

[REDACTED]

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**Sent:** 04 January 2026 22:35  
**To:** Planning  
**Subject:** Application Ref Number: DC/25/1312

**Categories:** Comments Received

Dear Planning Officers,

[REDACTED]

Address: 6 Hightrees, Ifield, Crawley, West Sussex RH11 0EZ

Application Ref Number: DC/25/1312

I wish to register my absolute objection to the proposed West of Ifield development.

The reasons for my objection are set out below;

#### Roads

The Rusper Road is very narrow and junctions get easily congested even as things are with the current traffic volumes. New housing will cause havoc on our road network. Lorries used to transfer construction materials will make it dangerous for pedestrians using pavements along Rusper Road from the Ifield golf club towards the roundabout on Hyde Drive and beyond. There is a high risk of those trucks clipping other vehicles, trees, cyclists and pedestrians.

The roads are already in a poor state of repair with potholes getting worse and drains blocked with leaves, causing standing water which pedestrians already struggle to navigate let alone with any increase in traffic during and after development.

We purchased our property on a small 36 unit development by the golf course in 2017. Since then we've seen numerous road traffic accidents in the short stretch of road between the golf club and Hyde Drive roundabout, despite it being a 30mph limit. Vehicles often travel at 50mph and have been known to leave the road, taking out fences, posts, walls and mail boxes.

The roads here aren't illuminated and with drivers speeding along them it creates an ongoing hazard. Add hundreds, if not thousands, of vehicles to the road network here and residents will be risking their lives using the footpaths to travel to the train station/shops/walk their dogs.

#### Public Transport

The local train station is around 1 mile from the proposed site. This station is incredibly small with passengers required to enter and exit trains from the front 5 carriages only. The platforms are short, narrow and already crowded during rush hour and finding a seat on the train can be challenging. To add additional pressure on this already crowded station is impractical and would be dangerous. The station is simply not designed for current passenger volumes, let alone additional passengers. With firms now expecting staff to attend the office on additional days, the demand for public transport will only increase from here.

Buses are also in short supply with just a tiny bus stop on Hyde Drive.

## Water

This area suffers from summer drought and winter flooding. During summer months, the ground cracks and plants struggle in the poor clay soil. Come autumn and winter, the volume of water becomes unbearable such that the ground gets saturated, resulting in regular flooding and swampy gardens. It simply isn't suitable for development on this scale as water is unable to soak away adequately. Landscaping may create an attractive area initially but it's short lived and the more of the area that's concreted over, the worse the flooding will get.

Water saving measures have been regularly quoted in defence of water neutrality. We have first hand experience of this with our own development which was subject to a 110litre per person per day limit, achieved via 2 solutions, the first being a flow restricting shower head and the second a cheap plastic water butt placed at the rear of the properties (in fact the developer conveniently forgot to put these in place initially). Within a year, the shower heads were replaced with faster flowing non restrictive heads and the water butts discarded by residents to save valuable patio space. The net effect is that developers ticked the box to obtain planning permission but after the properties were sold few, if any, water restrictions remain in place, residents can use as much or as little water as they're prepared to pay for.

## Water supply and waste removal

Water is supplied by Southern Water, whilst waste is the responsibility of Thames Water. When these small developments were built on the edge of Ifield golf course, there were concerns about the additional volume of waste that the current very old Thames Water pipework could support. In the end, as the number of housing units was limited to 36 (Summerswood) and 95 (Maples), it was decided that the pipework could cope with it. Since the original pipework remains in place today, the question arises yet again, as to whether any additional development will potentially put an unmanageable strain on the Thames Water waste pipework in this area, possibly requiring a full upgrade in advance of any development.

## Parking

The small development of Summerswood could only proceed on the basis that there were as many garage spaces as houses and that each property had 1 additional parking space. The original planning application was declined as few garages were provided and parking would become an issue. A revised planning application was later accepted, circa 2015, when the developer agreed to include at least 1 garage space per house, most of which were integral garages. However, in reality, very few (possibly just 5% of properties) park a vehicle in their garage and each property has on average 2 vehicles. This gives us a good indication of the number of vehicles we can expect within any further development. 3,000 homes is circa 6,000 vehicles. Therefore any new development needs to be

designed with this in mind. I would suggest that would require the number of properties to be limited, based on the volume of vehicles the local road network can support, divided by 2 and provision made for 1 garage per property plus 2 parking spaces without which, parking issues will regularly arise as they do here. Clearly this would require the number of properties to be limited perhaps to just a few hundred, rather than the ill conceived proposal for 3,000.

## Healthcare

Anyone within this area requiring a GP appointment is well aware of the limited number of appointments available to residents. Adding to the population will heap further pressure on the NHS and result in even longer delays. The GPs themselves have said to me that they cannot cope with any additional patients so to add thousands more to their books will break the already struggling system.

Hospital appointments take months if not a year or more to arrange. How on earth does anyone expect East Surrey Hospital to cope with additional patients and procedures for thousands of additional residents?

## Employment & Affordability

35% of new housing will be 'affordable housing' as I understand it. [REDACTED]

[REDACTED]

Most home buyers who can afford such properties will therefore likely be working in and relocating from London and will be using the train to travel to London for work. Based on 3,000 homes, developers would need to find buyers for circa 2,000 of those properties (2,000 couples eg 4,000 people) who are willing to relocate to this area. That was much easier said than done at the height of the house sale boom in 2017/18 when Martin Grant Homes and Bovis began marketing the existing small 36 + 95 home developments. In the end it took them 2 years to sell the entire stock after hefty discounts on properties priced [REDACTED] and only after offering to pay the stamp duty and provide free season tickets for the trains. Given the current broken housing market and persistent cost of living crisis, it will be far more challenging to sell housing in this area especially in the proposed volumes.

I would therefore suggest that the ratio of affordable housing to overall housing is far too low for this location and it would be far better to spread the housing stock over a much wider area across the south east, in much smaller numbers per town.

## Wildlife

During the Covid pandemic, the golf course was closed to golfers. Local residents were able to use the grounds to stretch their legs and clear their heads. During this time we came to realise what a special beautiful area we had chosen to call home back in 2017. The landscape is pristine, which attracts an abundance of wildlife including birds such as owls, woodpeckers, deer, fox, [REDACTED] squirrels, moles, bats and butterflies. All of which have chosen the area as their home. Much of that wildlife would be destroyed by any development of the golf course.

It was a privilege to wonder the golf course during Covid and helped tremendously with our mental wellbeing. It got us through the worst of those times. We still use the public footpath across it today,

often taking photos of the beautiful landscape during the day and at dusk throughout the seasons. To destroy that pristine countryside and deny future generations the chance to experience what we have to date would be criminal.

## Golfing

The Ifield Golf Course is an extremely popular much loved course. Players attend regularly and the car park is full on dry days. We know this as we walk our dog around the car park every day. Any suggestion that the course is surplus to requirements is a complete fabrication of the truth. It has remained popular for decades and with so many other golf courses being sold to developers its one of the last remaining high quality courses in the area which should remain for future generations to enjoy the sport.

## Conclusion

This area is simply not suitable for a large scale housing development. I would ask the planning officers to reject the application and recommend that around 10 alternative smaller sites are identified within West Sussex, each supporting a few hundred houses, reducing the impact per location on existing infrastructure, wildlife and current and future residents alike.

Regards



A few photos attached of the beautiful pristine Ifield golf course.





















