

Unsafe, downgraded pathways for pedestrians, cyclist and equestrians (NMUs)

Here's what the Adur Plan and the National Planning Policy Framework 2018 stipulates for inclusion in a development and in particular the New Monks Farm, Policy 5.

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2.51 It will be essential to ensure that safe and improved pedestrian, cycle and equestrian access across the A27 to the South Downs National Park is provided. Additionally, the roundabout will need to be designed to minimise any landscape impacts it may have, particularly given the close proximity of the National Park. **New pedestrian and cycle networks should integrate with existing routes as far as possible.**

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'Improved access across the A27 to the South Downs National Park for pedestrians, cyclists and equestrians must be provided.'

NPPF 2018

Para 104e

Provide high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on local cycling and infrastructure plans)

Para 108 In assessing sites that may be allocated for development, or specific applications, for development, it should be ensured that

b) Safe and suitable access to the site can be achieved for all users

Para 110

a) Within this context, applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – as far as possible – to facilitate access to high quality transport with layouts that maximise the catchment area for bus and other services and appropriate facilities that encourage public transport use.

c) Create places which are safe, secure and attractive – which minimise the scope for conflicts between pedestrian, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards.

All the cycling and equestrian groups have vigorously challenged the quality of NMU pathway proposals both within NMF and for crossing the A27 into the National Park. Particularly, the pathway proposed along the river bank and beneath the flyover is too narrow and dangerous for multi types of NMU users. The Police have also commented on concerns for the safety aspects of that pathway and its relationship to the proposed commercial development on the north east of the airport.

In every aspect, these NMU proposals fail to meet Local Plan Policies and NPPF requirements and should be refused.