



Homes
England

Making Homes Happen

West of Ifield

Frequently Asked Questions

March 2023

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These questions respond to the frequently asked questions asked by members of the public at consultation events held in October and November 2022.

These FAQs are not intended to respond to individual queries / questions but seek to respond to the main issues and clarifications that were raised during the events.

It is also important to note that they do not take account of future changes to the scheme that may be made following feedback from the consultation and further information on these will be provided in due course.

HOMES ENGLAND BACKGROUND	
Who are Homes England?	<p>Homes England is the Government’s housing accelerator. It is an executive, non-departmental public body sponsored by the Department of Levelling Up, Housing and Communities.</p> <p>We work to ensure more people in England have access to better homes in the right places and are committed to creating new neighbourhoods, and great places to live.</p> <p>Behind each scheme we support, there’s someone getting the stability that comes with a safe, secure and quality home of their own. We prioritise infrastructure, focus on social value and create schemes everyone can be proud of.</p>
Is Homes England a developer?	<p>We are not a developer. We are an accountable public body with a statutory requirement to deliver housing where it is most needed, promote sustainable development and secure high-quality design.</p> <p>We take a longer-term view on our schemes, prioritise placemaking and ensure that infrastructure is delivered alongside new homes.</p> <p>There are a number of different ways that we can intervene with the market and each site is considered on a scheme-by-scheme basis and at the time it is built.</p>
What experience does Homes England have in delivering new homes?	<p>In 2021/2022 we unlocked enough land to support the delivery of nearly 60,000 new homes and enabled 37,000 homes to be built.</p> <p>We have a track record in building high quality new communities where the need is greatest. Examples include Northstowe, Cambridgeshire, York Central, South West Rugby, Warwickshire, Brookleigh, Burgess Hill, Mid Sussex, Lea Castle, Kidderminster.</p>

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WEST OF IFIELD BACKGROUND	
What is West of Ifield?	West of Ifield is a proposed new neighbourhood to the west of Crawley for up to 3,000 homes, new jobs and supporting infrastructure.
Why is West of Ifield being planned before it is in the Local Plan?	<p>A decision on where future housing development is located is led by Horsham District Council as part of the Local Plan process.</p> <p>The local authority local plan identifies the need for new housing and how this can be best met over a 15 year horizon. West of Ifield (WOI) has been earmarked for inclusion in Horsham District Council's proposed Local Plan.</p> <p>We follow the same planning process as any other developer or landowner and require the Local Plan to have completed its examination and planning permission to be granted before we can start building the scheme.</p> <p>We are progressing our detailed plans as part of our commitment to accelerate delivery to meet current local housing needs and to be as transparent with the community as possible about what the West of Ifield is, what benefits it will provide and allow them to understand what it means for them.</p>
How do I comment on the principle of development?	<p>Any decision on where future housing development is located is a decision for HDC as part of the Local Plan and that is the process to object to the principle of the scheme. Further information on the Local Plan process and how to be involved is available on Horsham District Council website.</p> <p>While we understand there are parts of the community who object to the scheme in principle, the purpose of this consultation is to ensure that if the scheme comes forward, we can best reflect the needs of the community and ensure that the local community have had a chance to influence it.</p>
Why has the site at West of Ifield been chosen?	<p>The majority of the site is in public ownership and there is a Government commitment to release public land to help deliver more homes where they are needed.</p> <p>The site is located on the edge of Crawley and at the heart of the Gatwick 'diamond' and is an opportunity to deliver new homes, boost the local economy and provide new infrastructure in this area of housing need.</p> <p>This site allows for the sustainable growth and will help meet housing needs from both Horsham and Crawley. It will create new neighbourhoods, while retaining separation between Horsham and Crawley.</p>
Why are Homes England doing this?	Unlike other landowners, Homes England is able to take a longer-term view on creating new communities and ensure that new infrastructure is delivered early to create high quality places. This therefore presents an unrivalled opportunity to deliver much needed new infrastructure in the way of schools, and new transport

