

PLANNING REF : 252498  
PROPERTY ADDRESS : The Pightle  
: Unit 6 Church Lane, Reading, Berkshire  
: RG2 9JA  
SUBMITTED BY : Miss Stephanie Woods  
DATE SUBMITTED : 27/12/2025

COMMENTS:

I am writing to comment on planning application 252498 at Hall Farm, particularly in relation to equestrian access and the impact on existing and future Public Rights of Way (PROWs) in the Arborfield and Barkham area.

Having reviewed the submitted documents, including Plan PP03 (Movement and Rights of Way), I am concerned that there appears to be very limited provision for horse riders, despite the area having a well-established equestrian community and several existing byways and bridleways.

I would appreciate clarification on the following points:

- The proposed new routes shown on the plans appear to be designated for walking and cycling only. Will horse riders be included on any of these routes? If so, will these routes be permissive only, or will they be given definitive bridleway status to ensure long-term access for equestrians?
- Will the existing byways remain as off-road, non-tarmac routes, or is there a risk they will be surfaced and opened up to general motorised traffic? In order to protect these valuable routes, has consideration been given to downgrading certain byways to Restricted Byways, preventing motorised use (for example, similar to the treatment of Hogwood Lane at Finchampstead following development at Arborfield Green)?
- The historic lanes Holloways Lane, Bear Lane and Langley Lane have previously been recommended by Wokingham Borough Council for bridleway status. These lanes are not clearly identified on the plans and appear to form part of the general walking and cycling network. Will these routes be formally designated as definitive bridleways to ensure horse riders are included?
- Will the proposed Greenways allow equestrian use? In particular, the Loddon Long Distance Path is shown as a walking route only will this be extended to include cycling and horse riding where it connects into the existing PROW network?
- Where new roads cross existing byways or any new routes intended for horse riders, will there be clearly designated crossing points? On busier or main routes, will assisted or controlled crossings be provided to ensure the safety of riders and horses?
- During the construction phase, what measures will be put in place to ensure that existing PROWs remain open and usable? Where works are noisy or disruptive alongside bridleways, will temporary diversions

be provided to allow continued safe access and to protect nearby equestrian businesses? Will any new PROWs be delivered early in the development so that riders can avoid busy or hazardous construction areas?

Overall, I am concerned that without clear and secure equestrian provision being built into this application, an important part of the local rural character and economy may be negatively affected. I would strongly encourage the planning authority to ensure that horse riders are fully considered and included within the movement and access strategy for this development.