would permanently alter the landscape’s character, with artificial lighting adding to the night time effects. Within and immediately around the site the large magnitude of the change would result in Moderate Adverse (Significant)

They claim that ‘the permanent effect of lighting will be reduced to a minimum over time with screening’.

HE’s assessment of landscape and visual impacts are divided into two groups – the effects on the immediate area (i.e. to within 500m of the site, which includes the conservation area) and the wider National Character Area (Low Weald NCA 121). They acknowledge that the large magnitude of the change results in a “Moderate Adverse (Significant) effect²⁵” within the 500m area. They regard the effect on the wider area to be ‘minor adverse’ on the grounds that the area is already considered of ‘medium quality’ because of destruction of hedgerows and trees to make way for gardens and pony paddocks. They have also cited the conversion of farmland into a golf course (100 years ago) as another example of the destruction of the original landscape.

They have however failed to point out that:

- each time a piece of the greenfield is built on, it not only reduces of the quality of the immediate landscape but has knock-on effects on the next piece of countryside.
- many of the traditional features of the farmed landscape still exist at Ifield Court Farm and could be preserved and enhanced with little investment of time and money. This farm has not been turned into gardens and pony paddocks.
- the golf course retains a large number of the landscape features. The trees of the original farmland and its boundaries were retained and have, in fact, been enhanced with large-scale planting at the turn of the millennium.

²² ES Chapter 11 Landscape and Visual Impact Table 11-3

²³ This point is made in ES Chapter 10 Appendix 10.1 § 5.1.24 and plate 89.

²⁴ Phase 1A General Arrangement 707 1 Junction Layout

²⁵ ES Chapter 11 Landscape and Visual Impact Table 11.4 p 11-22.

E. NOISE AND VIBRATION IMPACTS

From the perspective of the conservation area, the installation of a full CWMMC would not be welcome. It would complete the ring of major infrastructure around Crawley (airport to the north, M23 to the east and A 264 to the south). One only has to visit the grade I Norman church at Worth on the east side of Crawley, or the Peace Garden in Tilgate Park, to realise how intrusive continuous road hum can be on erstwhile peaceful locations.

Even if only the middle section of the CWMMC were built (i.e. the road into the Site), there will be considerable road noise emanating across the fields to the conservation area. It cannot be screened out. Moves to electric cars reduce the noise, but tyre noise persists.

The 15-year construction period will be the worst, not necessarily in decibel terms, but the noise from the excavations and the movement of HGVs along local roads will not only be a constant background hum for local people, but also a constant reminder of what is being lost.

F. TRAFFIC IMPACTS

We have focused here mainly on the **traffic** implications **within** and **round the edge of the conservation area**, as a result of the diversion of traffic from the Rusper Rd closure. IVCAAC's points are:

- **none of the HE documents have drawn attention to the fact that part of Ifield Green** (Link ID B3), used as a diversion route following the closure of Rusper Road, **is within the conservation area**.
- the description of Ifield Green is **misleading by omission** and hence underestimates the problems of this diversion route.
- the much-vaunted reduction in traffic along Ifield Green **will only occur if the full CWMMC is built**
- even if the CWMMC were built, **Ifield Green would still be used as a route for accessing the station** and other parts of Ifield for people living on Ifield Wood and the Rusper side of Rusper Road closure.

Despite all the maps in the HE documents there is not one of the conservation area itself to show the road pattern adequately. The one inserted in figure 4 comes from the IVCA Conservation Area Statement.

