

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 22 October 2025 09:36:59 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 22/10/2025 10:36 AM.

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: 2 Friston walk 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">- Highway Access and Parking- Other
Comments:	<p>I STRONGLY OBJECT TO CONSTRUCTION TRAFFIC USING RUSPER RD ON THE GROUNDS THAT IT WILL ENDANGER LIVES</p> <p>I have a friend who lives on the section of RUSPER RD (Tangmere rd to Hyde Drive). The path width is less than 2meters wide and the road is 4.9 meters . This is the road that all construction traffic,buses, all vehicles coming from over a thousands houses and the care home plus refuse collecting ,delivery vehicles (home shopping ,take aways etc will use. The path will be used by the children and residents of Hyde Drive and the residents of existing homes (excess of 1500 homes) to access lfield schools ,playing fields ,shops, doctor's surgeries and lfield railway station .</p> <p>Stated below (construction traffic will be routed on the most appropriate roads,) This is not an appropriate rd,it is too narrow for buses and construction traffic to pass without going on to the pavement. It would be highly likely to create an accident hot spot . IT WILL PUT LIVES ESPECIALLY CHILDREN LIVES IN DANGER . THERE ARE NO PEDESTRIAN CROSSING ON RUSPER RD . Because of the narrowness of the road there are no bus stops for obvious reasons .</p> <p>Manual for streets 6.3.23 Footway widths can be varied between different streets to take account of pedestrian volumes and composition. Streets where people walk in groups or near schools or shops, for example, need wider footways. In areas of high pedestrian flow, the quality of the walking experience can deteriorate unless sufficient width is provided. The quality of service goes down as pedestrian flow density increases. Pedestrian congestion through insufficient capacity should be avoided. It is inconvenient and may encourage people to step into the carriageway</p> <p>I note that the pathways in the proposed development are between 4.5m and 6m wide for pedestrians and cyclists. Why so wide if Homes England think it's safe for pedestrians and cyclists to use a NARROWER PATH!.</p>

This is miss information by Homes England
(routes are set back from the carriageway edge)
Could Homes England explain how this is possible in RUSPER
RD ?.
There are no points to cross on RUSPER RD

Volume 1: Main Environmental Statement
Chapter 15: Transport
Homes England
West of Ifield

* 15.10.17 The West Sussex Local Transport Plan has a strategy to reduce accident rates over time. Notwithstanding this, no specific mitigation measures are necessary to address any existing accident hotspots on the network and neither would the proposals lead to the creation of any accident hotspots. Hence it is expected that the Proposed Development would not significantly alter the injury accident rate across the network.

* 15.10.18 The seven Highway links are determined to have a "Very Low" magnitude of impact. Based on the sensitivities outlined for the seven Highway links, it can be determined that there would be a Temporary Negligible Adverse residual effect upon Accidents and Safety.

Pedestrian Fear and Intimidation

15.10.19 This section reviews pedestrian amenity during Construction Scenarios 1 and 2, and is summarised below in Table 15.19. As identified earlier, construction traffic will be routed on the most appropriate roads, will be generally outside of peak hours and spread across the day. On routes identified, there is a good network of pedestrian facilities and routes are set back from the carriageway edge, with frequent points to cross.

Kind regards

Telephone:

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