

**From:** Planning@horsham.gov.uk <Planning@horsham.gov.uk>  
**Sent:** 11 January 2026 16:38:01 UTC+00:00  
**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 11/01/2026 4:38 PM.

### Application Summary

**Address:** Land West of Ifield Charlwood Road Ifield West Sussex

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**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|

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**Case Officer:** Jason Hawkes

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### Customer Details

**Address:** 6 Friston walk Ifield Crawley

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## Comments Details

Commenter Type: Member of the Public

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Stance: Customer objects to the Planning Application

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Reasons for comment: - Other

Comments: After reading Gatwick Airports response dated 20/11/2025. I would like to point out that AIRPORT SAFETY OVERRIDES ALL PRESUMPTION IN FAVOUR and TILTED BALANCE.

1.

Gatwick AirPort objects on a number of grounds and specifically states

The proposed development is contrary to national and local planning policy and guidance on aircraft noise and would be better located elsewhere where future aircraft noise levels associated with future growth at the airport are lower. GAL strongly objects to the proposed development on this basis.

2.

There is a definite conflict of interest between Gatwick's safety issues regarding bird strike and BNG .

GATWICK planting to dissuade birds loitering near the airport Environmental Agency plant berry bearing trees to attract birds .

3.

Gatwick no large bodies of water

Agency the ponds are not large enough to stop flooding .

4. HDC Environmental department seem not to acknowledge Gatwick's intention to build a southern runway seeming to think that it's ok to build 3,000 houses and somehow mitigate when needed .

5..

The sheer quantity of Aircraft movements has been deliberately left out of any homes Englands assessment.

6.

Due to the developments close proximity to Gatwick a Ground noise assessment is required

A separate ground noise assessment for airport developments is needed when proposed construction (like housing, schools) falls into areas affected by ground-level operations (taxiing, maintenance) rather than just flight paths, especially as quieter planes shift focus to persistent ground noise, requiring specific analysis beyond standard air noise contours to ensure new buildings are acoustically suitable and protected, often using detailed Acoustic Consultants and specialized modeling. It's crucial when development is within the airport's operational vicinity, impacts local communities off flight paths, or involves new facilities near aprons and taxiways.

Key Triggers for Ground Noise Assessment

Noise Sensitivity: Proposed developments like housing, schools, or hospitals (noise-sensitive developments) where people are

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brought to noise.

Proximity to Ground Operations: Areas near taxiways, aprons, or maintenance areas where continuous ground noise (engine run-ups) is significant, unlike air noise from flights.

Changes in Airport Operations: New flight paths or increased ground activity could push noise into new areas.

Regulatory Requirements: Local planning policies or national guidelines (like the Environmental Noise Directive) require noise action plans and assessments for new developments near airports.

Evolving Noise Profile: As aircraft become quieter, ground noise becomes a more dominant local factor, requiring separate focus.

The new taxiways to be built for the northern runway project will be nearer to the WOI development and have not been assessed as to the noise impact .

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Kind regards

**Telephone:**

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



**Horsham  
District  
Council**

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