

[REDACTED]

From: Havis, Sean [REDACTED]
Sent: 13 January 2021 09:28
To: Simon Davis <Simon.Davis@arun.gov.uk>
Cc: Sparkes, Jessica [REDACTED]
Subject: RE: *EXTERNAL: Y/127/20/PL Standalone Application for the Access

Morning Simon,

The proposed access has been designed in discussion with WSCC and has received technical approval. Due to the access that will be constructed opposite to serve a different development, a crossing point could not be provided due to conflict of junctions. Instead we are proposing to direct cyclists on to the B2233 with appropriate warning signage and dropped kerbs. This has been through the technical approval process and in consultation with the Road Safety Audit process, all of which is now technically approved.

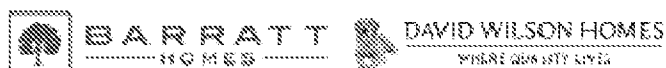
I hope that is satisfactory in explaining why the plan has deviated from the outline application and also confirms that it has been designed alongside WSCC and meets all the necessary technical approvals and safety audits.

It is our intention to supersede the approved plan via a Section-73 application once this application is decided.

Many thanks,
Sean

Sean Havis (AssocRTPI)
Planner
Barratt David Wilson Homes, Southern Counties

BDW House, Guildford, Surrey, GU1 4SW



From: Simon Davis <Simon.Davis@arun.gov.uk>
Sent: 12 January 2021 16:23
To: Havis, Sean [REDACTED]
Cc: Sparkes, Jessica [REDACTED]
Subject: RE: *EXTERNAL: Y/127/20/PL Standalone Application for the Access

Dear Sean,

Further to the below, I am afraid that my report has not been accepted at this time.

There is a concern that the access arrangements make no provision for cyclists to cross Main Road at the point where the cycle/footpath meets the highway (this point being directly opposite the vehicular access to the Bonhams Field site).

This is especially important as there is a plan to improve cycle connectivity from Barnham all the way to the new secondary school site at Ford and so in the future secondary school children may well be cycling along the canal path, through your site and then crossing Main Road to cycle through Bonhams, through the Dandara site to meet North End Road and from there through the Redrow Homes site to the School.

My feeling was that cyclists could safely cross the road by heading south at the end of the cycle path, crossing over Drove Lane and then using the tactile paved crossing point to cross over onto the pavement on the eastern side of Main Road. However, there is concern that cyclists, particularly children, will not do this and may instead just try to cross over straight into the Bonhams access with a risk of accident.

Pages 24-25 of the West Sussex Cycling Design guide does address the issue of the interface between the carriageway and a cycle path. It states that cyclists should not have to dismount to cross roads and that barriers should only be provided where there is a need and it recommends that a single bollard is sufficient.

Is there a reason why you have deviated from the alignment of the cycle path as shown on the outline access plan? This previously showed the cycle path meeting the carriageway with two bollards (attached for ease). That arrangement would still have been opposite the Bonhams access but does better meet the Cycling Design guidance.

Kind Regards

Simon J Davis MRTPI
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Directorate of Place

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