

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 08 December 2025 20:14:11 UTC+00:00
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 08/12/2025 8:14 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: South Lodge, The Mount Ifield

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Highway Access and Parking
- Overdevelopment

Comments: As a commuter to London, Ifield station already feels near capacity. It is already difficult to walk along the platform inside the yellow line at peak hours (0705, 0735, 0805). It is impossible to imagine how the station will function safely given even the smallest addition to the commuting population - let alone the vast one imagined by Homes England.

I cannot imagine how parking near the station or any drop off will work during the building phase, when I gather there will be up to 30 lorries a day using Overdene Drive, Tangmere Road and Rusper Road.

As a resident halfway between Ifield and Rusper, I have attended presentations by Homes England and have not found their case compelling.

I find the technical arguments the Save West of Ifield campaign raise compelling, around the application lacking information, questions of legal compliance, inadequate mitigations, undervaluation of existing assets, and cost benefit.

These two general points they raise appear related: on the one hand the availability of other sites has not been addressed properly; on the other hand the West of Ifield site is politically convenient. Local residents are victims of the NIMBY approach of Horsham Council, seeking to build where it is most convenient for the more prosperous residents of Horsham and meaning pressures on Crawley rather than Horsham public services.

The West of Ifield is a classic example of putting the wrong houses in the wrong place for wrong reasons.

As an economist, I would draw attention to various articles warning that supply side imperatives for building more houses in the south east of England are false and self-serving, and likely to be particularly ineffective at the moment (eg Neil Hudson: <https://www.ft.com/content/90802404-9313-45b9-bb57-683f7132fbd4>). Rather than reducing prices, the present approach simply permits building where it is most profitable for developers and financiers.

This developer-led model has relied throughout on deregulation, first removing restrictions so that banks could join building societies at the mortgage lending party. Weakening planning restrictions is 'merely' the latest such deregulation. Requiring more

deregulation to meet the failure of previous deregulation is a fairly standard result. Moreover all countries have endured the same processes. Put crudely, the failure of the developer-led model to meet the national housing need is used to justify intensification of the same model.

Maybe this is of little help to Horsham council, but they should realise that the developer-led model promoted by Homes England will not deliver on affordable housing. Housebuilding will not mean lower prices. Worst, financial pressures on developers will mean existing targets for affordability being abandoned. These pressures follow from more important demand considerations: high interest rates and wider pressures from the cost of living crisis mean reduced demand for the houses developers want to build. The consequent financial pressures on developers will mean existing commitments to building affordable housing will be disregarded.

Conversely Homes England and local authorities should challenge the claim from central government that there is a lack of funds. First at the 2024 Budget the government made changes to increase the resources available for public investment, it is not clear why this should not include social housing. Second you should be aware that the government's wider approach to fiscal policy has been contested as problematic by respected insiders like Andy Haldane (ex-Bank of England chief economist) and the National Institute of Economic and Social Research (for example <https://www.ft.com/content/16472c25-9645-4b4d-ae5f-50f90dab68ec>). There are other and better ways to meet the local housing need.

At a more local level, other arguments deployed by Homes England are contentious. The idea that housebuilding will generate future economic activity (beyond the actual build) is fanciful. Secondly even if local workers could afford these houses, the presumed demand for workers from Gatwick airport has already been dismissed by Gatwick airport themselves.

Kind regards

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