

Comment for planning application WSCC/036/20

Application number	<input type="text" value="WSCC/036/20"/>
Name	<input type="text" value="Mrs Julie Robinson"/>
Address	<input type="text" value="BILSHAM MANOR, BILSHAM LANE, BILSHAM LANE, ARUNDEL, BN18 0JX"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I am responding on behalf of the Arun District Bridleways Group, supporting local equestrians and users of bridleway (multi-user) paths. It is not true in the Walking, Cycling and Horse Riding Assessment to state that equestrians are not locally present. Horses may be seen in fields near the railway station at Ford, are present in Horsemere Green Lane, Climping and at Church Farm, Climping off Church Lane/Ford Road. There are also hundreds of local equestrians based at Yapton, Barnham, Eastergate, Walberton and Tortington/Arundel. The presence of horse paddocks on the fringes of all the local villages is noted by Arun District Council as a characteristic. Equestrianism in the area is under massive pressure, though, from loss of facilities to housing development, the dire lack of off-road routes in the form of bridleways or access to cycle paths, and the area's increasingly busy roads, meaning equestrians struggle to find places to safely ride. This puts local equestrian sector and related employment at risk together with the loss of the significant input which equestrianism makes into the local economy, which should be better understood and appreciated for areas such as the coastal plain. In addition, the fact that the majority of equestrians are female whereas the majority of cyclists are male should be better reflected when investment into path infrastructure is being made, in order to provide a balance of opportunities for both males and females. There is no reason why equestrians cannot share paths being put in for walkers and cyclists, and these can often both dual purpose as links for commuting purposes - such as to the station - with access into the wider countryside. Designation as bridleway gives legal access to walkers, cyclists and equestrians. I do not feel that this site is at all appropriate for this location because of the proposed access to it via a totally unsuitable local road network. A site such as this, particularly where the permission is for receipt of waste from other Counties as well, should be sited with immediate access onto a main A road and in a location such that the waste being received from other Counties travels through West Sussex as little as possible. The proposal to vastly increase the number of daily HGV movements on minor roads through villages shared with local traffic is wholly inconceivable. Should the proposal go ahead, therefore, it should at the very least be off-setting the site's massive detractors in terms of increased and unsuitable road use by contributing to a multi-user path network to enable safer travel by sustainable means and to encourage healthy and active lifestyles within the local population, which is likely to increase in size massively over the next few years. I would suggest one of the best ways the site could do this is by designing into the site plans and contributing financially towards the Ford to Hunston Canal greenway project - liaising with developers of the adjacent proposed residential site to provide a wide landscaped green infrastructure corridor properly reflective of the canal's heritage and the fact that it was itself originally designed as a non-motorised communication corridor. Thank you for considering and reflecting these comments in the proposal.</p>
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Attachments	