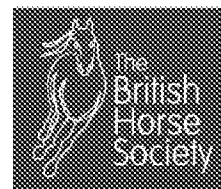
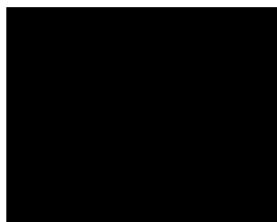


Patron Her Majesty The Queen

Fulfilling your passion for
horses

The British Horse Society
Abbey Park,
Stareton,
Kenilworth,
Warwickshire CV8 2XZ



Please reply to the address below:

Poachers Cottage
Rewell Wood
Chichester Road
ARUNDEL
West Sussex, BN18 0AJ

Tel: 077 930 46545
20th March 2020

Raymond Cole, Planning Officer,
Arun District Council,
Arun Civic Centre,
Maltravers Road,
Littlehampton,
West Sussex,
BN17 5LF

Reference: Outline Planning Application F/4/20/OUT

Dear Sirs

The British Horse Society (BHS) is the UK's largest equine charity and equestrian membership organisation, and the governing body for recreational riding. Its charitable objects include the promotion of equestrian safety, particularly on roads, and equestrian access to bridleways and other off-road riding, for the public benefit. I have been made aware of the above application by several equestrians and would like to make the following comments on behalf of the Society:

The parish of Ford can still claim to be a rural location, having active Equestrian facilities within its boundaries, along with neighbours, Tortington, Climping, Yapton, Binsted, Walberton, Barnham, Fontwell, and Middleton, and others beyond those named. Any reference to the Definitive Map will confirm that on the West Sussex Coastal Plain there is a dire lack of "off road" facilities and Bridleways within the parishes named, resulting in equestrian exercising having to take place on "The Queens Highway". A hundred years ago, the horse was still prominent on the roads and was respected, which is a far cry from today's situation, where as a Vulnerable Road User we are not given room or the levels of courtesy that supports safe passage. This is clearly obvious from the numbers of deaths now being reported of both horses and riders legitimately exercising their right to be there on the road. Rising levels of traffic is clearly an issue of safety, and in circumstances as we have here with this proposed development, where country roads already of dubious safety quality are likely to be the targets of more than significant new traffic general concerns are aroused. Specifically, the B2233 Yapton to Climping road which will form one of the Access points, which is currently identified as a rat run to avoid the A27 at Arundel, and the other access point being Ford



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Lane which is winding with high banks effecting vision. Whilst the latter is in part 40 mph, part of it is not, and concerns exist regarding additional traffic in a windy section joining with Yapton Lane.

With the B2233, a roundabout is envisaged as the junction into the new development, and whilst there is a wide grass verge from the Yapton Parish Sign, south towards Horsemere Green, the effect of a roundabout will be an issue. I would ask that at this junction, some form of identified crossing point for the new access road be provided so that drivers, equestrians, and any other NMU user has the opportunity to view cross from grass to grass needs and avoid navigation at grade on the roundabout. There is a footpath in the area, which is intended to continue use, this upgraded to Bridleway status would also allow cyclists to access the Industrial Estate without having to use Horsemere Green Lane.

Ford Lane access is also via a roundabout, and from the outline plans I see it is the intention to have a grassed area with trees facing the lane. I would ask that an area be allowed for off road movement of horses for safety reasons coming past the industrial entrances on the north side of the road. With this roundabout, the allowing of crossing from grass to grass, with a defined point to do so would be safer than via grade on the roundabout. I would also ask that Caution Horses signs be positioned west of this roundabout, and at the Yapton Lane end for traffic turning into Ford Lane. This piece of lane is notorious for drivers going too fast, and there have been numerous incidents of vehicles overturning after mis judging a bend and going up one or other of the facing banks. Whilst signs won't mitigate against the idiot, they would at least be a warning to expect the unexpected.

At Climping, we have a group of about 30 youngsters with ponies, mostly exercised on the road on a lead rein by parents or handlers. For them the tried and tested route of Ford Road, Ford Lane, Yapton Lane, B2233, Horsemere Green Lane is too far. We have tried on several occasions to have an access from the Hawker Hunter across the Airfield to the B2233 entrance to provide a much smaller circular route for beginner levels. I would ask again, can this be considered, with a sincere hope of it being accommodated. No one wants to see a child killed on the roads in the pursuit of a legitimate leisure activity and I would urge a very serious thought about this particular request.

I should of course put in the reminder about published intentions so will briefly do so,

Arun District Plan:

- Transport Paragraph 15.1.1
- Cycling and Walking, Para 15,2,5 *Arun Leisure Strategy 2013*
- Para 15.2.8

West Sussex Rights of Way Management Plan 2018-28:

- Page 6, Lack of provisions for horses on the coastal plain
- Page 7, Footpaths currently could provide opportunity for Cycle/Horse upgrade.

South Downs National Park:

- The lack of Surf to Turf access to the SDNP, or alternate leisure route to the sea.

This is a substantial development within Arun District, and will generate a need for leisure. If out of car is to be encouraged, off road must be advanced with a level of determination. I was lead to believe that ADC was putting together a wish list of routes for the next generation to enjoy. None the less, I do hope you have a keen eye to look at North/South opportunity which is currently discouraged by Ford Level Crossing and Yapton Lane (upgraded?) railway crossing. Neither Ford Lane or Yapton Lane can currently provide an ideal opportunity, but the need is there now.

Whilst comment on planning applications can only focus on a site by site basis, as a Sport and Leisure provider and facilitator, The BHS would like to see ADC come forward with a cohesive list of objectives to deliver on such opportunities as Surf to Turf, and upgrades of off road routes to enhance peoples ability to safely enjoy the wide outdoors. There are many more large scale plans in the pipeline, and we would like to see a cohesive progress of join-up and extension to the very meagre current offering.

Yours sincerely,

Ralph Smith,

Ralph Smith

Access and Bridleways officer,
Arundel,
The British Horse Society.