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Subject:

NEWS ALERT: 'GATWICK AND THE SEVEN REASONS WHY HOMES ENGLAND'S WEST OF IFIELD MASTERPLAN IS NOW 'DEAD IN THE WATER'. +. 'THE GERAINT THOMAS WALK OF REMEMBRANCE' - THIS SATURDAY [DEC 6] - 11AM FROM THE PLOUGH IN IFIELD VILLAGE [RETURN BY 1PM{

Attachments:

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Categories:

Comments Received

Dear BBC Team


NEWS ALERT: GATWICK AND THE SEVEN REASONS WHY HOMES ENGLAND'S WEST OF IFIELD MASTERPLAN IS NOW 'DEAD IN THE WATER' - BY RICHARD W. SYMOMDS - THE IFIELD SOCIETY

['GATWICK AIRPORT OBJECTS TO PLANS TO BUILD THOUSANDS OF HOMES WEST OF IFIELD' - CRAWLEY OBSERVER - NOVEMBER 25 2025](#)

'THE GERAINT THOMAS WALK OF REMEMBRANCE' - THIS SATURDAY [DEC 6] - 11AM FROM THE PLOUGH IN IFIELD VILLAGE [RETURN BY 1PM]

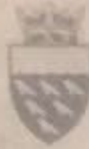
<https://www.sussexexpress.co.uk/news/opinion/letter-to-the-editor-the-geraint-thomas-walk-of-remembrance-this-saturday-december-6-11am-from-the-plough-in-ifield-5424330>





SEVEN REASONS WHY HOMES ENGLAND'S WEST OF IFIELD MASTERPLAN IS NOW 'DEAD IN THE WATER'

Gatwick Airport Ltd's [GAL's] forensic objection to Homes England's West of Ifield planning application (DC/25/1312) is a game-changer and show-stopper rolled into one - effectively rendering the masterplan 'dead in the water'.



West of Ifield

Gatwick joins fight against developmen

Gatwick objects to plan thousands of homes w

Karen Dunn, Local
Democracy Reporter

Gatwick Airport Limited (GAL) has objected to plans to build thousands of homes west of Ifield.

A hybrid application from Homes England for 3,000 homes was submitted to Horsham District Council in August.

GAL's objections cover issues including noise and safety - particularly relating to the risk of bird strikes on aeroplanes.

The company said that grassland, meadows, woodland, scrub and hedgerow planting would be acceptable to the north of the site - but no species which produce berries or encourage birds to roost and nest that close to the air-

port.

Preparing for any future decisions to build another runway on the grassland land south of the airport, GAL warned that all 3,000 homes would be impacted by aircraft noise - between 100 and 150m above the level at which adverse effects on health and quality of life can be detected.

In its letter of objection, GAL stated: "Whilst the proposals do not physically infringe on land safeguarded for airport growth, it could be incompatible in other ways, for example, when taking into account noise and other environmental considerations, or safeguarding matters associated with the airport's operation."

A spokesman for the Save West of Ifield campaign group (SWOI) said: "SWOI welcomes GAL's objection and believes that Horsham Council should place very significant weight on their concerns."

"Many local residents have expressed their concerns to us and to the council regarding the impact of aircraft noise and pollutants on future residents."

"GAL also notes several aspects of the masterplan and building design which could compromise air safety, which must be regarded as totally unacceptable."

The spokesman said the responses to the hybrid application from the likes of Sport England,

The Highway Agency, The Environment Agency, Sussex Wildlife Trust and Thames Water, had been "exceptionally negative" when it came to the information made available with the application.

Thames Water advised that there was insufficient capacity in the waste water network to deal with the requirements of such a large development, without upgrades.

The SWOI spokesman added: "It's no surprise to us that there are a lot of problems with this application, many of which cannot be mitigated."

"We've always known this is an unsuitable site with too many issues, some of which cannot be solved and many others

In the picture



Photographer Chris Hutton snapped these two young stags sparring during the rutting season at Petworth Park

Their professional assessment — covering airport safeguarding, noise, highways, water, flood risk and national policy — makes clear this speculative masterplan cannot proceed without serious consequences, especially regarding safety.

Here are seven reasons why the planning application of this government master-developer is now 'dead in the water'.

1. It breaches airport safeguarding rules — making approval impossible

GAL state plainly that the application “has been found to conflict with safeguarding criteria” and that planning permission should not be granted in its current form (page 4) .