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	<p>infrastructure that will benefit new and existing Crawley residents. This is demonstrated by our work in Burgess Hill and Cambridge.</p> <p>Making public land available at West of Ifield for much needed housing with a commitment to a minimum of 35% affordable housing is part of our intervention, and we will also look at how we can best meet housing needs by working with the right delivery partners and working in partnership with the local authorities to look at ways we can best meet local ambitions.</p>
<p>Why do we need a new development?</p>	<p>We need more homes in the right places, where people want to live. Building more homes where they are most needed will make homes more affordable – both Horsham District Council and Crawley Borough Council have established a need for more housing.</p> <p>Housing need is driven by a range of factors – e.g., people moving to the area (both from inside and outside the UK), people living longer, more people living in separate households and a number of hidden households where multiple generations are living under one roof.</p> <p>Housing affordability in Horsham and Crawley is some of the worst in the UK. As a result, almost an entire generation can no longer afford to get on the housing ladder. The cost of housing is around 13x average salary compared to 8x nationally. A minimum of 35% of the housing will be affordable homes (these will include social rented housing and shared ownership). Where possible we go further than this as evidenced in previous Homes England developments.</p> <p>We can help the area to grow by supporting the delivery of a new, sustainable community that will address local housing needs, help the local economy, provide the right infrastructure and meet environmental ambitions – commitments around health, education, sustainable transport and provision of new open spaces will also benefit the existing community.</p> <p>It is also an opportunity to deliver a whole new community with a significant area of new publicly accessible green space, a brand-new neighbourhood and community centre, new schools, cleaner and greener travel options and enhancing wildlife and nature.</p>
<p>What is the Vision for West of Ifield?</p>	<p>West of Ifield will reflect and build on the success of Crawley’s neighbourhood concept, providing new homes, creating new jobs, better community facilities and local services. It will improve public access to open spaces and new sustainable transport opportunities.</p> <p>Designed around the environment, four distinct character areas – The Meadows, Hillside & Woodlands, a Neighbourhood Centre and River Valley – will deliver 3,000 homes, up to 2,700 jobs and supporting infrastructure.</p>

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	<p>Our vision is for a 15-minute neighbourhood where all day-to-day needs can be accessed by walking, cycling and public transport.</p> <p>'15 minute neighbourhoods' are not a new concept but supports a compact form of development with most day to day needs accessible by walking and cycling. It promotes responsible, sustainable living and makes most efficient use of the land.</p> <p>It will be made successful both by a number of physical measures – by providing the right mix of services and facilities, providing the right infrastructure and ensuring all buildings are located as close to services as possible – as well as softer measures that will help change behaviour – such as managing parking levels, providing alternative travel choices from day one and embedding these uses into day-to-day activities.</p> <p>Our plans will create a unique sense of identity, allowing for sustainable living, improved health and positive wellbeing.</p>
<p>What are you planning at West of Ifield?</p>	<p>A new community, where neighbourhood and infrastructure are prioritised in the early phases. It will be made up of:</p> <ul style="list-style-type: none"> • Protection of Ifield Meadows • 3,000 new homes – 35% flats / 65% houses, consisting of 1, 2, 3 and 4 bedroom homes and potentially retirement / extra care homes. • Minimum 35% affordable homes • One primary school (three-form entry) • One secondary school (six- to eight- form entry) – up to 1,200 secondary school places and c.460 sixth form places • A new neighbourhood centre with the ability to accommodate a food store, library, nursery, retail units, pub and leisure centre • Employment space and employment opportunities (construction, co-working, hybrid, workshops, offices, studios) and an Innovation Centre that can create up to 2,700 jobs • New publicly accessible green space including a country park, green corridor, nature paths, allotments and sports pitches • New walking and cycle routes and high-quality public transport services • High quality landscaping and planting ensuring a 10% biodiversity net gain through the project • Delivery of the first phase of the Crawley Western Link to improve access across the site and form the first phase of a strategic transport connection between the A23 and A264. • Four distinct areas – Neighbourhood Centre, Hillside & Woodlands and The Meadows and River Valley • Provision of a 15-pitch traveller and gypsy site
<p>What do you mean by 'open space'?</p>	<p>At West of Ifield this includes publicly accessible open spaces, including the Country Park as a more strategic open space, flowing through to open spaces at a</p>