Ifield Village Conservation Area

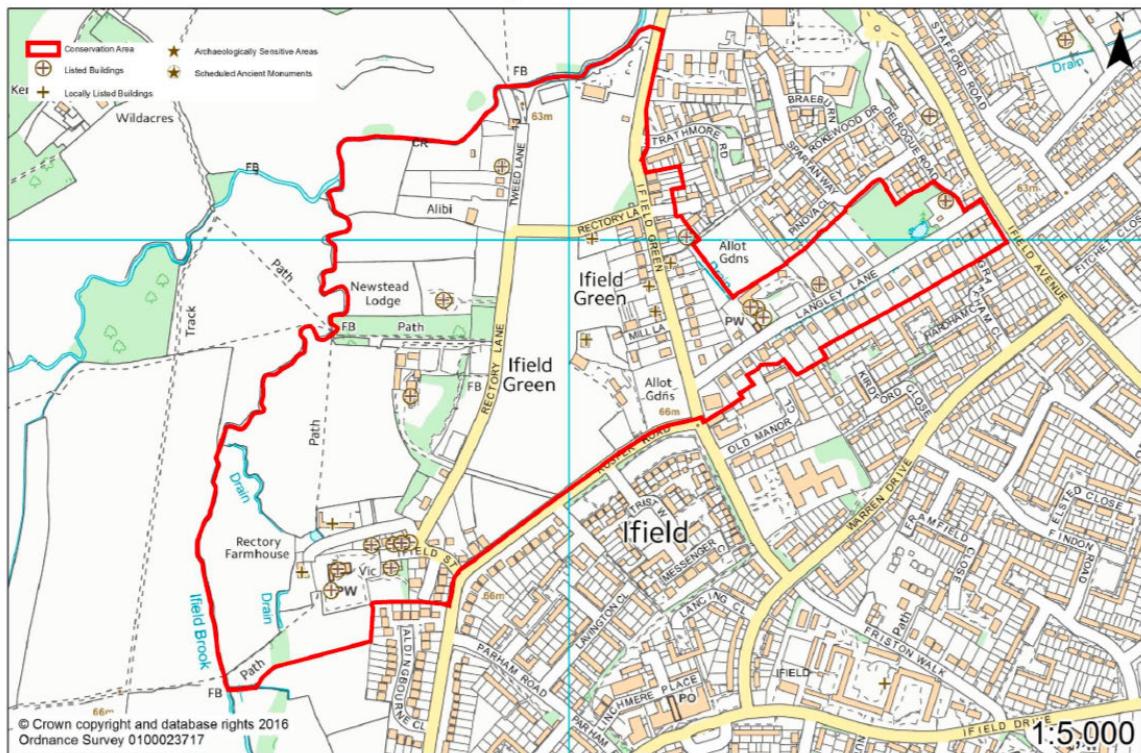


Figure 4 – map showing roads within and around Ifield Village Conservation Area.

The diversion route is described in the quotation below:

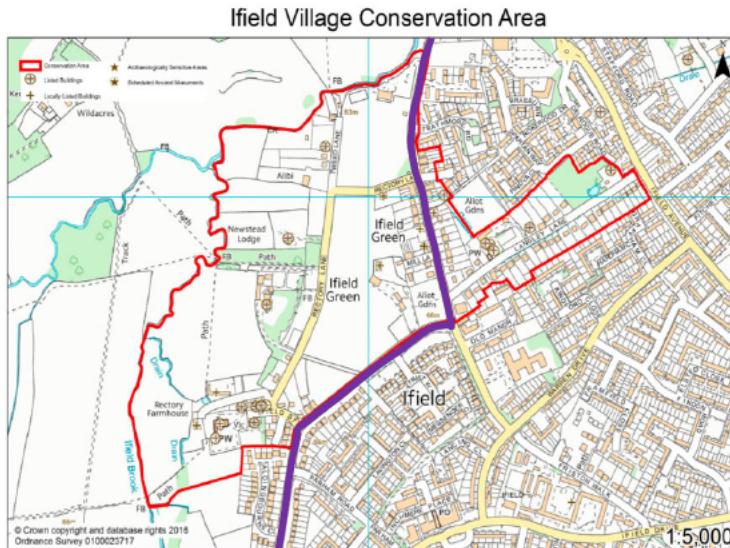
²⁶ Travelling from Rusper towards Crawley, the existing Rusper Road will be diverted into the site to connect to the Crawley Western Multi-Modal Corridor. From here, journeys into Crawley will be made via Ifield Avenue while those wanting to head towards Ifield will use Ifield Green to rejoin Rusper Road.

Travelling from Crawley towards Rusper, the same journey would be taken in reverse, with drivers turning left from Ifield Avenue / Ifield Green to access the Crawley Western Multi-Modal Corridor before rejoining the existing Rusper Road.

