

Sent: 06 October 2025 15:02
To: Planning
Subject: Fwd: West of Ifield noise

Categories: Comments Received

6 Friston Walk
Ifield
Crawley
RH11 0ah

Ref DC/25/1312

Dear Mr HAWKES

I note there is no ref to ground noise in this planning application .
Previous email from you stated that all noise sources would be included in the planning application .

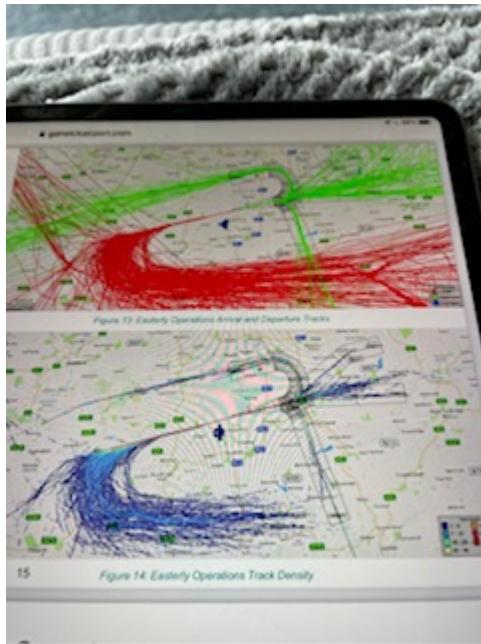
OBJECTION ON THE GROUNDS IT IS TO NEAR GATWICK RUNWAY.

In 1947 the west of Ifield was planned by the architects of the New Town to be Green Belt ,not for housing as Homes England has stated .



Below are 2 maps

1.
one days aircraft movements at Gatwick . West of Ifield marked with small blue spot.



2.

Shows a map of the west of Ifield that Gatwick proposed in their southern runway bid ,to be the site of the relocation of the rugby pitches and outreach centre and a nature reserve , obviously Gatwick did not think that this area would be suitable for housing.

Although the northern runway DCO has been approved There is an assumption that this is just a stop gap until the south runway can come forward. Heathrow is still awaiting planning permission for its third runway.

THE MAP ALSO SHOWS HOW NEAR THE WEST OF IFIELD WOULD BE TO THE SOUTHERN RUNWAY



This Report will highlight the failure of Homes England to accurately assess the suitability of the west of ifield site on the grounds of its close proximity to Gatwick Airport.

H.E also fail to acknowledge up-to-date government guidelines on the effects of noise in connection to the health and well-being of the future residence of this proposed site.

H.E have consistently ignored the **frequency** of aircraft movements in this planning application.

Noise policy statement for England

Noise Policy Vision

Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.

1.7 This long term vision is supported by the following aims:

Noise Policy Aims

Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life.

1.8 The vision and aims of NPSE should be interpreted by having regard to the set of shared UK principles that underpin the Government's sustainable development strategy.

Guiding principles of sustainable development

Ensuring a Strong Healthy and Just Society – Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all.

Using Sound Science Responsibly – Ensuring policy is developed and implemented on the basis of strong **scientific evidence**, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

Living Within Environmental Limits – Respecting the limits of the planet's environment, resources and biodiversity – to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations.

Achieving a Sustainable Economy – Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised.

Promoting Good Governance – Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy and diversity.

Source: Securing the future – delivering UK sustainable development strategy, HM Government, March 2005.

HDC had 450 other sites put forward in its call for sites which are not very near a major international airport and would not contravene government policies.

Policies and guidance relevant to the topic area

NPPF

Para 174 contains the following:

174. Planning policies and decisions should contribute to and enhance the natural and local environment by:
e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or **noise pollution** or **land instability**. **Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;**

Para 185. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life ; [See Explanatory Note to the **Noise Policy Statement for England**(Department for Environment, Food & Rural Affairs, 2010).]

The evidence base (SA, Site Assessment and assessments undertaken to support the plan)

(EIA Scoping Opinion Request 22/10/2020).

Sustainability Appraisal:

https://www.horsham.gov.uk/_data/assets/pdf_file/0004/104593/Final-SA-Report-for-Horsham-District-Local-Plan-Reg-19-Appendices-document-Reduced-size.pdf

Page 47 – Policy Context: B.12 The Environmental Noise Regulations¹⁴ apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at work places; inside means of transport; or military activities in military areas.

Footnote 14 HM Government (2018) *The Environmental Noise (England) Regulations*

Page 57 – Policy Context Under the heading: Air and noise pollution. 'Air and noise pollution are issues for the health

of residents and workers in Horsham District, particularly around Storrington and Cowfold where the areas have been identified as Air Quality Management Areas (AQMAs) in the district. Air pollution in the District is addressed in more detail later in this appendix.'

Why no mention of noise pollution? Particularly in the north of the district?

Page 118 - Large site options - WOI - SA 5: To improve public health and wellbeing and reduce health inequalities.

'Part of the northernmost part of the [WOI] site is located within the noise contour for Gatwick Airport. The site promoters plan to locate housing and education facilities to the south of the site to avoid impacts of aircraft noise on residents. However, there may still be potential for negative impacts from aircraft noise particularly considering the potential for growth at Gatwick in the future.