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	<p>more local level for example pocket parks, allotments and play provision. Private gardens and streets are not included as part of our open space.</p>
<p>How have you developed the plans so far?</p>	<p>Our plans for West of Ifield have been developed through consultation with the local community, early engagement with our delivery partners and discussions with local stakeholder groups. We will continue to engage with the local community and delivery partners through the lifetime of the project – giving people the opportunity to continually inform the scheme design as we deliver each phase.</p>
<p>Aren't you just going to create 'Crawsham'?</p>	<p>Our plans for 3,000 homes at West of Ifield have a limited impact on closing the gap between Horsham and Crawley.</p> <p>However, our plans have been designed to ensure there are strong and defensible landscape boundaries around the western and southern edge of the site to maintain clear separation between Horsham and Crawley.</p> <p>In some instances, these are legally protected habitats which will be retained in perpetuity and in other areas we are introducing large areas of open space that can act as a buffer. To ensure these remain undeveloped in the future, we are actively looking at and seeking views on stewardship arrangements that would mean these areas would be owned and managed by the local community – who will then be able to control what happens with them in the future.</p>
<p>The need for housing is linked to the Gatwick expansion – which isn't going to happen</p>	<p>The need for housing is not directly linked to the proposed Gatwick expansion and is in response to a housing need identified by the local authorities.</p> <p>However, we can't ignore it and have considered it as part of our plans – specifically in relation to potential noise impacts, future traffic impacts and our employment strategy.</p>
<p>You previously consulted on 10,000 homes. Why are your plans now for 3,000? What is the West of Crawley Opportunity Area?</p>	<p>West of Ifield as a strategic housing allocation, sits within what was identified in the emerging Horsham Local Plan as the wider West of Crawley Opportunity Area, which is described in the Local Plan.</p> <p>The West of Crawley Opportunity Area is an area between the A264 and Crawley set out in the emerging Horsham Local Plan as having the potential to meet housing and infrastructure needs over a 30+ year time horizon.</p> <p>This was the area we previously showed in our first consultation in recognition of the opportunity to best meet housing and infrastructure needs over the long term. The decision on what should be built where is a decision for local authorities.</p> <p>In line with the emerging housing allocation in the Horsham Local Plan, our West of Ifield plans are for 3,000 homes.</p>

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	As the Government’s housing agency, our role is to support housing growth. We have therefore futureproofed our scheme so that it can support future growth in terms of accommodating the Crawley Western Link – including the future extension of the Crawley Western Link development beyond the 3,000 homes is not part of our West of Ifield plans.
You previously said 3,250 homes for West of Ifield Phase 1 – why now 3,000?	This is in response to views of the local community in previous consultations, a result of the ongoing assessment of environmentally sensitive areas and provision of new infrastructure. This has reduced the overall housing capacity on the site.
Why are you building on the Green Belt?	The site is not Green Belt.
Why aren’t you building on brownfield sites?	West of Ifield is being developed alongside the Crawley Town Centre Regeneration Plan, the emerging Crawley Economic Recovery Plan and Coast to Capital LEP Build Back Stronger, Smarter and Greener strategies. There are not enough brownfield sites to accommodate identified housing needs and Horsham District Council has confirmed the need for greenfield sites to help meet housing needs.
You can’t build on the golf course as it isn’t surplus to requirements / you need to re-provide the golf course	We are aware of the need to meet national policy requirements in relation to the re-development of the golf course. HDC have already provided evidence that there is surplus golf provision in the district and we are undertaking further assessment which supports these conclusions – and are engaged with Sport England and England Golf to ensure we follow accepted methodologies for this. We will make available our evidence as part of the Outline Planning Application but will not make it available before then due to it needing to reflect up-to-date evidence.
Why have you bought the golf course when you don’t have planning permission?	We acquired the golf course on commercial terms. This was a commercial decision and followed the usual Homes England procedures and approvals process to ensure that it met the required public spending criteria.
How have you calculated the job figures?	Our jobs figures are a combination of construction enabled jobs as well as new job opportunities created through new employment opportunities within the scheme. Both Horsham and Crawley authorities have employment targets

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	<p>around creating jobs and growing the economy in the area. When we talk about creating jobs at West of Ifield it is about creating employment floor space to support these ambitions and meet future demand for jobs, providing space for businesses to locate and expand in the area.</p> <p>We are preparing an Environment and Economic Development Strategy (EEDS) that will support the Outline Planning Application and include details regarding job creation. This strategy will set out a clear vision and approach to securing new employment opportunities as part of the West of Ifield scheme.</p> <p>This EEDS will be aligned with local economic development priorities to deliver job generating activities across the site.</p>
HOUSING	
<p>Why can't these homes go somewhere else?</p>	<p>West of Ifield is a large strategic site and a large proportion of it is already in public ownership, that can provide a significant amount of housing to meet locally identified needs.</p> <p>The site provides us with the opportunity to deliver not just homes, but the infrastructure and community facilities that people need to live their lives.</p> <p>Through their Local Plan, HDC has confirmed the need for greenfield sites to meet their housing needs – West of Ifield is potentially one of a number of sites that has been identified to do this.</p>
<p>How do you calculate how many homes are needed?</p>	<p>Local housing needs assessments are carried out by the local authority.</p>
<p>What type of homes are you building?</p>	<p>There will be a diverse range of homes, including flats, terraces, semi-detached, detached homes and self-build opportunities.</p> <p>At least 35% of the development (and more where possible) will be affordable homes – made available across a number of affordable tenure types.</p> <p>We will also make sure housing is available for different groups of the population – with older people's accommodation, private rented and care homes built as part of the scheme.</p>
<p>How do you build the homes?</p>	<p>We don't build the homes ourselves but work with housebuilders and other delivery partners. However, we work alongside our delivery partners, retaining control through building leases and other legal agreements to make sure what is delivered reflects our vision and commitments – we don't just sell the land on.</p>
<p>What do you mean by affordable homes?</p>	<p>Affordable housing provides for the needs of people who cannot access housing through the private market alone.</p> <p>The most commonly referred to definition of affordable housing is set out in Annex 2 to the National Planning Policy Framework (NPPF). We will deliver a</p>

