

**From:** Planning@horsham.gov.uk <Planning@horsham.gov.uk>  
**Sent:** 05 October 2025 21:21:51 UTC+01:00  
**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 05/10/2025 9:21 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:** 19 Ifield Green Ifield CRAWLEY

## Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none"><li>- Design</li><li>- Highway Access and Parking</li><li>- Loss of General Amenity</li><li>- Trees and Landscaping</li></ul>
Comments:	<p>1. Ifield Golf course First a bit about the golf course as taken from their website. This mature parkland golf course founded in 1927 is nearly 100 yrs old, designed by the same golf architects entrusted with the redesign of Royal Birkdale in the same year. Described then "as close to the ideal of inland golf as a parkland course could possibly be..." The loss of this would be a travesty to the history and beauty of this area. The plan fails to demonstrate that the existing golf course is surplus to requirements or that it considers the combined effects of the proposed closure of Horsham Golf &amp; Fitness Club. Loss of the golf course would force local golfers, of whom there are many, to travel to courses further away which in turn increases road traffic congestion and pollution. Coupled with the fact that remaining courses in the area would be free to raise the cost of membership &amp; green fees due to the extra influx of golfers from Ifield. Golf is great for fitness and social connection, helping to keep people physically and mentally healthy - young and old. The demand for golf is growing.</p> <p>2. Data taken from the "Department for levelling up, Housing &amp; communities" government paper National Planning Policy Framework, Section 2. Achieving sustainable development Paragraph 8, b) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible</p>

services

and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;

Removing the golf course does not support the current or future needs

c) an environmental objective - to protect and enhance our natural, built

and historic environment; including making effective use of land, improving

biodiversity, using natural resources prudently, minimising waste and

pollution, and mitigating and adapting to climate change, including moving

to a low carbon economy.

By allowing this plan you will be increasing traffic volumes, in turn increasing pollution & significantly increasing the carbon emissions.

2.

Loss of green space

For centuries this landscape has been an important recreational area for

the local community. Today the area provides a beautiful woodland and

meadow for ramblers, dog walkers, joggers and those who enjoy the

footpaths that cross this open landscape right on Ifield's doorstep.

One other aspect is I quite often walk over the fields and meadows to

watch the sunset which I won't be able to do once the houses are built and

I would have to drive to see this glorious event.

The landscape in this area is predominantly rural in character and development of the site would cause landscape harm by reducing the

separation and distinction between Ifield, Faygate & Rusper and negatively

impact upon the character of each settlement.

The character of the area would change from a semi-rural and predominantly tranquil landscape, to a new urban sprawl

The complex biodiversity that has accumulated over hundreds of years is irreplaceable and net gain which could be delivered is unclear.

The area is known to be a flood plain, the River Mole and Ifield Brook are

both prone to flooding, 3 times in the last 5 years - data taken from

FLOODASSIST. The excessive building of houses, pavements and roads

would dramatically increase in severity when this happens.

3.

Travel, Transport & pollution

During the building of the proposed 3000 - 10,000 houses the

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volume of lorries and HGV's on the already poorly conditioned heavily populated roads would lead to more deterioration of the road surface leading to possible damage to vehicles or accidents and once the initial houses are built it would substantially and continually increase traffic volume on roads already so heavily congested. Not to mention increased traffic jams especially at school drop off & pick up times, particularly at the part of Rusper road (that is proposed to be a deadend) near the existing entrance to the golf course. Increased level of vehicles on the road could also hamper emergency services. Every extra vehicle on the road is decreasing the possibility of achieving carbon net zero!

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Kind regards

**Telephone:**

**Email:** [planning@horsham.gov.uk](mailto:planning@horsham.gov.uk)



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**Horsham District Council, Albery House, Springfield Road, Horsham, West Sussex RH12 2GB**  
Telephone: 01403 215100 (calls may be recorded) [www.horsham.gov.uk](http://www.horsham.gov.uk) Chief Executive: Jane E aton