From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 05 June 2025 09:51:55 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/25/0811
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 05/06/2025 9:51 AM.

Application Summary

Address:	New Place Level Crossing Land Off Riverside Pulborough RH20 1HF
Proposal:	Prior Approval for the installation of a stepped footbridge.
Case Officer:	Jacques Burrowes

Click for further information

Customer Details

Address:	4 Skeyne Mews Skeyne Drive Pulborough

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer made comments neither objecting to or supporting the Planning Application
Reasons for comment:	- Design - Other
Comments:	Overview This bridge is being built by Network Rail contractors but paid for by the developers of the New Place Nurseries site. The cost is in the region of £500,000 and comes from the CIL funds being collected from the Nurseries development. Essentially this is not what the community should have but is all that the developer will pay for. The ideal would be a ramped construction that extends the bridge across to the 50-foot hill that

takes the footpath southwards.
HDC have produced a suggested plan by consultants WSP, dated September 2023, for such a bridge but that proposal does not include the required zig-zag footpath or other means to reach the top of the hill.
Following the fatal accident at the crossing last year Network Rail will be wanting to be seen to be building the bridge as soon as possible. They won't care about what happens to the footpath before or after the bridge.
It is essential that any construction going ahead now is designed to accept the installation of ramps in the future.
West Sussex Highways - Public Rights of Way
I note that in their response dated 19th February 2025 to the consultation on application DC/24/1676, PROW require the developer to carry out works to Footpath 2330 on the steps up the hill and onwards to Link Lane. On the steps specifically they require the path to be made two metres wide, the steps to be replaced with 'something substantial, i.e. concrete'. The handrail to be replaced with a metal rail and the maintenance of both the steps and the rail to remain the responsibility of the developer.
The document suggests that these improvements will come under the Section 106 agreement so if such funds are available in addition to the construction of the stepped bridge they should be available to go towards the installation of ramps.
Background
Currently everyone living in Codmore Hill and other areas north of the railway and wanting to get to the doctors, pharmacy, school, recreation ground, library, village hall, rail station, any of the churches, the Wildbrooks and let alone the Downs and the Coast have to cross the inadequate Pigeon Gate Bridge. Further development is likely to take place in the Codmore Hill area (see below).
The Neighbourhood Plan sees that it is desirable, where possible, to remove pedestrians and cyclists (and other low-intensity wheeled traffic) from the unpleasant and downright dangerous path alongside the A29.
Footpath 2330 runs from the A29 at the Stane Street Close roundabout down to the current level crossing, up earth and wood steps to the top of the 50-foot hill and then onwards past the school, across Link Lane, along Moat Lane and down to the A283 Lower Street. It has the potential to provide significant improvements to the connectivity between the two parts of the parish.
St Mary's School already has plans to open a back entrance for pedestrians onto the Footpath 2330 to take children from the current and new estate.
A stepped footbridge does not help anyone with push chairs, mobility scooters, etc. who are still faced with the steps up the hill but is marginally better than the two stiles currently in position.
Future
There is already a proposal for a housing development in the fields adjacent to the footbridge - known as the Greendene

application - which was not included in the Neighbourhood Plan. It is also believed that Coughtreys have recently sold their field, part of which is adjacent to the footpath and to the proposed Greendene development. The initial start of Footpath 2330 from the Stane Street Close roundabout is narrow and needs work which will not currently come under any development plan funds. If a suitable access was made through the Greendene development that would avoid having to make those changes.
In the development of the Neighbourhood Plan there were proposals rejected for another 500 properties mainly in the Codmore Hill area. It is likely that some of these will come forward in the future.
The Neighbourhood Plan includes a proposal for a mixed use cycleway/footpath heading north from the current proposed bridge, through the fields alongside the railway fence to the Broomershill Industrial Estate and onwards to Brinsbury College and eventually to Billingshurst. That would also link to the current west-east Footpath 2312 giving access to residents of Masons Way.
All of these make the need for a safe way to cross the railway and climb the hill an essential part of future plans.
Costs
The 2023 HDC report estimated that if HDC provided additional ramps it would cost in the region of an extra £1 million.
The unknown would be the cost of the zig-zag ramps from the bridge ramp to the top of the hill. I have had a proposal from an engineering company that the costs of investigating the site and designing a proposed ramp system would be approaching £9,000.
The cost of the ramps has not been investigated yet.
An inspired guess put the cost of adding ramps to the stepped bridge and then the zig-zag ramps to the top of the hill at, perhaps, £3 million.
This is unlikely to come from HDC in current conditions so the community should be empowered to look to other sources.

Kind regards

Telephone:

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Horsham District Council

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