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	<p>range of projects to provide different opportunities for different people to have access to a new home. Types of affordable housing include social rented housing, affordable rent and shared ownership.</p> <p>At least 35% of the community (1,050 homes) at West of Ifield will be affordable homes.</p>
<p>How much will the homes costs / will they really be affordable?</p>	<p>We can't say at this stage what homes will cost as this is dependent on the market at the time.</p> <p>All affordable housing will be below market value and will be agreed with local authorities at that time.</p>
<p>What if there is no demand for these homes or the scheme won't be viable given current financial concerns?</p>	<p>We recognise the current challenges in the market and continue to assess these as we progress our plans.</p> <p>This is a long-term project – that would be built over c.15 years and therefore need to consider potential impacts on the scheme over 10 – 15 years.</p>
<p>Why are you providing a Gypsy and Traveller site?</p>	<p>Our role is to help meet all local housing needs. In their emerging Local Plan, HDC have identified a need for additional Gypsy and Traveller pitches and have set out the requirement for all strategic sites, including West of Ifield, to accommodate 15 of these.</p>
<p>Why are the Gypsy and Travellers pitches where they are in the plans?</p>	<p>The location of the Gypsy and Traveller pitches is indicative, and we are seeking views on the location. We are engaging with the Gypsy and Traveller community to understand what their requirements are.</p> <p>We are limited as to where the pitches can be located due to access requirements and the need to safeguard them from potential future noise impacts from GAL expansion (pitches are more sensitive to noise than other housing types).</p>
<p>Please provide more information about Gypsy and Traveller provision</p>	<p>Gypsy and Traveller provision is proposed as part of the masterplan. The draft Horsham Local Plan requires all strategic development sites to provide for the Gypsy and Traveller community. We need to meet the housing requirements of the whole community.</p> <p>Development at West of Ifield is required to provide space for 15 permanent plots, totalling c.1ha of land.</p> <p>At this stage of the consultation, the chosen location for Gypsy and Traveller provision is not fixed, however it must meet certain criteria including aircraft noise restrictions from Gatwick, topography, access for larger vehicles and other land requirements. Alternative locations must meet these criteria and we are</p>

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	<p>seeking feedback from existing residents and the travelling community on alternative options.</p> <p>The Outline Planning Application will assess the principle of development at West of Ifield. Detailed design follows that through Reserved Matters applications. Further detail of the design parameters around the gypsy and traveller plot can be considered as part of the Design Code, which will be submitted with the Outline Planning Application.</p> <p>We appreciate that this is a sensitive issue and there have been concerns raised about anti-social behaviour and crime. We anticipate that there would be a management plan, secured by a planning condition, for the land use. It is expected that a Housing Association or their management company, would be responsible for maintaining this.</p>
<p>FACILITIES</p>	
<p>We don't just need homes – where are people going to work, go to school etc?</p>	<p>Our point of difference is to ensure infrastructure to support the new development is provided as early as possible and deliver it alongside new homes.</p> <p>While we can't deliver all infrastructure from day one, our proposed phasing strategy shows that we are ensuring that local facilities such as schools and a Neighbourhood Centre with shops, healthcare, workspaces and other facilities are a core part of our plan and delivered as early as possible.</p>
<p>Can you tell me more about the Neighbourhood Centre?</p>	<p>It will be the heart of the new community and a hub for socialising, playing, learning and shopping.</p> <p>It will include:</p> <ul style="list-style-type: none"> • A new outdoor square for entertainment and community events • Greenways and new bus services providing safe and genuine choice for sustainable travel options • Shops, cafes and entertainment spaces • Flexible community spaces, including library and children's nursery • Space for a new healthcare facility delivered in line with the requirements of NHS Sussex • Commercial space for SME businesses and co-working • Sports and leisure facilities and an innovation centre linked to local education institutions • New primary school, new secondary school and innovation centre