It is estimated that during peak times, overall journey times could be extended by between 4 - 5 minutes, but in part these will be offset by a package of other offsite highway improvements such as those planned at the junctions on Ifield Avenue.

The section of the diversion route **along the boundary of IVCA and through IVCA** is shown in figure 5.

²⁶ Rusper Road Summary of Changes



NB the section of Rusper Road north of Parham Road has not been given a link ID. The section of Rusper Road south of Parham Road has the link ID, B2.

Figure 5 diversion route through Rusper Road and Ifield Green

HE's description of Ifield Green is:

15.9.11 *Ifield Green is a two-way single carriageway with a speed limit of 30mph, located to the northeast of the Site. There are footways on both sides of the carriageway with street lighting along Ifield Green (heading northbound) from the junction with Warren Drive until the turning to Rectory Lane, then there are only footways on the eastern side of the carriageway until Ifield green meets Ifield Avenue.*

15.9.12 *Ifield Green provides access to residential properties and other local amenities, such as the Royal Oak Public House, village store and GP surgery.*

All this is correct, **but the description fails by omission**. Additional information that **should have been presented** before considering it as a diversion route include:

- there are five 'islands of housing' along Ifield Green with a total of about 170 dwellings whose only vehicle route out is via Ifield Green²⁷.
- the staggered junction between Rusper Road, Ifield Green and Langley Lane is congested by parking for Langley Corner surgery along the stretch of road by the allotments (the surgery has a car park, but it does not accommodate all cars), making this junction difficult to navigate and the road single track.
- just south of the junction on Rusper Road is another 'island of housing' in Trist Way with about 190 dwellings.
- the area outside the Royal Oak often accommodates overflow parking when the pub car park is full, making this section single track.
- near the junction at Rectory Lane, Ifield Green has parking for the shop and the hairdresser's and tattoo parlour opposite. This is compounded by residential parking in both directions along Ifield Green near this junction where late 19th and early 20th century cottages were built close to the road. This is the worst part of the single lane road, made more difficult by being unable to see on-coming traffic because of the bend in the road near Strathmore.
- The stretch of Ifield Green between Rectory Lane and Ifield Avenue is narrow as well as having a very narrow pavement on only one side.
- The entrance to the Gurdwara is on this stretch and whereas it has sufficient parking for its weekly gatherings, there are occasions, such as large weddings, when parking overflows onto Ifield Green extending the single-track effect nearly to Ifield Avenue.

²⁷ Rivermead, 20 houses; Strathmore 54; The Tithe 14; Langley Lane 50; Old Manor Close 30; dwellings by nursing home 15.

The section of Rusper Road running *north* from Parham Road to the junction with Ifield Green appears not to have been given a link ID, so it is not clear as to whether consideration was given to tail backs along this section or to potential increase in traffic. Given that it runs alongside the village green and playing fields, it is crossed by pedestrians, including children going to the playgrounds.

The problems of residential parking reducing roads to single track also applies to stretches along the section of Rusper Road and Hyde drive roundabout.

HE claims that the delay in having to take the diversionary route will be of the order of 4 – 5 minutes (calculated by the increased distance being about 2 miles at a speed of 30 miles per hour). **Given the single-track sections through parts of Ifield Green and Rusper Road, and the difficulty at the Rusper Road/Ifield Green junction, it may be considerably longer. What is even worse** is that delays may encourage drivers to ‘rat run’ round the back of the green along Ifield Street by the Plough and along Rectory Lane. This is totally unsuitable and exceptionally dangerous. Rectory Lane is only a tarmacked country track, frequently used by walkers. Its junction with Ifield Green has incredibly poor visibility for drivers coming from Rectory Lane.

Ifield Green already suffers from being a rat-run. Before 2000, traffic calming humps were built on the road to discourage drivers from using it, or at least slowing them down, with only moderate success. Residents experience four rush hours (the morning rush hour which morphs into the school run; the afternoon school run; and the evening rush hour). These traffic flows would not have been observed during the one site visit made for the traffic assessment as the visit was made in the middle of the day during an October half term²⁸.

