

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 09 October 2025 23:36:36 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 09/10/2025 11:36 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: 23 Rye Ash Three Bridges Crawley

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking
Comments:	<p>I commented on the Reg 19 HDC Local consultation as a resident of Crawley . Since then I viewed the exhibition at the Apple Tree Centre on the proposed development in April 2025 in my role as a Crawley Borough Councillor (I represent a ward at the East of the Borough). Although I note the application is a phased development enabling infrastructure including the Crawley Western Multi-Modal Corridor (Phase 1, including access from Charlwood Road and crossing points) , I have serious concerns about the capacity of the road network, particularly around Charlwood Road, Bonnets Lane and Ifield Avenue (within Crawley Borough) to cope with the additional traffic generated by up to 3000 homes and a secondary school, particularly at peak times. At rush hour , Ifield Avenue is already congested up to and including the junction with the A23 roundabout. This is evidenced by the transport modelling for the Crawley Borough Council Local Plan review (para 17.20) which identified a number of junctions within the Borough which are already at capacity or require mitigation through new development, which referred to major development promoted to the west of Crawley. Furthermore the CBC Local Plan identified an area of search for a Crawley Western Multi Modal Transport Link (CWMMTL) connecting the A264 with the A23. As para 17.24 of the CBC Local Plan states without committing of a full CWMMTL all traffic from the development west of Crawley is likely feed into residential roads in Ifield/and or Langley Green , particularly the A23 junction in the long term. The CWMMTL is also identified as a median term priority for Crawley and Horsham within the West Sussex Transport Plan 2022-2036. The Planning Inspectors report into the CBC Local Plan of September 2024 indicated from a Crawley Borough council perspective that the area of search for a CWMMTL as a reasonable and justified approach in advance of growth being established in other Local Plans (para 257 of said report) . It is noted that this application has been lodged in a period where the HDC Local Plan has not yet been ratified by the Planning Inspectorate. My personal view is that the CBC area of search for a CWMMTL is the only mitigation proposed to avoid the traffic chaos that has been evidenced that will ensue from this proposed phased development , particularly as the HDC local plan has not been ratified by the Planning Inspectorate. Even then this proposed mitigation is a medium to long term proposal and is an area of search . However the traffic modelling engaged for the CBC Local Plan conclusively demonstrates that a phased development based upon the existing Charlwood Road junction is insufficient to meet the traffic needs of both existing residents of Langley Green and Ifield and any potential future residents of West of Ifield. Therefore , I have no alternative but to lodge a</p>

personal objection to this application, based upon the significant effect upon the traffic network in Crawley and the effect this proposed development would have on the quality of life of residents in Langley Green and Ifield

Kind regards

Telephone:

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