Overall, an uncertain mixed significant positive and significant negative effect is expected for the site in relation to this SA objective. The effect is uncertain as the high number of homes to be provided at the site could result in the potential for existing healthcare facilities to become overburdened.

Effects at Regulation 19 stage: The boundary of the site now extends to include land to the north of Rusper Road. However, this has not changed the area of open space which lies within the site boundary and has not affected the distance from the site to nearby existing health centres and outdoor and indoor sports facilities. Part of the site still falls within the noise contour for Gatwick Airport. The development of the site is expected to incorporate new sports/leisure facilities, and new public open space which is to cover at 50% of the site area. Furthermore, the development could include the provision of healthcare facilities, although this is uncertain. A mixed significant positive and significant negative effect is still expected. The effect is uncertain given that there is still potential for local healthcare facilities to become overburdened.'

IFIELD MEDICAL PRACTICE , LANLEY CORNER DR
SURGERY, LEACROFT MEDICAL PRACTICE LANGLEY
GREEN ARE ONLY TAKING ON NEW PATIENTS IN THERE
CATCHMENT AREA AND BROADFIELD ,
GOSSOPS GREEN SURGERIES ARE FULL . A significant negative
is required .

Page 15 - HE response to the SA - contested the following SA effect: SA objective 5: Health and wellbeing - argues that a mixed significant positive and minor negative is more applicable than the significant positive and significant negative identified through the SA. It is stated that the open space would be provided at the development and that the noise contour of Gatwick Airport is of reduced importance as a southern runway expansion of Gatwick is not currently supported by the Government.

This statement goes against the agreement that Gatwick 2040 southern runway expansion would be used . The effects on health when using the open space and exercising so

**near GATWICK AIRPORT has not been assessed.THIS
SHOULD BE A SIGNIFICANT NEGATIVE.**

This report Clearly shows that the west of ifield development proposal would be significantly impacted by noise from the overflight of 281,000 now ,and possible 390,000 future flights a year .

The reality of being woken up at 5:15 by the screech and whine of an aircraft on the runway and subsequent engine Acceleration of a plane taking off every two minutes for hours and hours on end which will be clearly heard by the occupiers of this development has not been adequately or accurately assessed by district Homes England.

The noise impact on health and well-being of this proposal has not been.

ADEQUATELY OR ACCURATELY
ASSESSED

**Government states there are no defined measures of noise
that can be addressed to all circumstances.**

HEATHROW's RUNWAYS ARE 1KM APART ,GATWICKS WILL BE
210 METERS.

DCO scenario

DUE TO THE CLOSE PROXIMITY OF THE TWO RUNWAYS UNLIKE ANY OTHER AIRPORT IN THE UK THE NOISE GENERATED WILL BE AT A HIGHER DENSITY AND SHOULD NOT BE ADDRESSED ON THE dB LEVEL ALONE .

The risk of overheating in new developments is well documented and in the south of England should be of particular concern.

1 CLOSED WINDOWS ARE NOT AN OPTION

2 cooling systems are expensive to run and goes against reducing energy use .

3 Crawley council in their local plan states that you cannot mitigate against airborne noise when outside.

**Government. HEALTH AND WELL-BEING SHOULD BE AT THE
HEART OF ANY DEVELOPMENT.**

West of ifield proposed development of 3,000 houses next to GATWICK AN INTERNATIONAL AIRPORT goes against government policy to LIMIT AND WHERE POSSIBLE
REDUCE THE NUMBER OF PEOPLE AFFECTED BY AIRCRAFT
NOISE.

NOISE

Horsham District Council's policies on noise follow the planning guidance issued by the government as set out in the National Planning Policy Framework and the National Planning Practice guidance.

What are the observed effect levels?

Significant observed adverse effect level [SOAEL]: This is the level of noise exposure above which significant adverse effects on health and quality of life occur.

1. *Lowest observed adverse effect level [LOAEL]: This is the level of noise exposure above which adverse effects on health and quality of life can be detected.*
2. *No observed effect level: This is the level of noise exposure below which no effect at all health or quality of life can*

HOMES ENGLAND HAVE REPEATEDLY LEFT OUT AND IGNORED THE SECOND PARAGRAPH BELOW .

2.

Although the word 'level' is used here, this does not mean that the effects can only be defined in terms of a single value of noise exposure. In some circumstances adverse effects are defined in terms of a combination of more than one factor such as noise exposure, the number of occurrences of the noise in a given time period, the duration of the noise and the time of day the noise occurs".

The first paragraph explains the dB level the second explains the time of day and the frequency ,this must be considered.

Plane times departures from Gatwick

You will note that this is outside the summer 92 day busy period and is not an exception .

September

5:25, 5:30, 5:43, 5:50, 5:56, 5:59, 6:02, 6:04.

6:06, 6:09, 6:12, 6:14, 6:14, 61:18, 6:20, 5:22, 6:24, 6:25, 6:2
6,then every two minutes

Christmas Day and Boxing Day 2023 flights 199 and 195.

