



Arun District Bridleways Group

Please reply to:
Julie Robinson
Bilsham Manor
Bilsham Lane
Yapton
West Sussex
BN18 0JX

To: Amy Myer ADC Planning

Sent via email: [REDACTED]

13 June 2020

Dear Ms Myer

Re: 33 Hill Lane, Barnham – Application BN/56/20/PL

The Design and Access Statement provided by the applicant's architects makes no reference to the potential impact of the proposed development upon the adjacent important remains of the Portsmouth to Arundel Canal, the route and existing structures of which are protected in the Arun District Local Plan (para. 16.6. page 201) – referencing only a nearby "footpath".

I approached the applicants about 2 years ago with regard to upgrading the canal route, because of the dire lack of routes available for local equestrians, and the response was that they were reluctant to agree because a route for equestrians also allowed cyclists. She and her neighbours had issues with cyclists because some cyclists used the route despite it being signed as a footpath, broke down the stiles and then were abusive when told off for doing so. However, the stiles serve no purpose save to prevent cyclists and horse riders from using the route. If they were simply removed, there would be no reason for such conflict to occur. In addition, stiles block access for wheelchair users and make life very difficult for people with mobility issues, therefore they are discriminatory and undesirable on so many levels.

The Design and Access Statement for the proposed development at 33 Hill Lane refers to the B2233 Yapton to Barnham road as suitable for cycling. This road is narrow, busy and dangerous. It is suitable for neither cycling nor horse riding, yet currently both these users are forced onto it for lack of other safe provision.

Within the Section 106 Agreement of a recent planning permission granted to the east off Drove Lane (Y/92/17/OUT), the landowner agreed as a condition of consent to allow the route of the canal through his landholding to be upgraded, to allow cyclists (and presumably horse riders) to also utilise the route. However, for this to become reality, the permission of other landowners along the canal route will be necessary.

Since the canal route is already a public right of way, then I think it would be a kind and welcome contribution if the applicants voluntarily agreed to a condition being placed upon the planning permission to allow the upgrade of the canal path which runs along their boundary to bridleway, to permit use by cyclists and horse riders. This will allow fellow members of their community access to a safe path which will take them away from the danger of busy local roads and, at the same time, encourage travel by sustainable means.

Of course, it is understood that such upgrade could not take place until permissions from other owners along the route were also in place.

Yours sincerely

Julie Robinson (Mrs)
Chair – Arun District Bridleways Group