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<p>At what point will the Neighbourhood Centre be built?</p>	<p>Our indicative phasing plan shows that new infrastructure can be built alongside new homes in the first phases of the scheme.</p> <p>The timing of infrastructure will be confirmed as part of the Outline Planning Application and will be secured as part of a legally binding Section 106 Agreement.</p>
<p>What will the healthcare facilities be? Will there be a hospital?</p>	<p>The Neighbourhood Centre includes space for a new primary health facility.</p> <p>The scheme will not include a hospital – the need for one has not been identified by NHS Sussex and we can't deliver one independently.</p> <p>We have been working with NHS Sussex who are currently reviewing healthcare services in the area and will confirm the exact specification for the facility as soon as we are able to. The use of this will be defined and delivered in by NHS Sussex.</p>
<p>Will there be schools?</p>	<p>There will be one primary school (up to three-form entry – 960 children) and one secondary school (six- to eight-form entry) up to 1200 children +460 place sixth form.</p> <p>Delivering these early in the development lifecycle is our priority to meet the need for increased school places for existing and new residents and we are proactively engaged with the relevant education authorities to achieve this.</p>
<p>Are you delivering the secondary school early on?</p>	<p>There is already an existing demand for school places in the area. Working with partners responsible for delivering educational uses, we are seeking to accelerate the delivery of the school to meet this need and ensure it can be expanded over time to meet future demand. We are making land available and putting in the enabling infrastructure to make this happen.</p> <p>This is another of example of where Homes England can intervene to secure better outcomes for local communities and secure positive placemaking in our schemes.</p>
<p>ENVIRONMENT</p>	
<p>What are you doing to protect the environment?</p>	<p>Extensive ecological surveys and engagement with recognised bodies has been undertaken. We continue to update ecological surveys to further understand the ecological value of the site, ensure it is maintained and identify opportunities to improve the natural value and support habitat recovery.</p> <p>As part of these surveys we have engaged Natural England and other relevant stakeholders to ensure our surveys are carried out correctly and how we respond is appropriate.</p>

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	<p>Landscape buffer zones will provide a transition from the edge of the development to the rural countryside and buffer and protect sensitive ecological features.</p>
<p>How will you achieve a net gain in biodiversity?</p>	<p>Biodiversity net gain is a legal requirement. There are multiple ways of achieving this and we will not take a single approach.</p> <p>We can achieve a net gain by protecting and enhancing the most valuable habitats while significantly improving agricultural areas that have very little biodiversity value.</p> <p>We are still finalising our plans – which will depend on the final masterplan layout - and further information will be provided as part of future planning applications.</p>
<p>How will you monitor and assess the biodiversity claims you make?</p>	<p>Biodiversity net gain is a legal requirement and there is a set methodology – controlled by Natural England – as to how this is calculated, implemented and monitored over a long timeframe.</p> <p>The requirement to secure biodiversity net gain will be secured as part of a S106 agreement and will therefore be legally binding.</p>
<p>What are you doing to protect green spaces, ancient woodland and natural habitats?</p>	<p>We will protect Ifield Meadows. Compared to our previous consultation we have reduced the extent of our red line to provide further certainty on this. The only work that will take place on Ifield Meadows will be the upgrading of existing footpaths and the construction of an all-weather pedestrian / cycle link – which will be sympathetic and take account of the environmental importance of the site.</p> <p>Around half of the space at West of Ifield will be kept as open space, including countryside and important habitats. We will provide a new country park. This means that more people will be able to access the land than today.</p> <p>Looking after nature and wildlife is important to us. We will provide a 10% overall gain in biodiversity in the area through our work. Ancient hedgerows, woodland and areas such as Brook Meadows will be protected, we will also have regard to local nature recovery proposals.</p> <p>We have also carried out environmental impact studies to ensure there are no significant impacts and to safeguard habitats for the future.</p> <p>We are seeking input from local organisations and authorities in regard to the long-term stewardship of these important natural sites, so that they can be handed back to the local community. We are asking views as part of this consultation as to how this can best be done.</p> <p>All ancient woodland and veteran trees within the area proposed for the development will be protected.</p>

