

**From:** Planning@horsham.gov.uk <Planning@horsham.gov.uk>  
**Sent:** 15 September 2025 12:33:41 UTC+01:00  
**To:** "Planning" <planning@horsham.gov.uk>  
**Subject:** Comments for Planning Application DC/25/1312  
**Categories:** Comments Received

## Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 15/09/2025 12:33 PM.

### Application Summary

**Address:** Land West of Ifield Charlwood Road Ifield West Sussex

**Proposal:** Hybrid planning application (part outline and part full planning application) for a phased, mixed use development comprising: A full element covering enabling infrastructure including the Crawley Western Multi-Modal Corridor (Phase 1, including access from Charlwood Road and crossing points) and access infrastructure to enable servicing and delivery of secondary school site and future development, including access to Rusper Road, supported by associated infrastructure, utilities and works, alongside: An outline element (with all matters reserved) including up to 3,000 residential homes (Class C2 and C3), commercial, business and service (Class E), general industrial (Class B2), storage or distribution (Class B8), hotel (Class C1), community and education facilities (Use Classes F1 and F2), gypsy and traveller pitches (sui generis), public open space with sports pitches, recreation, play and ancillary facilities, landscaping, water abstraction boreholes and associated infrastructure, utilities and works, including pedestrian and cycle routes and enabling demolition. This hybrid planning application is for a phased development intended to be capable of coming forward in distinct and separable phases and/or plots in a severable way.[cr]

**Case Officer:** Jason Hawkes

[Click for further information](#)

### Customer Details

**Address:** 6 Friston Walk ifield CRAWLEY

## Comments Details

Commenter Type: Member of the Public

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Stance: Customer objects to the Planning Application

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Reasons for comment: - Other

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Comments:

Reason .

It has always been Crawley's intention to have a western relief Rd from Faygate to county oak. If this West of Ifield development is allowed to succeed with the (CMMLR), it will only become a link road going through 10,000 houses with a speed limit of 20/ 30 mph and will not help Crawley and cause further chaos to the already highly congested roads, destroying Crawley's and WSCC Medium to long term ambition to have a road helping towards a solution to Crawley's traffic problems.

Transport Study of Strategic Development Options and Sustainable Transport Measures  
Crawley Transport Study  
- Stantec

The overall conclusion is that the scheme provides relief to the minor roads to the west of Crawley such as Faygate Lane and Rusper Road, but it does not relieve traffic flows in Crawley sufficiently to mitigate the impacts of Scenario 3 Local Plan to levels similar to or better than the Reference Case. This likely reflects the fact that the CWLR has a speed limit of 30 mph whereas A23 Crawley Avenue is a 50-mph dual carriageway which remains an attractive option for strategic traffic. It may also reflect that any diverted traffic from Crawley Avenue as a result of the CWLR, is 'replaced' by traffic reassigning to use any capacity that becomes available. There are noticeable flow reductions on the A2219 London Road (AM only), A2004 Northgate Avenue (PM only) and Ifield Avenue (both peaks) to the north of Crawley town centre which potentially diverts to A23 Crawley Avenue as a 'competing' parallel

Flow changes are predicted on Ifield Avenue with the CWLR in place. In the AM peak, the flow increases are between Stagelands and Crawley Avenue in both the southbound and northbound directions, with other sections largely showing decreases. In the PM peak, there are large decreases in both directions north of Warren Drive, with smaller decreases southbound to Ifield Drive and approaching the town centre, punctuated by increases through the A23 roundabout between Ewhurst Rd and Ifield Drive. This underlies the complex flow changes predicted with the CWLR in place. A more detailed study is necessary to consider how the CWLR and its junctions may be designed in order to elicit the best attributes of the CWLR while minimising or eliminating any potential adverse impacts.

There is potential for more future development west of Crawley

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beyond the levels of development that have been assumed in Scenario 3 of this study. This would likely have greater impact on the network and hence the need for a CWLR to relieve these impacts may become evident .

The inspector at The Crawley local plan hearing asked is the area of search( Ifield AVenue to County oak ) just an area of search And the reply he received was yes it did not mean that it would definitely be built here .

Horsham Council has stated that this development should not hinder the construction of a full Multi module link Road .  
BY BUILDING THIS ROAD IT WOULD NEGATIVELY IMPACT ON THE ABILITY TO BUILD A 50 MPH ROAD THAT WOULD RELIEVE CRAWLEY'S existing and future traffic problems if West of Ifield goes ahead .

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Kind regards

**Telephone:**

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