



Arun District Bridleways Group

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

18 May 2020

To: Simon Davis MRTPI
via email: [REDACTED]

Dear Mr Davis

Re: Y/39/20/ RES – Street Buildings, Yapton

I note and am pleased to see that the developer has provided for a potential link from the Clays Farm site to the south, but it is now apparent that it would be possible to make a route for all non-motorised users through all the sites west of North End Road from Main Road through to Maypole Lane. I would urge that every effort is made to achieve this route and to impose a condition that it be of the status of bridleway, thereby making a safe route for walkers, cyclists and equestrians in the village.

I would like to point out not only that Yapton is a rural village, but that all the villages on the coastal plain are characterised by equestrian use on their fringes mixed with other uses such as glasshouses. This is recognised in the green infrastructure report which ADC commissioned last year. Of all the above sites off North End Road, only Bonhams as far as I am aware was not used either in the recent past or currently for equestrian purposes. These horses will all have been owned by local residents who have been or will be displaced and have to try to find premises for their horses elsewhere - not easy when lots of other stables in the area are being developed over.

Owners will still prefer to be able to keep their horses near to where they live, because horses require a lot of care, and usually owners will visit twice a day. One of the issues that has always made life hard for local equestrians and cyclists is the almost complete absence in the local rights of way network of routes which they can legally use, as 99.99% of them are designated footpaths. Over the past few years the local roads have become increasingly busy and dangerous, and the amount of new development which has been imposed is therefore going to make the situation critical for these users, unless new off-road routes which they can use can be designed in to the new developments wherever possible.

I would also like to point out that of the new influx of people coming to live in the new houses, there will undoubtedly amongst their number be those who already have their own horses and wish to find somewhere local to keep them, as well as those who are moving to a rural village in the belief that they or their children will be able to participate in riding - just as much as there will be those who wish to cycle, sail, walk, jog, play golf etc. Therefore, unless new routes can be designed in, not only are these people going to be very disappointed at the inadequate provision of a bridleway network providing routes open to all, but travel & leisure not involving car use will continue to be severely restricted, and life for residents going forward all the poorer.

In these circumstances, I believe that looking to provide safe off-road paths which include equestrians within rural villages such as Yapton is fully justified, because numbers of equestrians are clearly present. Their needs should not be being continually overlooked by the provision of walk and cycle only paths as if their lives don't matter. The District Council should also be looking to try to retain their equestrians and not drive them elsewhere, because they are significant contributors to the rural economy.

In addition, I would point out that Maypole Lane onto which this site will access contains the only bridleway status level crossing in the area, linking through to Lake Lane. There are also strong hopes that the SD7 development Section 106 Agreement will deliver some bridleway provision at Drove Lane to the south. The revised Yapton Neighbourhood Plan contains a new green network of proposed bridleway paths and includes this desired through route from Main Road and, I understand, should be given some weight, despite the fact that progress to the next stage has been delayed by Covid 19. If this route is designed wide enough to accommodate cyclists, it will also be adequate for the occasional equestrian who may like to use it - no additional expense or land take is necessary - and designation as a public bridleway will ensure rights in perpetuity for walkers, cyclists and equestrians, which is important where routes are through private estates, in contributing to cohesion of the whole community rather than creating or encouraging private enclaves.

Yours sincerely

Julie Robinson (Mrs)
Chair – Arun District Bridleways Group