

From: Planning@horsham.gov.uk
Sent: 10 October 2025 13:55
To: Planning
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 10/10/2025 1:55 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: Birdsong Cottage 19A Crawley Lane Pound Hill, Crawley

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:
- Design
- Highway Access and Parking
- Other

Comments: Objection to planning application DC/25/1312 West of Ifield.

Address; 19a Crawley Lane, Pound Hill, Crawley, West Sussex, RH10 7TQ

1. Overall Design and Phasing

We are told this application is for 3,000 homes, although the original Homes England proposal was for a 10,000-home development. Despite repeated assurances that this is not a "Phase 1" application, the layout and plans presented strongly suggest otherwise.

Planning Committee members and the public deserve full transparency from Homes England regarding their long-term intentions for this site.

Q1: If this is not a "Phase 1" application, why is the proposed "centre" or "heart" of the development located at the eastern edge of the site, rather than centrally?

2. Highways, Safety, Traffic and Parking

a. Site Access

The Construction Traffic Management Plan (CTMP) proposes that construction traffic will access the site via:

A264 - A22 Horsham Road - Cheals Roundabout - A23 - Gossops Drive - Overdene Drive - Ifield Drive - Tangmere Road - Rusper Road.

Q2: The CTMP repeatedly refers to "Phase 1" of the proposed development. What, therefore, constitutes "Phase 2"?

The proposed route raises significant concerns:

- The A22 Horsham Road and Cheals Roundabout are already heavily congested, especially at peak hours, with queues extending well past Buckswood Drive.
- Holy Trinity School pupils regularly cross at these points, and many students from Ifield and Langley Green now walk to Thomas Bennett School, adding to pedestrian traffic.
- Gossops Drive, Overdene Drive, Tangmere Road, and Rusper Road are all residential streets, unsuited to heavy construction vehicles. Parking means there is insufficient space for two cars to pass at several points.
- The junction of Overdene Drive / Ifield Drive / Tangmere Road is already gridlocked at peak times, often with 10-minute delays.
- Ifield Station and The Mill Primary School sit directly on this route, worsening congestion and safety risks.

The CTMP states:

"HGV movement will be out of peak school hours... HGV drivers will be made aware of the potential increase of cars parked on both sides of Tangmere Road due to school times."

Given the scale of this development, this reassurance feels inadequate.

Q3: Who will ensure all drivers are informed of these time restrictions? Who will monitor compliance, and what sanctions will apply for breaches?

b. Rusper Road

Rusper Road is a narrow residential road, with a single narrow pavement and several nursing and care homes along its length. Residents already express concerns about speed and safety, and there are no safe pedestrian crossings.

The CTMP acknowledges this:

"...Rusper Road does not comfortably accommodate two-way HGVs; traffic signals will be

installed as required."

Multiple sites may require such signals, increasing congestion, air and noise pollution, and safety risks.

Q4: How many such signals are anticipated, where will they be located, and for how long?

The CTMP also notes:

"Works may sever existing public rights of way (PRoWs)... existing routes may need to be closed for the duration of relevant works."

Q5: What assessment has been made of the scale and impact of these closures?

Q6: Is it acceptable for centuries-old, well-used public rights of way to be closed "for the duration of the relevant works"? How many will be affected, and what detailed impact assessments have been undertaken?

c. Accident Statistics

Based on West Sussex County Council's (WSCC) accident map, the following incidents occurred along the CTMP route (2020-25):

Route Section Slight Accidents Serious Accidents

A22 (A264-A23) 44 8

A22/A23 (Cheals Roundabout) 15 4

A23 (Cheals-Gossops Green Drive) 3 1

A23 (Gossops Green-Overdene Drive) 5 3

Overdene/Ifield/Tangmere Junction 2 4

Total 69 20

N.B. This excludes unreported or "near-miss" incidents.

Q7: Do members of the Planning Committee believe sufficient safety and impact assessments have been conducted to make an informed, responsible decision?

d. Noise and Disturbance

Many residents are airport shift workers who will be disproportionately affected by noise from heavy goods vehicles.

The CTMP anticipates 11,529 one-way trips in "Phase 1" (76 weeks) - or 23,058 total trips, averaging 46 trips per day, including 20 tipper trucks and 10 concrete mixers daily.

These residential roads are already in poor repair and unsuited to such traffic volumes.

Q8: Is this a reasonable burden to impose on residential communities for at least 18 months?

Q9: Will contractors contribute to road maintenance and verge restoration during the construction period?

Large HGVs already struggle at local junctions (Overdene/Ifield/Tangmere/Rusper), often requiring multi-point turns. Without on-site observation, the CTMP's conclusions seem unrealistic.

Q10: Will all Planning Committee members undertake a site visit before making a decision affecting hundreds of residents?

e. Process

As the Highways Authority, in responding to HDCs Reg 19 consultation, WSCC conducted its impact assessment entirely desk-based, despite repeated requests for site visits. Officers stated that this "state-of-the-art modelling" was sufficient.

The Highways Agency has since described the Transport Assessment as "ambitious" in its assumptions regarding traffic generation. WSCC's own response now questions these same assumptions.

The affected residential streets in Ifield and Langley Green are already congested "rat runs", with narrow carriageways and limited parking.

A summary of the main streets liable to be impacted are;
Stafford Road, Rushetts Road, Stagelands, Maiden Lane, Langley Drive, Martyrs Avenue, Bonnets Lane, Ifield Green, Ifield Avenue, Ifield Drive, Warren Drive, Overdene Drive.

There are over 1,500 residential properties on these roads alone. All of them will be significantly impacted and I believe they deserve more than a desk based impact assessment before permission is granted.

If these forecasts prove inaccurate, the impact will be irreversible, altering neighbourhood character and quality of life for thousands of residents.

Q11: Do members believe the desk-based assessments provide sufficient evidence to ensure residents will not experience the severe impacts described?

3. Consistency with Previous Decisions

The proposed development appears inconsistent with previous HDC Planning Committee decisions.

For example, application DD/24/1835 (9 houses at Rusper Glebe, Ifield) was rejected due to its proximity to a Grade I listed church.

Q12: If 9 homes were considered harmful in that context, how can 3,000 homes be justified so close to a similarly significant heritage asset?

4. Conflict of Interest Concerns

The Nolan Principles or Seven Principles of Public Life emphasise objectivity and transparency, including the appearance of impartiality, for all those working in or for the public sector.

WSCC's dual role as Highways Authority and education authority may compromise that perception.

The proposed new secondary school, originally planned for Forge Wood (Crawley), is now incorporated within this application on Horsham land, though it will primarily serve Crawley pupils.

WSCC's own document, Planning School Places 2025 (pp. 85-101), confirms that Crawley secondary schools have operated above capacity since 2020 (97%) and are projected to significantly exceed 100% until at least 2034.

This means WSCC has a vested interest in securing this development, yet this dependency is not declared in the planning documentation.

Q13: Should the highways assessment not be conducted independently of WSCC to avoid the perception of bias and ensure good governance?

(Reference: Planning School Places 2025, WSCC)
https://www.westsussex.gov.uk/media/c4bhtviv/planning_school_places.pdf

Conclusion

In summary, this application raises serious concerns regarding transparency, transport safety, infrastructure capacity, and procedural integrity. The impacts on existing residents, schools, and local environments appear to have been underestimated or inadequately assessed.

I therefore urge the Committee to reject or defer this application until these issues have been addressed comprehensively and transparently.

Kind regards

Telephone:

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**Horsham
District
Council**



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