Building heights and proposed landscaping would infringe protected airspace and create unacceptable bird-strike hazards. These are not minor technicalities — they are legal red lines.

2. It conflicts with land safeguarded for a future southern runway

Gatwick reiterates that Government policy has safeguarded land south of the airport for over 20 years, and that this safeguarding was fully upheld by the 2024

Crawley Local Plan
Inspector (pages 2–3) .
Homes England’s plans
would place thousands of
new residents directly
under noise contours that
assume this future runway
— a runway Gatwick
explicitly states it still
intends to deliver.

****3. Noise impacts on all
3,000 homes are
significant and
unavoidable**

GAL’s noise analysis is
devastating. Under the
safeguarded Southern
Runway scenario, all
proposed homes fall above
the LOAEL [Lowest
Observed Adverse Effect
Level], with housing
exposed to levels 3–9 dB
above acceptable limits
(page 7) .

GAL concludes there are no
mitigation measures
available to prevent
“significant adverse effects”
on residents — including
schools, gardens and open
spaces.

This single finding alone is
enough to stop the
masterplan.

**4. Gypsy & Traveller sites
are placed in
unacceptable noise zones**

GAL highlight that the
proposed Gypsy & Traveller
sites fall within the 54–57
dB noise exposure zone,
where even Homes England
admit that proper sound

insulation cannot be provided (page 9) .
GAL conclude the sites are “not appropriate” — again, making approval impossible.

5. Highways modelling is unreliable and congestion will worsen

GAL criticise the transport modelling as out of date, incomplete and insufficiently validated, noting that key junctions (including the A264 and Ifield Avenue) are shown in Homes England’s own data to be over capacity even before the 3,000 homes are added (pages 21–22) .

GAL state that no decision can lawfully be taken without substantial new modelling.

6. Flood risk, River Mole hydrology and water infrastructure issues remain unresolved

GAL note that the Environment Agency has already objected, and ask fundamental questions about drainage times, culverts, and interaction with the Northern Runway Project’s River Mole works (page 10) .

Thames Water also warn of inadequate wastewater capacity.

GAL recommend a Grampian condition — effectively preventing any development until major

infrastructure issues are resolved.

7. The Bird Hazard Management Plan itself shows the development is unsafe

The Bird Hazard Management Plan — included as a 5-page appendix — reveals the extraordinary level of risk the development poses to aircraft (pages 26–30) . Daily monitoring, nest removal, drainage of puddles, removal of stockpiles, roof inspections and perpetual enforcement are all required.

This is not sustainable, realistic, or compatible with safe aviation operations — and Gatwick is explicit that it cannot approve the site unless these risks are eliminated.

Conclusion

Gatwick Airport Ltd's objection leaves Homes England's West of Ifield masterplan with no legal, environmental or operational path forward. Noise, safeguarding, highways, flood risk, bird hazard and national policy conflicts mean the proposal is undeliverable in principle, not merely in detail.

West of Ifield is the wrong place for this massive speculative development — and Gatwick's own evidence now confirms it.

Yours sincerely

[REDACTED]
[REDACTED]

The Ifield Society

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GATWICK AIRPORT LTD SAYS NO WEST OF IFIELD PLAN IS 'DEAD IN THE WATER'

7 Reasons Why Homes England's Speculative Plan Cannot Proceed



3 Unavoidable Noise Harm to All 3,000 Homes

GAL: all homes would face **significant adverse effects**, with no mitigation possible.

4 Gypsy & Traveller Sites in Unacceptable Noise Zones

GAL. Locations "not appropriate" – even insulation cannot make them safe.

1 Aerodrome Safeguarding Breached

GAL: the application "conflicts with safeguarding criteria" – permission **cannot** be granted (DC728/1872 : GAL Letter, 20 Nov 2025)

2 Future Southern Runway Safeguarded

Government policy still protects land south of Gatwick for expansion. Homes England's plan sits under those noise contours.

4 Highways Modeling Fails

Key junctions already over capacity,

5 Flood, Water & River Mole Risks Unresolved

Environment Agency objects. Thames Water warns of insufficient capacity. GAL. Development cannot proceed without major redesign.

7 Bird Hazard Threat to Aircraft Safety

GAL's own Bird Hazard Plan shows constant, perpetual management required – an unsafe and unsustainable location next to an international airport.



CONCLUSION

**WEST OF IFIELD IS THE WRONG PLACE.
THE APPLICATION IS UNDELIVERABLE.
THE SCHEME IS FINISHED.**