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<p>How will you protect Ifield Brook Meadows?</p>	<p>We will ensure that this crucial area is not impacted by the development. The only building that will take place is the upgrading of footpaths and construction of a new cycle and pedestrian link which will be low impact.</p> <p>There are opportunities to improve access to the Meadows and secure a long-term management plan that would see it maintained in perpetuity.</p>
<p>What about the impact on the historic environment?</p>	<p>We have undertaken extensive desktop and physical surveys to ensure that we understand the potential for the scheme to impact on the historic environment.</p> <p>These surveys have been undertaken in consultation with Historic England and the local authority archaeology advisers and has included:</p> <ul style="list-style-type: none"> • Extensive desk-based research to understand the history of the site, the potential for historic remains and to identify heritage impacts that may be impacted by the scheme • A geophysical survey of the developed area to identify where they may be buried remains • Undertaken trial trenching in those areas identified as having significant potential <p>As part of the masterplan we have ensured that we have sensitively designed around the existing heritage features – this includes the Ancient monument in the north where we have kept walking and cycling on the southern side to reduce the corridor width and the inclusion of a park within the Meadow View Character Area to maintain the setting of St Margaret’s Church. Further consideration of heritage assets will form part of the detailed design for each phase.</p>
<p>Who will supply the water?</p>	<p>Water will be supplied by Southern Water and wastewater will be managed by Thames Water</p>
<p>How will you address nutrient neutrality?</p>	<p>Horsham District Council has published further guidance on how new development should respond to the water neutrality issues. We are preparing a site specific assessment, and will submit a water neutrality statement as part of our outline planning application. This will provide further details on how this will be achieved.</p>
<p>How can HE possibly build 3,000 houses and be water neutral as required by Natural England?</p>	<p>Please see answer above. As a minimum we are committed to reducing water consumption on site below current Building Regulations and there are a number of ways we can do this. Horsham District Council has now published their Water Neutrality Strategy. A site specific survey will be developed to respond to this.</p>

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<p>What about the shortage of other utilities including Sewerage Treatment and Electricity?</p>	<p>We are actively engaged with all utility providers to ensure that there is sufficient capacity at the right time to meet the needs of the scheme. This engagement is ongoing and at this stage we have had no indication that there would be any issues meeting the need from the development.</p> <p>This includes Thames Water in terms of sewerage and National Grid in terms of electricity.</p> <p>Demand on sewerage and electric will be offset in part by our commitment to waste reduction, use of SUDs and use of onsite energy generation to support low / zero carbon.</p> <p>Discussions with utility providers are also an important part of the Local Plan process and Infrastructure Delivery Plans that are prepared by LPAs and consider the cumulative demands and how these can be met over time.</p>
<p>Isn't the development going to be on the floodplain?</p>	<p>No housing will be built on a flood plain.</p> <p>Housing development is located outside areas of flood risk, as is required by national policy and overseen by the Environment Agency. This takes account of future flood risk, taking account of potential climate change impacts in line with national guidance.</p> <p>The only building that will take place in the floodplain is the delivery of the Western Link, which will be designed to minimise flood risk and provide compensation measures in accordance with national best practice. This is subject to technical modelling that is being discussed and agreed with the Environment Agency.</p> <p>We will also provide Sustainable Urban Drainage solutions to make sure that we do not increase runoff rates and manage surface water flooding.</p>
<p>There is already a flooding issue on the Rusper Road area – how will you manage the flood risk?</p>	<p>We recognise that there have been flooding issues in the area.</p> <p>Applications for planning permission are required to ensure that proposed development does not exacerbate the existing situation. It is not for applicants to address existing issues or existing infrastructure Homes England's plans will have to be assessed by the Local Planning Authority, who will also consult Statutory Consultees such as the Environment Agency and the Local Lead Flood Authority. Proposals will include drainage that will minimise surface water flows in line with what is there today and make sure that water doesn't discharge into any inappropriate areas such as offsite and onto roads. They will ensure that it is kept back and flows at a slow rate into an appropriate area and not into the surrounding Rusper Road land.</p>

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<p>What about noise issues from Gatwick nearby?</p>	<p>Today, the West of Ifield site is completely outside of the noise contours considered detrimental to human health associated with Gatwick Airport activity. We have also ensured that the development takes account of GALs current proposals for use of the northern runway and formal safeguarding for a southern runway.</p> <p>The masterplan has been designed to be outside potential noise impact areas ensuring residents remain protected. This is in line with local authority policy requirements and has been agreed with local EHO Officers.</p> <p>Noise impacts will be assessed as part of the Environment Statement and if necessary, mitigation identified.</p>
<p>PHASING</p>	
<p>What's happening when?</p>	<p>Our indicative phasing plan shows that new infrastructure can be built alongside new homes.</p> <p>Early delivery priorities are:</p> <ul style="list-style-type: none"> • New schools • Crawley Western Link and reconfiguration of Rusper Road • Neighbourhood Centre and associated uses <p>The timing of infrastructure will be confirmed as part of the Outline Planning Application and will be secured as part of a legally binding S106 agreement.</p>
<p>Why has there already been a delay to the outline planning application?</p>	<p>The publication of Natural England's position statement on water neutrality caused delays to the local plan. This, in turn, has delayed submission of an Outline Planning Application.</p>
<p>TRANSPORT</p>	
<p>Can the local roads accommodate more traffic?</p>	<p>Our plans have been designed to reduce car use and minimise the number of additional vehicles. However, there will be additional trips, and these have been modelled using approved local transport models to consider the potential impact on the network and local junctions. Modelling has also been undertaken by WSCC / HDC and CBC as part of their Local Plan.</p> <p>All modelling to date shows that there is sufficient capacity on the network to accommodate the proposed scheme and that local junctions can be upgraded where necessary. We are continuing to assess this, and feedback from all</p>