We note that a photograph of the junction between Rusper Road and Ifield Green is shown in a letter from Steers (the consultancy that undertook the traffic assessment) to Active Travel²⁹. The associated narrative implies that there is no problem for active travel at this junction. Our experience leads us to disagree with this assessment especially as the junction (in our opinion) will see increased traffic, as explained below.

HE claims that there will be less traffic through Ifield Green on completion of the development (after 2041) by comparing scenario 4 (No development and no CWMMC) with scenario 5 (Development and CWMMC) (table 15.22) and giving an overall reduction of 43%. (Their number of Annual Average Daily Traffic, AADT, in scenario 4 is 12,928 and for scenario 5 is 7,383. A simple calculation shows that 7,883 is indeed about 57% of 12,9828, hence the reduction by 43%).

²⁸ Site visit Monday 28th October 2024 at 12 noon, to Bonnets Lane, Charlwood Road, Ifield Green when the area was described as quiet. *West of Ifield Phase 1A Stage 1 Road Safety Audit* §1.1.5

²⁹ Traffic assessment Appendix C part 1, § 34

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=C5A1A9908D0246D09D32D2222AE38324

This, however, is only for traffic scenario 5³⁰, which assumes that the full CWMMC³¹ will have been built, from the A23 to the A264. Given that the building of this is uncertain, (it is not in WSCC's highways plans for the next 15 years) this is merely conjecture and should not be raised as a positive impact. And, as explained, earlier the building of the full CWMMC will not be welcomed by IVCAAC.

It is possible that the re-aligned junction large junction (Bonnetts Lane, Ifield Green, Charlwood Road/Ifield Avenue, CWMMC junction) not allowing a right turn from Ifield Green onto Ifield Avenue³² is part of the basis of HE's argument. If it is, we have not been able to find it.

While Ifield Green is not specified as a route for construction traffic, residents' previous experience has been that it has been used for non-permitted HGVs from development sites. Calls to local police to remind developers that the route should not be used have had mixed success.

The development is, in fact, another example of a development on an 'island of land'. This is a large island generating a high number of vehicles. HE's projections of the lower-than-normal number of vehicle movements are based on a higher-than-normal increase in sustainable travel³³. Many respondents³⁴ have pointed out that the lack of connectivity between cycle paths within the development and those outside, the long walking distances between parts of the development and target destinations, the uncertainty about the viability of new bus routes and the limitations of Ifield railway station, make the projections over-optimistic. It is the local roads that will be bearing the brunt of the additional traffic.

It would be a mistake to leave the topic of traffic without mentioning two concerns often raised with the committee about traffic concerns nearby: 1) the congestion and tail backs at the Tangmere Road, Ifield Drive, Overdene Drive junction and the unsuitability of this route for the construction traffic for the first two years of construction and 2) the limitations of Ifield Station to deal with more passengers.

G. BIODIVERSITY

To comment in detail on biodiversity requires knowledge outside of our expertise, and there are others who have picked up on detail. However, there are a few observations at a general level that we wish to make.

The development will undoubtedly increase footfall through the Local Wildlife Sites of the meadows on the Crawley side. This will have a detrimental effect on the plant and animal species, some of which are quite rare. If the cycle path to be installed is lit, then this will impact the flora and fauna of the area. Lighting in the site itself will severely disrupt the ecosystems and potentially affect the moth and bat populations.

³⁰ ES Chapter 15 Transport § 15.4.8

³¹ West of Ifield Transport Strategy/Report figure 10.2 p 45 by Steer

³² Phase 1A General Arrangement 707 1 Junction Layout

³³ West of Ifield Transport Strategy Sections 1, 2 & 3 on use of sustainable travel; section 5 for detail.

³⁴ See responses from: National Highways, Natural England, Metrobus, WSCC, for example.

Over recent years we have increasingly noticed the movement of deer into the village, as their territory is reduced from building on erstwhile open land. This trend will continue, and the number of deer killed on roads will also increase.

HE claims that the quality of the River Mole will be improved by the planting along its borders. The planting might help, but we note there is no assessment of aquatic habitats and aquatic populations at present, so the baseline data does not appear to exist. We are also finding it hard to understand how a large road across it will improve the quality as run-off invariably contains metal, tyre and dust particles, if not also oil and fuel.

