

Objection to DC/25/1312

Subject: Fwd: Footpaths along RUSPER ROAD UPDATE

[REDACTED]
6 Friston Walk
Ifield
Crawley
RH11 0AH
[REDACTED]

PART 1

Objection to DC/25/1312

**Subject: Footpaths along RUSPER ROAD ARE TO NARROW FOR THE AMOUNT OF
Pedestrian and sustainable travel coming from the 1,500 homes that already use
this rd and all the children that will use this rd to get to and from school's ,all Ifield
facilities and Ifield station .**

THIS WILL ENDANGER LIVES

May I remind all concerned of your duty of care .

WSCC TRANSPORT DEPARTMENT,Homes England ,HDC & planning ,CBC.

If a council, through a planning decision for a new development, causes a public pathway to become dangerously overcrowded, they may be subject to legal challenge or liability through several mechanisms, primarily related to their duties under the

Highways Act 1980 and potential claims in negligence or public nuisance.

Council Responsibilities

Local highway authorities (usually county or unitary councils) have a legal duty to:

- Protect and assert the public's right to use and enjoy public paths.
- Ensure new developments do not create new road safety risks and that appropriate infrastructure is in place to handle increased usage.
- Maintain public paths in a safe condition. This includes ensuring the surface is in good repair and free from obstructions.

Below are the number of Junior school places in Crawley that are predicted to be available in 2029 (WSCC Planning school places 2025).

Also Homes England (key findings)The residual capacity could therefore potentially be used to support early stages of the development.)

Altogether they add up to 232 spare places.

These places as Homes England state would be used by the children of the development. There is no time frame as to when or if the new junior school will be built . Crawley needs 200 extra secondary school places by 2029(WSCC PLANNING SCHOOL PLACES 2025).

THIS WILL RESULT IN SECONDARY SCHOOL CHILDREN GOING FROM CRAWLEY TO THE NEW DEVELOPMENT AND JUNIOR SCHOOL CHILDREN FROM NEW DEVELOPMENT GOING TO CRAWLEY .

THE ROAD IS TOO NARROW FOR THIS TO HAPPEN SAFELY!!.

THERE IS NO OTHER ALTERNATIVE TO THIS ROUTE AND IT IS THE DIRECT ROUTE EVEN IF THE CWMMC IS BUILT .HOMES ENGLAND PROPOSE A CYCLE AND WALKING ROUTE ACROSS Ifield Brook Meadow to make this a direct route for the new development .

Crawley Borough Primary Pupil Numbers: Reception Year (YR)

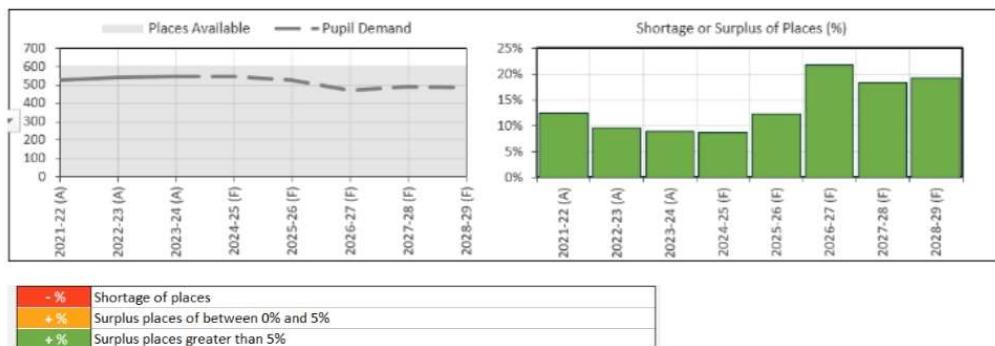
Crawley Northeast

(A = Actual - F = Forecast)

Crawley Northwest

(A = Actual - F = Forecast)

Scenario	2021-22 (A)	2022-23 (A)	2023-24 (A)	2024-25 (F)	2025-26 (F)	2026-27 (F)	2027-28 (F)	2028-29 (F)
Total Pupil Demand	525	542	547	550	543	490	511	503
Total Places Available	600	600	600	600	600	600	600	600



Crawley Southeast

(A = Actual - F = Forecast)

Scenario	2021-22 (A)	2022-23 (A)	2023-24 (A)	2024-25 (F)	2025-26 (F)	2026-27 (F)	2027-28 (F)	2028-29 (F)
Total Pupil Demand	230	214	240	233	217	208	197	196
Total Places Available	240	240	240	240	240	240	240	240