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	<p>consultation events, to inform the revised developing traffic and transport plan for West of Ifield to accompany the outline planning application.</p>
<p>Tell us more about Crawley Western Link?</p>	<p>The Crawley Western Link has been a long-term proposal by the local authorities. The first phase of a new transport corridor – Crawley Western Link (CWL) – will connect West of Ifield with Crawley and the wider area. It is part of our commitment to reducing local traffic impacts and providing alternative travel choices.</p> <p>The CWL will provide the main access to West of Ifield and be designed to be extended in the future in line with local aspirations for a new strategic transport connection between the A23 and A264.</p> <p>The new multi-modal Crawley Western Link will have continuous bus lanes and segregated cycle and pedestrian facilities.</p>
<p>What will CWL look like?</p>	<p>The first phase of Crawley Western Link will connect to Charlwood Road in the northeast (between Ifield Green and Bonnets Lane) and Rusper Road in the southwest.</p> <p>Accommodating different transport users, the Crawley Western Link will provide a new road link alongside dedicated bus lanes, and separate walking and cycling lanes.</p>
<p>What will the speed limit be?</p>	<p>We envisage the speed limit to be 40mph outside of the built area and 20mph – 30mph within it.</p> <p>These speed limits are still to be confirmed but they strike a balance between providing sufficient capacity while supporting placemaking objectives within the neighbourhood centre and ensuring the link is attractive for non-vehicular transport modes. These speeds have been tested as part of our modelling work to demonstrate the CWL still functions correctly.</p>
<p>The Link isn't a relief road, it is a road to nowhere and will be ineffective</p>	<p>The Crawley Western Link has been designed in line with the aspirations of the Local Planning Authorities and transport authority – which provides additional highway capacity as well as dedicated busways and segregated walking and cycling.</p> <p>While we are only delivering the first phase which will mainly provide access to the development, the proposed changes to Rusper Road will provide a continuous link while the connection at Charlwood Road will provide onward connectivity through Crawley – for cars, buses, pedestrians and cyclists.</p>
<p>Why aren't you providing the full link?</p>	<p>The need for the Crawley Western Link has been assessed by the Local Authorities and WSCC as part of their evidence base for the Local Plan. This</p>

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	<p>shows that there is not the requirement for the full link to support the West of Ifield scheme.</p> <p>However, in recognition of the local ambition for a full Crawley Western Link to be provided between the A23 and A264, we have worked with the authorities to make sure that the scheme is futureproofed to enable this extension in the future – both in terms of capacity but also ensuring that the alignment supports onward extension.</p>
<p>What will happen to Rusper Road?</p>	<p>Feedback from our previous consultations showed that people are concerned about existing traffic on the Rusper Road. Under our plans, the existing Rusper Road would become a no through road for vehicles, whilst providing continued access to pedestrians and cyclists.</p> <p>At our consultation we put forward proposals that would see access through into the new development via the existing golf course entrance will be controlled by a bus gate, allowing access for pedestrians, cyclists and buses, as well as emergency vehicles.</p> <p>This will reduce the traffic for residents on Rusper Road (within Ifield) and ensure that vehicular traffic associated with the development will use the new multi-modal Crawley Western Link. It will also provide safer walking, cycling and faster bus access to Ifield station.</p> <p>North of Crawley Western Link, there will be a new street connecting existing Rusper Road to the Link allowing movement towards Rusper / Dorking. This means that people can continue to make their journeys, although this may take slightly longer than today. Comprehensive traffic modelling has been undertaken using West Sussex County Council’s model for the area.</p> <p>We do acknowledge that some journeys will be extended if travelling from southern Ifield (existing) towards Rusper / Dorking, but that the wider benefits for existing residents will be greater.</p> <p>We continue to use feedback to inform our developing traffic and transport plan for West of Ifield.</p>
<p>Rusper Road is not suitable for more buses, how are you going to accommodate increased bus use?</p>	<p>We have been working with the local authorities and Metro bus as the existing bus provider about bus service provision.</p> <p>As part of the planning application, we will be looking at what improvements might be required and how it would best work to accommodate buses as well as create a safe cycling environment for people going to Ifield station for example. We are looking at what design changes could help improve that.</p>
<p>What transport modelling has been done and how</p>	<p>We have used West Sussex County Council’s model for the area. The model accounts for all the local growth that is expected as part of the Local Plan as a</p>