Another aspect of the quality of the Mole is the, as yet, unsecured agreement with Thames Water that adequate capacity in the Wastewater Treatment Works (WwTW) at Crawley can be achieved. If connections are made ahead of adequate capacity it will lead to increases in the overflow discharges into the river. The Mole is a relatively small river with a large number of sewage works along its length.

H. HEALTH IMPACTS

This development will remove two features important for physical and mental health; the walking routes through farmed countryside and the golf course which caters for all ages. While by law the PRoWs will continue to exist, the changed environment alters their value. The mitigations proposed for the loss of the golf course are seen as totally inadequate. The damage to both will result in a reduction in health and social well-being.

I. SUMMARY

The overall effect of the development is the reduction in quality of the conservation area despite all the mitigations. There will be severance between the conservation area and its setting, which no 'education and interpretation' can remedy. The severance of the landscape by the road and the development will discourage erstwhile recreational walkers. The intrusion of light and noise into a relatively dark and quiet area are adverse effects. The increased traffic through the conservation area and in local roads adjacent to it, significantly alters the sense of place characteristic of a more village environment.

While technically, HE's assessments lead to descriptions of impacts as 'minor adverse' and hence 'not significant' there are others that lead to 'moderate' and 'major adverse'. From the perspective of the conservation area, the cumulative effect of so many adverse assessments, constitutes a major adverse impact. Hence our objection to the application.

We respectfully request HDC to refuse it.

[REDACTED] Secretary, Ifield Village Conservation Area Advisory Committee on behalf of the Committee.
[REDACTED]

BIBLIOGRAPHY (notes and URLs have been left in for ease of retrieval)

IMPACTS and MITIGATIONS

Environmental Statement Chapter 17 Residual Effects and Mitigations

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C20724091

See table 17.1 Summary of Proposed Additional Mitigations and Enhancement Measures pp 1-4

See table 17.2 for Residual effects during Demolition and Construction pp 5 - 13

See table 17.3 for Residual effects during Completed Development pp 15 -24

Environmental Statement Chapters 1-5

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C20724093

Chapter 3 Table 3.3 'Scheme with Environmental Considerations' describes the 'Mitigations by design'

BACKGROUND

Design and Access Statement Chapter 3 The Site

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=3FA7557A3E0D4E11B7991D57F1B8D98F

Chapter 3 gives the correct shape of the conservation area, but the photographs of IVCA are those of the church and pub ("the historic core") and the pathway leading from the church to the river. Nothing of the rest of the conservation area.

CULTURAL HERITAGE

Environmental Statement Chapter 10 Cultural Heritage

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C207240A5

Map of conservation area is correct on p 10-16, but there is no detail to show what it covers – hence it is easy to miss that part of Ifield Green is in within IVCAAC.

Environmental Statement Chapter 10 Cultural Heritage Appendices Part 1

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=87C5F7C22A4840A68029ECFADCE56C4C

- *Appendix 10.1 Land West of Ifield Cultural Heritage Baseline Assessment* (Arcadis) (detailed historical information) – 'the Site' in this document is all the land that HE owns including part of the meadows in IVCA. There are diagrams of the site superimposed on tithe maps and the 1880, 1890 and 1932 ordnance survey maps. Good photos and location of the heritage assets and their official numbers, plus all buildings in the area. Description of the conservation area itself is given in § 5.1.19 - § 5.1.26. A lot of historical information here.
- *Appendix 10.2 Geophysical survey September 2019* by Headland Archaeology (this one has its own appendices within the document)

Environmental Statement Chapter 10 Cultural Heritage Appendices part 6.

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=87C5F7C22A4840A68029ECFADCE56C4A

- *Appendix 10.3 Archaeological evaluation* by Wessex Archaeology

This gives full details of finds within the area, with evidence of Romano British and Bronze Age artefacts.

LANDSCAPE AND VISUAL IMPACT (including light)

ES Chapter 11 Landscape and Visual Impact

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C2072409D

Table 11-7 Summary of Residual Landscape and Visual Effects on VPs and on landscape types.