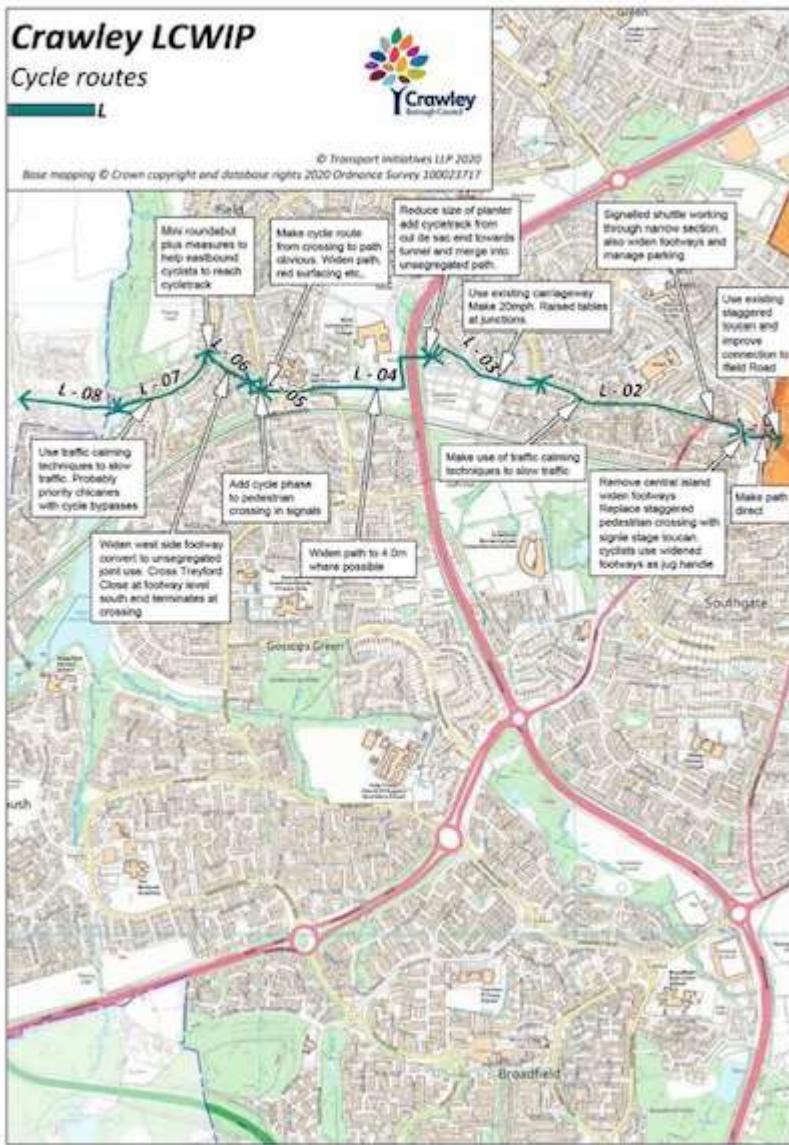
Crawley Southwest

(A = Actual - F = Forecast)

Scenario	2021-22 (A)	2022-23 (A)	2023-24 (A)	2024-25 (F)	2025-26 (F)	2026-27 (F)	2027-28 (F)	2028-29 (F)
Total Pupil Demand	362	406	404	369	364	344	335	329
Total Places Available	480	480	450	420	420	420	420	420

L-07 is of particular concern much too narrow for proposed improvements.

Appendix 4.1 Crawley LCWIP routes: L – Ifield to town centre



Conclusion.

If the school cannot be moved to a safer location then this planning application should be refused .

PART 2

Dear Jason

Not sure if this email can be included in the west of Ifield application comments as it includes an email from Homes England.

If not and in any case I would appreciate the points I have made when making the planning decision.

Thank you for your enquiry. Please see the response below from the Project Manager -

Any pedestrian and cycle improvements will be carried out informed by the Local Cycling and Walking Infrastructure Plan. We are aware that in some locations on the LCWIP routes, there is limited scope to make large changes. Lead by discussions with West Sussex County Council and Crawley Borough Council, through the Section 106 Agreement, amendments will be secured to improve pedestrian and cycle provision. As set out in the Transport Assessment, the closure of Rusper Road will lead to less traffic using it. Therefore, it will feel less intimidating to walk on the footways, even if they are slightly narrower in some locations. Rusper Road will become quiet enough for cyclists to cycle on the road and mix with traffic.

