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From: Raymond Cole <Raymond.Cole@arun.gov.uk>

Sent: 08 March 2021 09:56

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: FW: Ford Airfield Site - F/4/20/OUT - Response by Arun District Bridleways Group to Barton Willmore Letter of 9th February 2021

Please could you upload the following e-mail and attachment to the application folder F/4/20/OUT as a further representation letter?

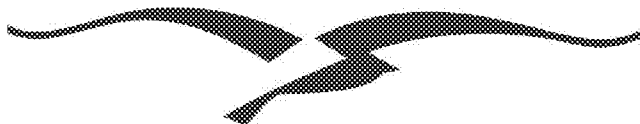
Thank you

Raymond Cole

Principal Planning Officer
Directorate of Place

T: 01903 737598

E: raymond.cole@arun.gov.uk



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Essential maintenance is being carried out to the planning, building control and local land charges database during the week commencing 12 April 2021.

During this time there will be no public or staff access to any records held within this database, and it will not be possible to carry out any of the following tasks via the Arun website:

- Research planning and building control history
- View any planning applications, plans, agreements, tree preservation orders or competent persons data
- Submit building control applications
- Submit planning application comments
- Report any planning compliance issues

The publicity and consultation period for all planning applications that fall over this week will be extended by a further week to ensure no one is disadvantaged.

All other aspects of planning, building control and local land charges will be limited during this week and you are strongly advised to contact the individual departments before 12 April 2021 for specific restrictions during this time.

From: Julie Robinson [REDACTED]

Sent: 07 March 2021 14:20

To: Raymond Cole <Raymond.Cole@arun.gov.uk>

Subject: Ford Airfield Site - F/4/20/OUT - Response by Arun District Bridleways Group to Barton Willmore Letter of 9th February 2021

Hi Raymond

Please find attached letter of response to the planning consultant's letter of the above date which I should be most grateful if you could kindly take into consideration.

Kind regards

Julie Robinson

Chair - Arun District Bridleways Group

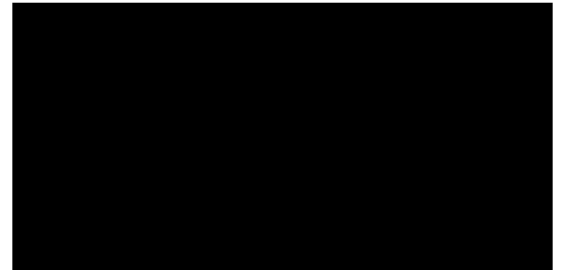


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Arun District Bridleways Group

Please reply to:
Julie Robinson



7 March 2021

Raymond Cole
Principal Planning Officer
Sent via email to: Raymond.Cole@arun.gov.uk

Dear Mr Cole

Re: Further Response of Bridleways Group to Letter of Barton Willmore of 9th February 2021 in relation to Equestrian Access

As stated previously, the Bridleways Group is pleased to note update of the Masterplan to include a potential east/west route through this site with link to the River Arun.

However, the degree of bias and discrimination shown towards one group of very vulnerable road users over other users is unacceptable and unjustified. West Sussex County Council as Highways Authority have requested equestrian inclusion on routes through the site in order to provide a safer alternative than nearby roads for equestrians and other users. Just as it is not for the planning consultant to suggest where people may or may not cycle outside of the development scheme, so it is not appropriate to insist that other bridleway routes are first identified before they will provide a safer alternative through this site for horse riders. If riders wish to continue along carriageway either side of the development that is their choice.

Every Highways Authority is obliged by law to have a Rights of Way Improvement Plan (Countryside and Rights of Way Act 2000). The West Sussex Rights of Way Management Plan 2018-2028 identifies how poor provision is on the coastal plain for cyclists and horse

riders, since nearly all public rights of way paths are footpaths. Due to funding constraints, part of the identified **strategy** for required improvements is that the Highway Authority will proactively seek gains for **all NMUs** through engagement with the planning process and seeking upgrades of routes affected by development (see pages 10, 17, 20).

The application F/4/20/OUT has seen this strategy in action in all formal consultation responses from WSCC Highways and, specifically, from Rights of Way, which requested that **all footpaths through the site be upgraded to bridleway status**. This caters for all vulnerable road users on a fair and non-discriminatory basis. The justification for this action is the current poor provision in the nearby area and the desire, indeed the necessity, to improve that provision. Large development sites provide the ideal opportunity to do so, and provision of such routes within them then provides the impetus to continue those improvements outside the development when further opportunities present.

Arun District Council also has a **strategy**, the Supplementary Planning Document called the Arun Design Guide which is now in force and, as an SPD, is clearly aimed at developers. Page 50, paragraph 1 says that:

“A successful movement framework should be **easily accessible by all** including the young, elderly and those with movement difficulties; and should encourage healthy and sustainable choices, making it as easy to walk, cycle, horse ride or take public transport as it is to drive”.

In addition, there may well be additional support arising out of the recent Arun Active Travel Consultation.

It should also be recognised by Arun District Planners that in not challenging this approach by the developers of this site, by their seeking to separate equestrians off as of lesser consequence and having to meet a stricter criterion than other rights of way users, the consequence for horse riders and horse riding generally on the coastal plain will be a far wider detrimental impact outside this development site area. This is because failure to actually upgrade the footpaths through this site to bridleway, and to instead allow a discriminatory approach by merely agreeing to permissive cycling on them, means that upgrade of footpaths which continue outside the site area will in future also be resisted on the same grounds ie. that there is no bridleway network to link to. It is clearly discriminatory to insist upon a specific equestrian strategy, to apply even to the provision of only ONE proposed route through the site, and applying this only to horse riders and not to other rights of way users or other intended sports facilities to be provided within the site.

It is therefore to be hoped that Arun District Council will reflect the strategies which are already in place and, noting the warning signs evident from Barton Willmore’s letter, will guard against this by imposing a condition as part of the outline consent that all footpaths within the site be upgraded to bridleway status, as WSCC as Highway Authority has requested.

Yours sincerely

Julie Robinson (Mrs)
Chair – Arun District Bridleways Group