ES Chapter 11 Appendices Part 1

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=87C5F7C22A4840A68029ECFADCE56C55

- Gillespies: *Landscape Character Assessment, Volume 1, Land West of Ifield* (Oct 2020) – long document and descriptive – useful to see how they are assessing.
- Gillespies: *Landscape Character Assessment, Volume 2, Land West of Ifield* (Oct 2020) (These contain large versions of the maps that are also in appendix 11.5 – see below)
- *Appendix 11.1 Landscape and Visual Impact Assessment Methodology*
- *Appendix 11.2 Landscape Character Area Assessment Volumes 1* (with photos to illustrate each classification/ area) and *Volume 2* (which has maps which are also in Appendix 5. Gillespie were contracted to do these assessments.)
- *Appendix 11.3 Viewpoint Assessment*. This is VP by VP – it only goes up to VP09 (the rest are in the next document). It has winter and summer photographs of each location.

ES Chapter 11 Appendices Part 2

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=87C5F7C22A4840A68029ECFADCE56C51

- Appendix 11.3 (cont) *Viewpoint Assessment* VP10 – VP 36
- Appendix 11.4 Visualisations where they have faint green lines showing the outline of what is proposed superimposed on the photographs (this goes from VP01- VP 15). Panoramic view is used for the photographs which make them difficult to interpret.

ES Chapter 11 Appendices Part 3

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=87C5F7C22A4840A68029ECFADCE56C53

- Appendix 11.4 (cont) Visualisations for VP 15 – 36, with building line marked by a feint green mark.
- Appendix 11.5 Maps
 - figure 11.1 study area
 - figure 11.2 one of theoretical visibility
 - figure 11.3 national character area (Low Weald)
 - figure 11.4 regional character area (Urban, Low Weald Hills, Northern Vales)
 - figure 11.5 Local council character areas as defined by CBC and HDC separately
 - figure 11.6 map showing labels that Gillespie gave for the different parcels of land within the site and nearby
 - figure 11.7 topography
 - figure 11.8 designations (heritage) (boundary of IVCA wrong; buildings correct)
 - figure 11.9 PRoW (bridleways and footpaths)
 - figure 11.10 Viewpoint locations

NOISE and VIBRATION

Environmental Statement Chapter 12 Noise and Vibration

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C2072409F

Environmental Statement Chapter 12 Noise and Vibration Appendices part 1

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C207240B2

Appendix 12.3 for Baseline Noise Survey – has a map of where HE put measurements. ST2 is in the meadows behind Rectory Lane; SRT2 is on LGS but near open space. Observations at each level are mentioned see pp 5 onwards.

Appendix 12.4 Demolition and Construction Noise Calculations see fig 1 for the noise receptors map p 6 and Table 4 for the predicted Demolition and Construction effects.

TRANSPORT

Environmental Statement Chapter 15 Transport

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=0F6EA9479B324D83B002DD0C207240A7

See para 15.4.8, p 11 for the four scenarios. Fig. 15.4 has the footpath map.

Rusper Road Summary of Changes, HE (2025)

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=9B4E419D86D64EE9994C904373E3322A

Phase 1A General Arrangement 707 1 Junction Layout

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=19F527EAC42E41829688C73C5F6C6790

New junction layout for CWMMC/ Bonnets Lane/ Ifield Avenue and Ifield Green. The drawing shows that you won't be able to turn right from Ifield Green onto Ifield Avenue.

River Mole Overbridge General Arrangements Sheet 1 of 2

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=152345A7B5E94A91978A10AE48F36DBA

plan, elevation and location of the road bridge that will replace a footbridge.

River Mole Overbridge General Arrangements Sheet 1 of 2

Technical drawing of cross-sectional drawings of the bridge and supports – showing it is a large engineered structure.

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=152345A7B5E94A91978A10AE48F36DBC

West of Ifield Transport Strategy (Steer)

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=C5A1A9908D0246D09D32D2222AE3831E

West of Ifield Phase 1A Stage 1 Road Safety Audit ARCADIS, November 2024

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=3FA7557A3E0D4E11B7991D57F1B8D93F