

Local Plan Representation

FPLP525536735

PART A Personal details

Title	
First name	
Last name	
Is the address	
Enter postcode or street name to lookup	
Address	
House name or number	
Street	
Neighbourhood	
Town	
County	
Postcode	
Email	
Confirm email	
Mobile number	
Other phone number	
Has a planning agent been appointed?	No

PART B Your representation

Which document would you like to make a representation on?	Crawley submissions on Local Plan
Which part of the Local Plan does this representation relate to?	Other
Please give details.	12.53 - TINSLEY LANE
Legally compliant?	No
Sound?	No
Compliant with the duty to cooperate?	No

Please give details explaining your response

1) This development is not supported by any increase in neighbourhood facilities, no bus stops within a reasonable distance, and no local amenities such as shops/post offices within a walkable distance. 2) It reduces the available recreational space in the town, specifically this area, which, due to its location is effectively 'cut off' by the railways, M23 and Manor Royal from any other residential or green spaces. 3) The proposed main access to the development is using an existing cul-de-sac which has a steep incline and blind bend which is inappropriate. 3.a) Even partly widening the road will not increase the safety of the road for users. This road becomes dangerous during heavy frost/snow. 3.b) Residents of the road MUST reverse into the driveway to safely exit as it is, however with the road becoming an access point to a residential area of 120+ homes (of which the majority will have at least one car) will be impossible especially at peak periods. 3.c) Widening the road as has previously been proposed will reduce the grass verges in the cul-de-sac. 3.c.1) Verges are used by public utility companies (such as broadband, telephony, gas and water companies) to install and access the equipment. I think it is a concern that there will be less available space for utility companies. 3.c.2) Verges act as a pedestrian refuge and, if necessary, vision splays (allowing a clear view of the road). It will be dangerous to reduce the vision splays for driveway access given the nature of the bend and incline of the road, especially given the higher throughput of traffic accessing the new development. 3.c.3) Reducing the pavements will not be possible if the width of the pavement is to be large enough to accommodate wheelchair users, mobility scooters, prams, pushchairs or parents and children safely. Given the Local Plan's intent to ensure that the housing is 'mixed' it is likely that the population of the development will include a lot of the above. 3.d) With the increase in e-commerce shopping, there is an increased number of vans and refrigerated delivery trucks for grocery shopping. There is a real issue in the cul-de-sac when even one such vehicle arrives to make a delivery, not only would the volume of such vehicles using Birch Lea increase because of the additional deliveries via Birch Lea to the new dwellings, but those making deliveries with Birch Lea would cause access issues due to the fact it is a cul-de-sac road and was not designed as an access road and is not wide enough. The dwelling does not only mean an increase in residential owner's traffic but also these types of vehicles. 3.e) It is unclear how refuse collections would work in the cul-de-sac. Again, during the collection period it is already impossible for cars to enter or exit the cul-de-sac. If this was the main access route for the new dwellings this would cause a complete bottleneck for residents trying to leave the development, and/or obstruct and delay the refuse collection teams going about their work. 3.f) The majority of homes in Birch Lea only have enough parking for a single car. Although some have garages, they are not big enough for a car of standard size and so when residents have carers visiting or any other guests, on-road parking is required. Should the council decide to disallow on-road parking in the cul-de-sac this would increase parking pressures on Tinsley Lane to the extent which is already almost a one-lane road due to on-road parking. 4) The space allowed for Oakwood football team is not sufficient for it to continue in its present size and would result in several of its boys and girls youth teams having nowhere to play. 5) I can see no way in which the actual construction will not harm the flora and fauna of the Ancient Summersvere Woods, nor am I convinced that the eventual increase in population of the area will not ruin the woods and reduce its existing habitats over time. 6) The wider Tinsley Lane area is already facing traffic issues both via Maxwell Way and from Tinsley Lane onto Gatwick Road. Tinsley Lane itself cannot cope with rush hour traffic as it stands and the increase of traffic at peak periods will be dangerous and cause additional pollution in the area. 7) There is no mention in the plan of the provision of incremental local services such as schools, doctors, dentists, post offices, pharmacies etc. to cope with the additional population.

Please set out what modification(s) you consider necessary to resolve the issues you have identified above. If your representation is seeking a modification, do you consider it necessary to participate in the public examination hearings?

PER THE ABOVE COMMENTS I BELIEVE THAT THE SELECTION OF THIS SITE SHOULD BE REVIEWED AS IT IS NOT SUITABLE

No, I do not wish to participate in the examination hearings

Form submitted by:



on 20/06/2023