In respect of construction traffic and phasing, the intention is to construct the CWMCC at the outset of the project as set out in our phasing plan. As noted in the construction management documents submitted with the planning application, construction traffic will temporarily use other local routes. It is anticipated that planning conditions will secure further details and controls of this, which is standard practice. Construction management has used these routes previously for other local developments such as the Bovis development opposite Ifield Golf Club, and this was supported by WSCC Highways.

If you have any further comments or questions on the planning application, you are welcome to comment on, or object to the planning application on Horsham District Council's website here: <https://public-access.horsham.gov.uk/public-access> Reference DC/25/1213

Kind regards

[REDACTED]
Advisor – Enquiries

My response

I will comment on your reply as follows.

1. *(We are aware that in some locations on the LCWIP routes, there is limited scope to make large changes)*

All of Tangmere rd and Rusper rd are narrow.!

2. *amendments will be secured to improve pedestrian and cycle provision.*

The narrowness of the road means you cannot improve it!.Traffic signals and crossings will make no difference to the safety of people walking along it .

3. *closure of Rusper Road will lead to less traffic using it.*

This will only stop a limited amount of traffic coming from RUSPER village .

Traffic from the existing **1500 HOMES WILL STILL ACCESS RUSPER RD ,THEY HAVE NO ALTERNATIVE.**

You are building a **30 meter wide CWMMC rd** for the occupants of 3000 houses to use. While expecting occupants from over 1,500 homes ,200 children from Crawley and residents of your new development coming across Ifield meadows to **safely** use a road and path that together are less then **9 METERS WIDE** .

Even after construction traffic stops using this rd , it will still be **unsafe** with the increase in pedestrians using it.

SECONDARY SCHOOL

200 hundred children from Crawley are expected to attend the new school (WSCC planning school places 2025) and the direct route for sustainable travel will be RUSPER RD

JUNIOR SCHOOL .

No mention of Junior and infant school being built early in this development which will mean young children from new development will be required to access Crawley junior and infant schools for years .

RUSPER RD IS THE DIRECT ROUTE TO AND FROM THE DEVELOPMENTS ON THE GOLF COURSE AND ACROSS THE MEADOW TO ALL CRAWLEY AMENITIES INCLUDING SCHOOLS.

This will mean during peak times you will have pedestrian traffic coming and going in both directions.

4.

Therefore, it will feel less intimidating to walk on the footways, even if they are slightly narrower in some locations. Rusper Road will become quiet enough for cyclists to cycle on the road and mix with traffic.

It will not become quiet enough for cyclists to mix with traffic !.IT IS NOT SLIGHTLY NARROWER IN SOME PLACES IT IS ALL NARROW ,ITS A COUNTRY RD .

5.

Construction management has used these routes previously for other local developments such as the Bovis development opposite Ifield Golf Club, and this was supported by WSCC Highways.

The fact that Summerwood 71 houses and Drughorn Way development 95 houses have been built only increases the amount of traffic which was not there before these developments were built .Of course it does not equate to the amount of construction traffic needed to demolish buildings on the golf course ,build a school and part of the alterations to Rusper rd .These previous developments were not built at the same time

Attached are some documents that you might want to read .

Heads of terms

Off-site cycling infrastructure - Route P of the Crawley Borough Council LCWIP (Local Cycling and Walking Infrastructure Plan)	Trigger point to be agreed with WSCC / LPA	Financial Contribution as the role of the LPA is further understood	Proposed part Direct Delivery and part Financial Contribution funding to support full delivery of Route P. The Applicant proposes to Direct Deliver the section from Rusper Road j/w Tangmere Road) to Ifield Avenue (intersection with Route M), with a capped/specified financial contribution provided for the remaining section to London Road (A23).
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WSCC HIGHWAY RESPONSE planning application response

Construction traffic 122,123

1. The specific routing along Rusper Road with traffic routing from the A23 via Gossops Drive, Overdene Drive, and Tangmere Road is not ideal (particularly as these are predominantly residential roads with Tangmere Road and Rusper Road being narrower in width). The Applicant should therefore review potential routing options (albeit WSCC recognise that these are very limited) and identify any mitigation that may be required to accommodate HGVs. Options, for example, involving one-way routing involving Rudgwick Road could be explored to avoid two-way HGV movements on Tangmere Road. **The use of Rusper Road must in any case be restricted and used only for clearly defined purposes.**

Phasing and Infrastructure Delivery Plan (IDP)

1. The submitted IDP document (table 6.1, page 51) implies that the CWMMC is to be opened prior to the occupation of any build other than the proposed Secondary school. If the Secondary school is to open ahead of the CWMMC, a means of access would be required from Rusper Road. This interim arrangement isn't covered within the TA or any other document reviewed by WSCC as part of this application.

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