

From: Simon Davis
Sent: 24 February 2020 11:24
To: [REDACTED]
Subject: RE: Planning Decision on Bonhams, Yapton - Y/63/19/RES - Clause 3

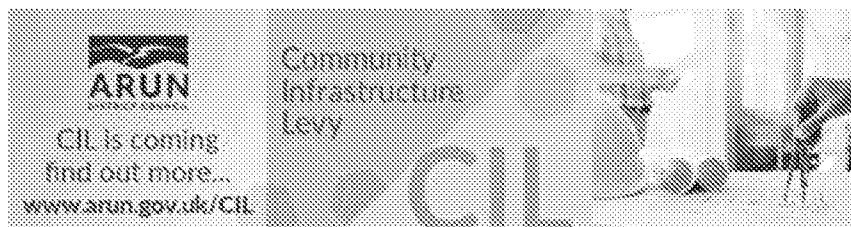
Dear Mrs Robinson,

The Parish's last comments were that: *"YPC welcome the future proofing of a future connection to a green linkway/restricted byway/footpath circulating the western boundary of the BUAB.*
To ensure that this zone does not get eroded in design YPC would ask that a condition is placed to ensure it remains in place for the benefit of the future proposed community green link-way." Whilst I note that a restricted byway allows use by horses, there was no specific mention of access by equestrians.

In any case, the decision has been issued and we are unable to change the condition/reissue the decision.

Kind Regards

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From: [REDACTED]
Sent: 24 February 2020 11:13
To: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: Planning Decision on Bonhams, Yapton - Y/63/19/RES - Clause 3

Good morning

URGENT

I have tried to telephone you this morning about this application, for which I received notification late on Friday evening.

I understood that the Parish Council had requested and agreed with Seaward that a multi-user ie. bridleway or byway link would be made into the Stakers Farm site not just (Clause 3) a FOOTPATH link and that agreement had been reached (or is being sought) with other developers along the west side of North End Road to make such a link through all the developments to a connection with Maypole Lane. This is to allow a route for non-motorised users such as walkers, horse riders and cyclists to be able to use a much safer and quieter route and avoid the narrow busy and dangerous North End Road. The idea is that this will also provide a route whereby children can cycle more safely to the school from all these sites and also from site SD7 off Drove Lane, whose access will be immediately opposite that to Bonhams. on Main Road. Not only from a road safety point of view, but also to address the urgent need to encourage sustainable transport for climate change reasons, there are therefore very good reasons why this route was wanted as more than a footpath.

Maypole Lane is a quieter lane - but it also has a bridleway railway crossing, which is very unusual - otherwise all local rights of way across the railway line are only of footpath status. Therefore, the multi-user route asked for would have allowed onward movement to Lake Lane, alternatively users could access Ford Lane, where I understand a new secondary school is proposed.

I am very concerned that the wording of this clause should be BRIDLEWAY not FOOTPATH. The current wording of course only legally obliges the developer to provide a route on foot, whereas Bridleway legally allows walkers, cyclists and horse riders. Unless this is addressed, all the other sites will also only be providing a footpath. This will be a decision which is regretted forever and a fantastic opportunity lost on both safety, communication and climate change grounds. As I understand it, the private access track which this track would need to cross is owned by David Langmead - therefore he is connected via the SD7 site on his land to the need for this route to allow for other than pedestrians.

Please address this as a matter of urgency.

My interest in this is as a member of the revision of the Yapton Neighbourhood Plan Steering Group.

Regards

Julie Robinson