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<p>confident can we be in it?</p>	<p>base and we have added the flows that we believe will be added from West of Ifield on top of that.</p> <p>We have also used data from traffic surveys of how people are traveling at the moment and we know most traffic goes east towards Gatwick and Crawley, with fewer going to Horsham and Dorking. Those assumptions are put into the model and it assigns the traffic to each route to model various scenarios. As part of the planning application we are looking at specific junctions and whether any mitigation is required to make them flow.</p> <p>The modelling is undertaken for the AM and PM peak hours and design for those scenarios as these are the busiest times on the roads.</p>
<p>How will you manage school run traffic and potential parking issues?</p>	<p>Each of the schools will have a travel plan that will be conditioned as part of the planning application and will be monitored on an annual basis.</p> <p>This will provide a package of measures to encourage sustainable and responsible travel, which could include assigning staff to act as a deterrent to inconsiderate dropping off for example.</p> <p>Annual monitoring could also examine t the number of complaints received and identify what needs to be improved as part of the implementation of additional measures to make the travel plan sustainable.</p> <p>Parents will be advised of what they can and can't do at the outset. In addition, the travel plan measures and annual monitoring are likely to involve the children as we find that children are often the best advocates for the right kind of behaviour.</p> <p>There will be bus services providing alternatives to cars, and cycling promoted as an attractive, safe option, especially for secondary school students.</p>
<p>Have you consulted Metro bus about the increase in bus services and providing funding to support this?</p>	<p>Homes England has been consulting with Metro bus and funding will be secured through the Section 106 legal agreement.</p>
<p>Are you going to build a new train station?</p>	<p>We are in discussion with Network Rail to make sure Ifield station is an attractive travel choice.</p> <p>While there are no plans to extend platforms, we are working with Network Rail to improve interchange facilities, including new cycle parking and bus access – these discussions are ongoing, and more detail will be provided as part of the Transport Assessment.</p>

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<p>Where will construction traffic go?</p>	<p>Construction traffic routing will be agreed as part of the Outline Planning Application in consultation with the LPAs and WSCC with final details being agreed for each phase of the development.</p> <p>Our objective is to minimise the impact on local residents and this is part of the reason why we are committing to the early delivery of the Crawley Western Link which will act as the main point of access – for both residents and construction traffic.</p> <p>It may be necessary for some construction traffic to use local roads during the early stages of the development; however, levels of construction will be relatively low and be managed sensitively.</p>
STEWARDSHIP	
<p>What is stewardship and what do you mean when you say community ownership?</p>	<p>Stewardship is the term used to describe long term ownership and management of the scheme.</p> <p>There are many ways this can be done but we are keen that the community has a key role in owning and managing key aspects of the scheme. This will provide certainty that those assets will remain for the community in perpetuity as well as give greater control about how they are built and used.</p> <p>An example may include the transfer of Ifield Brook Meadows and the Country Park to a local community interest group or wildlife group to manage. We are aware of the aspiration for a wildlife park in this area – and this would be one way of securing this.</p> <p>There is no fixed way this is done and we are keen to hear from people and local groups who may be interested in exploring further how this could be done.</p>
CONSULTATION	
<p>How are you consulting on West of Ifield?</p>	<p>We want to give existing local residents and people interested in living in West of Ifield to view the proposal and learn more about the project’s vision, as well as giving them the opportunity to ask questions and provide their opinions and feedback.</p> <p>This is our third consultation event. As part of this consultation, we have sent leaflets to 26,000 households around Horsham and Crawley, published adverts in local press, advertised on social media and held three face-to-face events, and online consultation.</p> <p>We have used feedback from the first two events to inform these latest plans, including addressing the existing and potential transport pressures, ensuring the secondary school is built in the first phase and providing more detail around infrastructure, house types and by being clearer about our red-line boundary.</p>

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	As a long-term project – delivered over 10 – 15 years, we will continue to engage local residents throughout the delivery of the scheme and there will be the opportunity to shape the scheme throughout.
How can I have my say?	Our consultation is now closed. You can register for updates on our website www.westofifield.co.uk
How can I contact Homes England?	If you would like to contact the Homes England team directly, please email westofifield@homesengland.gov.uk