

[REDACTED]

From: [REDACTED]
Sent: 28 January 2026 16:25
To: Planning
Subject: West of Ifield

Categories: Comments Received

[REDACTED]
6 Friston Walk
Ifield
Crawley
Rh11 0ah
01293 440224
Observations and objects. DC/25/1312

Dear Mr Hawkes and team ,

I join all those who have submitted representation letters in asserting that our concerns have been given the serious consideration they warrant. We are the experts as residents, and we alone will live with the consequences. I sincerely hope that you recommend refusal to Horsham District Council.

Thank you for your time and understanding.

Aircraft Noise

I will first address the aircraft noise that future residents living to the west of Ifield would be expected to endure as a result of this development.

Planning permission has been granted for Gatwick's northern runway, with a new cap of **69 aircraft movements per hour**. Residents west of Ifield will experience aircraft noise **within seconds of take-off**, particularly throughout the summer months. This includes sustained noise from multiple aircraft queuing on the runway with engines running, as well as the high-pitched engine noise during acceleration, beginning as early as **5:15am**.

Homes England fails to adequately highlight the real-world impact of this level of activity, instead relying on statements that aircraft can be "clearly heard" on noise monitors. Discussion of an average **60dB** threshold is largely irrelevant when aircraft movements occur at this frequency and intensity.

Government guidance is explicit that decisions on acceptable noise levels are the responsibility of the **local planning authority**, not Homes England. That responsibility therefore lies with you.

It should also be noted that larger, noisier aircraft will continue to use the existing main runway, as the northern runway is too short to accommodate them. Gatwick has already ordered **35 larger aircraft**, and the proposed new taxiway will be located closer to the west of Ifield, further increasing noise impacts.

I strongly urge the committee to review Gatwick’s **typical summer flight schedule** before determining this application. It is difficult to understand how this site could reasonably be considered suitable for a large residential development under such conditions.

Education Provision – Secondary School

West Sussex County Council’s *School Places Planning 2025*, alongside Homes England’s original application, stated that a secondary school would be required on the West of Ifield site due to an anticipated shortfall of approximately **200 secondary school places by 2029**.

However, this position has since changed.

- **St Wilfrid’s School** has been granted planning permission (CR/2022/0448/FUL) for an extension providing **14 additional rooms**
- **Holy Trinity School** is currently being rebuilt with an **additional 200 places**, due for completion by 2029 (CR/2025/0203/FUL).

Based on this updated evidence, it appears likely that if a secondary school were constructed at West of Ifield at an early stage, it would need to be **mothballed**.

Homes England has indicated that housing delivery will not begin in the early phases, with only the school and a new road being constructed initially. As such, the original justification for constructing the secondary school ahead of housing no longer exists.

Furthermore, Homes England proposes to route construction traffic through **narrow residential roads**, creating unnecessary safety risks for children travelling to and from existing Crawley schools. This approach is both unjustified and avoidable.

