

From: [REDACTED]
Sent: 11 October 2025 19:32
To: Planning
Subject: Further response to planning application DC/25/1312

Categories: Comments Received

Dear Mr Hawkes

Please find below elaborations on my summary objections to DC/25/1312 lodged on 09/10/1312 8:58AM

7.The lack of adequate transport links and opportunity thereof.

As I understand it, the plan now allows for one access road into the whole estate linking with Bonnets Lane. Bonnets Lane is dangerous enough as anyone who has walked it will confirm, there is no pavement on either side. Access to the western entry to Bonnets Lane are via Charlwood Road from the north and south, this itself is a country lane, unsuitable to take extra traffic than at present. The idea of "only one way in and the same way out" would create a bottleneck akin to the situation with Rusper Road which is the sole access to the Hyde Drive Estate and the other estates which have sprung up in the vicinity of Ifield Golf Course, namely Summerwood and the Drughorn Lane estates. The road I live in (Tangmere Road) provides a link to Rusper Road from the Station) and there is much congestion during school starting and leaving times during the day. The two estates mentioned have not been afforded adequate infrastructure - there is no bus service, and the nearest shops are the Tesco Express at the top of Hyde Drive, and the Petrol Station in Overdene Drive. It would not be so bad if the planned road extended at the other end to filter onto the A264 Crawley to Horsham Road but this does not appear to be part of the plan. So basically it will be an Eclave, a Ghetto, theoretically part of Horsham, but pointed at Crawley and with no easy and adequate link to the actual town of Horsham itself.

8.The scaling down of Homes England's application has removed vital factors which may have been mitigating, eg an extra station.

The "well we're going ahead with it anyway and will sort it all out afterwards" attitude is demonstrated by the lack of thought in what the massive development would mean to commuters from the new settlement(s): No link road westwards to the A264 and link to Pease Pottage and the A23. And the original plan for an extra railway station between Ifield and Faygate is no longer mentioned. This would have served the expanding community of Kilnwood Vale also. My own view is that a massive development of Faygate Station would be the answer. Rather than being a 'ghost' station served once an hour only, Faygate being ideally positioned half-way between the urban sprawls of Horsham/Littlehaven and Crawley would serve Rusper, Faygate, Colgate, Kilnwood Vale and the new North Horsham development of Mowbray. Some people have to go to work to earn a living !

(Last two two follow)

Yours sincerely,

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