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Our Ref: CR/2025/0334/CON
Email: development.control@crawley.gov.uk
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Horsham District Council
Albery House
Springfield Road
Horsham
West Sussex
RH12 2GB
FAO Mr Jason Hawkes

Dear Mr Hawkes

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: Consultation from Horsham District Council for 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 (HDC application reference DC/25/1312)

LOCATION: Land West of Ifield, Charlwood Road, Ifield, West Sussex

I refer to the above consultation received by Crawley Borough Council on 28 August 2025 the response to which has been considered by the Planning Committee on 1st December 2025. The [Officer report](#) was considered (a copy of which has been attached separately for your records) and the Officer recommendation agreed.

In summary, Crawley Borough Council raises an **OBJECTION** to this application for the following reason(s):

1. The proposed development is considered premature in advance of the conclusion of the Horsham District Local Plan Framework Review Examination and the testing of evidence for the key matters for delivery of any strategic development 'at Crawley'. This includes consideration of issues such as the delivery of highway infrastructure including the Western Multi-Modal Transport Link and the quantum of housing and employment provision that could be accommodated within the landscape.



These matters can only be scrutinised through the plan-led process which gives certainty to delivery of key strategic infrastructure to meet needs 'at Crawley'.

2. The proposed application by failing to demonstrate a full analysis of local character results in a development and masterplan that does not protect the valued urban and rural character of areas surrounding and within the application site of value to local residents contrary to the advice in Chapter 12 of the National Planning Policy Framework and in particular paragraphs 135 and 139.
3. The proposal will result in less than substantial harm to Ifield Village Conservation Area which is a designated Heritage Asset afforded protection under the Planning (Listed Buildings and Conservation Areas) Act 1990 as it contrary to the objectives laid out in the Ifield Village Conservation Area appraisal and would result in urbanisation of a semi-rural area eroding the rural relationship of historic Ifield village in particular the connectivity with the Grade I listed St Margarets church. The proposal would create a permanent and irreversible change to the landscape in terms of topographic, visual and functional change impacting on key views, sense of place and context of heritage assets and the mitigations proposed are considered inadequate.
4. The development would result in harm to the character and setting of Ifield Brook Meadows and Rusper Road Playing Fields Local Green Space due to the removal of landscape along the Ifield Brook river corridor and the irreversible changes from the proposed built form and landscape on the fields to the west. The extent of land take next to this sensitive boundary is not justified. In addition, there is a lack of information on the proposed mobility corridor route across Ifield Brook Meadows and CBC cannot be satisfied that a route in this location would not have a harmful impact on the landscape, ecology, visual amenity and landscape setting and recreation value of this important area of countryside.
5. The development provides only 35% provision for affordable housing when the evidenced need for Crawley is 40% in the adopted Crawley Borough Local Plan 2023-2040 and the emerging Horsham District Local Plan Framework Review 2024 and is insufficient to address local need. Furthermore, in the absence of a plan-led allocation there is no mechanism or safeguards in place to ensure that any of the affordable housing delivered by a future development in this location would be allocated to Crawley Borough residents.
6. The proposal results in the loss of Ifield Golf Course a recreational asset used by Crawley Borough and Horsham District residents. The applicant has not demonstrated that suitable golf alternative golf provision can be secured and delivered to mitigate for the loss of this recreational facility, proposal therefore contrary to guidance in the National Planning Policy Framework paragraph 104.
7. The level of retail floorspace provision within the development is excessive and if provided has the potential to undermine the viability and attractiveness of nearby neighbourhood centres to the detriment of those local residents. The hotel use is not a neighbourhood function and its out-of-centre location is not justified.
8. The proposed transport modelling supporting the application will put additional burden on existing road infrastructure within Crawley and there is no mechanism in place to ensure that cumulative off-site highway improvements that might be required elsewhere in the Borough would be able to be mitigated through any CIL income received from the development. Furthermore, there is insufficient certainty that the active travel measures such as buses and cycle improvements proposed are technically feasible and can be fully implemented.

Please note that within the Officer report there are a number of areas where additional information is requested to be provided and subject to receipt of this information some of the concerns raised may be

resolved. Crawley Borough Council wishes to be re-consulted where additional information is supplied on matters identified of concern and given the strategic importance of the site is able to continue to offer without prejudice Officer advice on planning matters of concern and engage with Horsham District Council and Homes England where appropriate.

Please contact the case officer Jean McPherson if you have any questions in respect of this response.

Yours sincerely



Clem Smith
Head of Economy and Planning Services