Environmental Statement

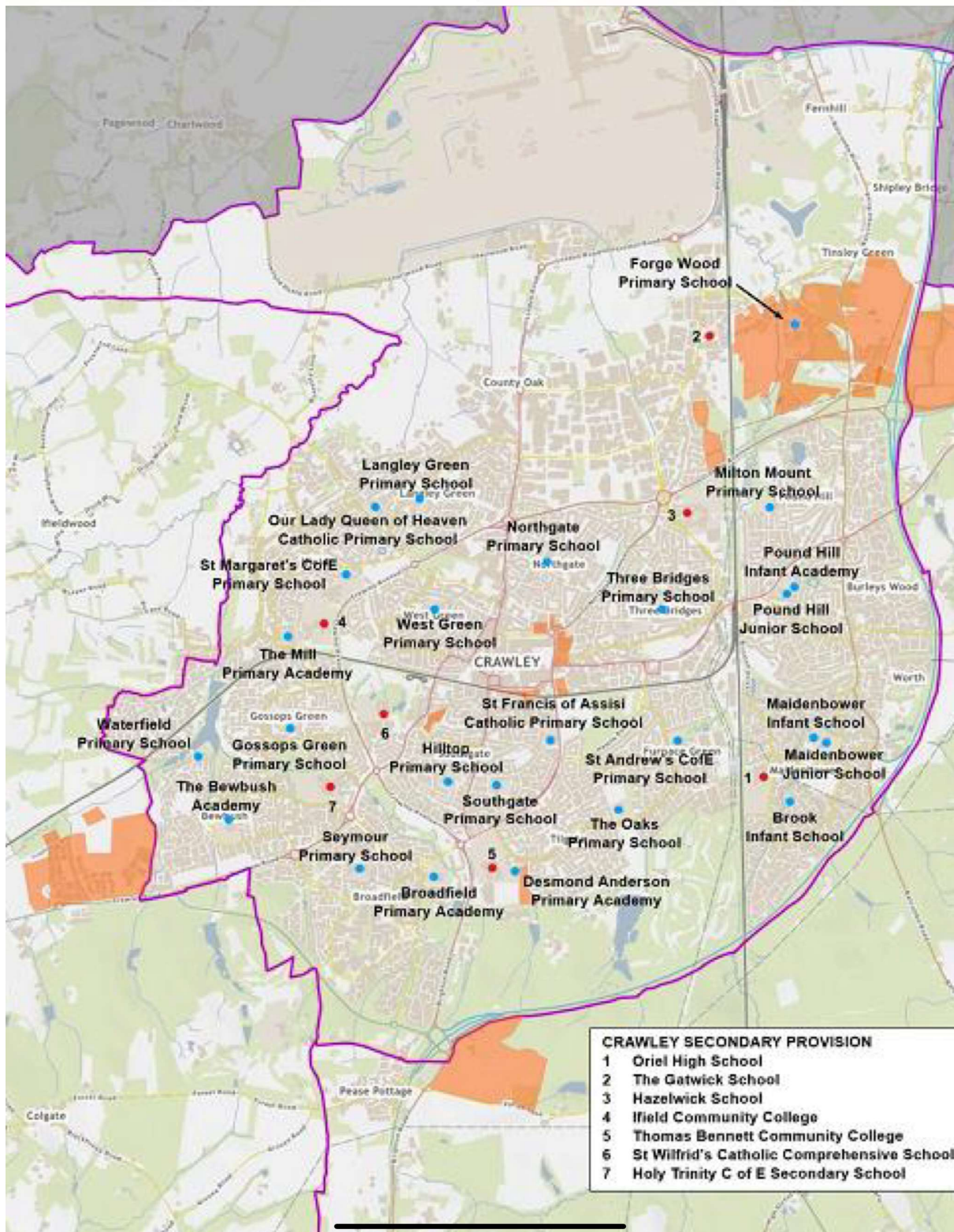
Volume 1 – Main Report

Chapter 13 – Paragraph 13.9.31

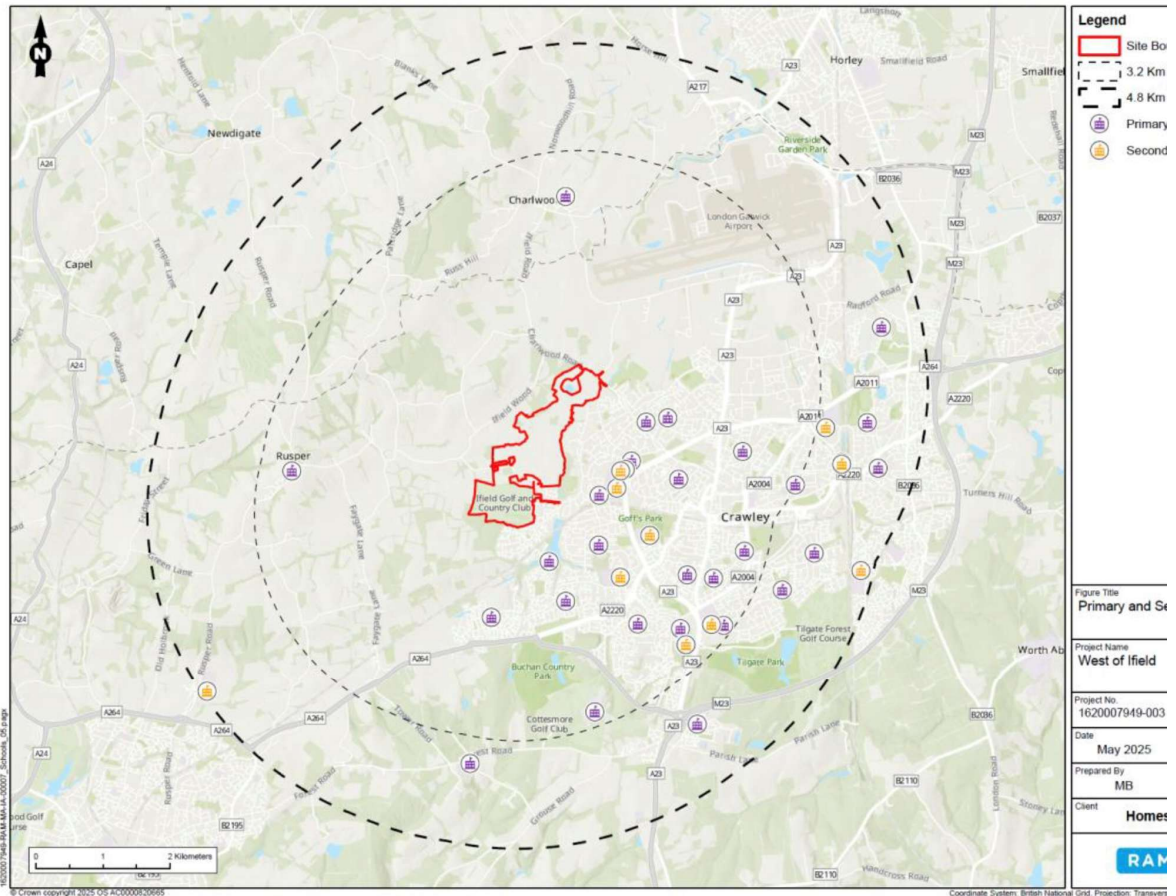
The Environmental Statement and accompanying map omit **The Gatwick All Through School**. As a result, the associated data and conclusions are inaccurate and require review and correction.