There are no quite days or quite areas.

LONDON CITY AIRPORT no planes are allowed to take off between 12:30 pm on Saturdays until 12:30 on Sunday .

As you can see from above the frequency of the noise not just the dB level should be a material consideration.

H.E.have failed to assess whether hearing a plane that has just taken off every two minutes so near the airport is a significant amount of noise.

(Gatwick Airport.)

Aviation Laws and Regulations 2022.

In October 2018, London Gatwick, the UK's second-busiest airport, published proposals to move its standby runway to use it for short-haul flights by the mid-2020s. In its draft master plan, Gatwick said the standby runway would have to be moved 12m to the north away from the main runway at a cost of about £500 million to comply with international safety regulations, but predicted that using the second runway could raise the airport's capacity **from 281,000 flights in 2017-18 to 375,000-390,000 by 2032-33.**

Obviously this frequency of noise so close to the runway will amount to a very SIGNIFICANT amount of noise.

GOVERNMENT POLICY/ Gatwick Master Plan 2019 p118 6.4 Air Noise

House of commons library Briefing Paper number sn261 13 feb 2017 Aviation noise stating

"limit and where possible reduce the number of people affected by aircraft noise" this development does the exact opposite .

Horsham council had 450 Other sites put forward in their call for land both large and small that could easily accommodate 3,000 houses .

When +/- the assessing of sites at no time was noise a material consideration .

[Night Flight Restrictions at Heathrow, Gatwick](#) (Department for Transport).

GATWICK AIRPORT NIGHT FLIGHTS.

Gatwick Airport is allowed 11,200 night flights in summer and 3,250 in winter 14,450 per year

HEATHROW

Heathrow 3,250 summer 2,550 winter 5,800 .

As you can see from above that Gatwick has far more night flights than Heathrow which will impact on the residents of the WOI development causing sleep deprivation and is Detrimental to health and well-being.

Although it is well documented that airport noise is based on a 16 hour day and an 8 hour night ,(11 pm to 7am night)and (7 am to 11 pm day).

Gatwick airport has between 35 and 55 planes taking off between 5:15 am and 7 am all summer long and extends past the 92 day busy season

I would like to add this is a particular concern as most early morning flights are during the summer months when people need their WINDOWS OPEN Especially as Gatwick Airport is located in the south East of the country and experiences very hot summers .

I suggest you look at Gatwick Departure web site.

Annual Report of the Chief Medical Officer 2017
Prof Dame Sally C Davies

Recommendation I recommend that in order to prevent ill health, local authorities need to broaden current environment strategies (e.g. those which may or may not cover NOx or noise); these strategies should be cognisant of all forms of pollution, and consider risk at both consistent low-level exposure and intermittent high level exposure

Chapter 1 page 5

Noise pollution and the burden of ill health In order to assess the magnitude of the effects of environmental noise exposure on health the WHO published the burden of disease from environmental noise in Europe, based on noise exposure, the distribution of exposure and existing exposure-response relationships. 61,000 DALYs were attributed to ischaemic heart disease based on hypertension and IHD outcomes, 45,000 DALYs to cognitive impairment in children and young people, aged 7-19 years, 903,000 DALYs to sleep disturbance, 22,000 DALYs to tinnitus, and 654,000 DALYs for annoyance.²⁰ In terms of the health effects of environmental pollution in Europe, environmental noise comes second in burden of disease to air pollution and arguably is responsible for more disturbance of quality of life. Environmental noise is also responsible for more life years lost than other significant environmental pollutants such as lead, ozone and dioxins.

What can be done to reduce noise exposure and consequent health effects? Interventions to reduce population noise exposure can be considered at several steps along the pathway from the noise source to the receiver.(5).

The most obvious step is not to build homes near an airport.

(Response to Gatwick Airport
Northern Runway Environmental impact assessment scoping
report 2019.)

The following information from the above report has direct bearing on the suitability of this site .

HORSHAM RESPONSE
Page 165 Horsham
10.0 Noise and vibration

Noise

10.2 the main impacts of the dual runway operation on air noise are the increase in over flights of existing residents both in terms of a total noise(Laeq)and the increase in the number of events. Also communities within 6-7 km from the end of the runways and to the north of the existing departure route will be 210m closer to departing aircraft. It is therefore important to quantify the impacts of these two main issues.

10.6

The Environmental Noise (England) Regulations 2006 recommends Lden contours of 55dB or above and night contours of 50dB or above.
However, since 2006 there has been new research which was published by the World Health Organisation
(Environmental Noise Guidelines for the European Region (2018)) which recommends adverse effects from aircraft noise can begin at Len 45dB AND 40dB it is therefore recommended to correctly Identify the full impact of noise from dual runway use that the Lden and Lnight contours start at 45 dB and 40 dB.
Both of these recommendations are below 60db.

**Department for Environment Food and Rural Affairs
noise-action-plan-2019-agglomerations**

Agglomeration
Crawley urban area
London Gatwick

Crawley is on this list of towns affected by aircraft noise, why is it not included in Gatwick contour maps.
West of Ifield proposed development is closer to Gatwick than 99% of Crawley.