Map 1 WSCC PLANNING SCHOOL PLACES 2025
RED2 INDICATING THE GATWICK ALL THROUGH SCHOOL.

MAP 2 HOMES ENGLANDS MAP OMITTING THE GATWICK SCHOOL



13.9.34 The primary and secondary schools within a 3.2 km and 4.8 km buffer are depicted



Misleading Statements in the Planning Application

1. **Crawley Hospital described as “under capacity” – Incorrect**

Empty rooms due to staffing shortages do not equate to under-capacity. Crawley Hospital is undergoing significant investment to increase capacity, but it remains part of a heavily strained local health system experiencing high demand.

2. **Bohunt School described as a “junior school” – Incorrect**

Bohunt School is a fully operational **all-through school**, educating pupils aged **4 to 18**.

3. **Parking on Gossops Drive – Incorrect**

Homes England states there is no parking on Gossops Drive before it joins Overdean Drive. In fact, there is parking for **seven vehicles**, including a **disabled bay** and a **bus stop**, on the left side of Overdean Drive along this stretch.

4. **Buchan Country Park location and management – Incorrect**

Homes England states that Buchan Park is in Crawley and run by Crawley Borough Council. This is incorrect. The park is located in **Horsham District** and is managed by **West Sussex County Council**. This misrepresentation falsely suggests Horsham has less green space than Crawley, which is untrue.

5. **Rusper Road walking and cycling route – Incorrect**

Homes England states that Rusper Road between Hyde Drive roundabout and Tangmere Road can be altered to provide the (L) walking and cycling route. This section of road is **too narrow** to accommodate such changes.

Ifield golf course

Ifield Golf Course meets all the required criteria and clearly warrants designation as a heritage site. Its position on the outskirts of Horsham should not diminish its significance or lead to it being disregarded.

A hundred-year-old golf course can absolutely be a designated heritage asset, particularly if it meets specific criteria for historical, artistic, or social significance

. While not every old course receives this designation, many that have retained their original design, have historical links to famous architects, or are situated within historic landscapes are recognized for their heritage value.

Here is a breakdown of how a century-old golf course qualifies for heritage status:

Criteria for Designation

- Historical Significance: Courses designed by renowned golf architects (e.g., Harry Colt, Donald Ross, Old Tom Morris) or those that have hosted significant historic tournaments.
- Designed Landscape: Golf courses can be considered "designed landscapes" of historical interest, sometimes forming part of a registered park or garden.
- Integrity of Design: A key factor is whether the course has retained its original, or early, layout (100 years or more) rather than being heavily altered.
- Social & Cultural Value: The club's role in the development of the sport in the region or its connection to local history.