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Bringing Horses
and People Together

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▶ **Intan Keen, Case Officer**
Planning Department
North Herts District Council
PO Box 10613
Nottingham
NG6 6DW

25 June 2026

planning.control@north-herts.gov.uk

Dear Intan Keen,

Re: Development 25/02571/OP – Baldock

My name is Brian Worrell and I represent BHS Herts Access group. I have been involved in this project even before the present masterplans and applications with the aim to improve the development for all residents, and in particular, the large equestrian population impacted by these Baldock growth plans.

North Herts is a largely rural area and great efforts have been made in these plans to preserve the rural aspects of the surrounding environment. However, the developments will affect a large area of the rural community, including equestrians. The number of horses registered with the DEFRA Horse Passport Registration just in the Baldock post codes area is around 1500. Using the British Horse Federation estimate of an average of £6,500 per annum, this equates to £9,750,000 to the local rural economy. People employed within the equine industry include vets, equine physiotherapists, farriers, instructors, saddlers and harness makers, feed merchants, tack shops, farmers, agricultural contractors, livery and stable yard staff, grooms, etc.

From my involvement, I recognise and welcome the desire of the developers to improve the public rights of way (proW) network, including the all mode rail bridge, inclusion of leisure paths, retention of proW, and the willingness to engage with the equine community. However, there are still some improvements that have not been implemented in this Outline Planning application.

On that basis, on behalf of BHS Herts, I **object** for the following reasons.

1. Connectivity and Transport

I have made a generic request that the Baldock Greenway should be based on a bridleway as a minimum, thereby providing green infrastructure for all vulnerable road users – walkers, cyclists, wheelers, disabled and horse riders (the exception being horse carriage drivers who require a restricted byway). This is still a requirement.

Request – all green infrastructure to be based on a bridleway as its core route.

SP6 (f) – Baldock Greenway leisure route within the site, connecting Ivel Springs and Weston Hills Local Nature Reserves.

It is noted that there are two options for the routing of the Greenway through BA3 depending on whether a secondary school is required or not. I have requested a connecting bridleway through BA3 along the A505 boundary to connect the crossing of A507 Clothall Road – see below, with bridleways Clothall 027 and Clothall 028, and the bridge across the A505 to Clothall 003. As a benefit this would probably remove the need of Definitive Map Modification Order NH/315 which would connect the dead-end of Clothall 027 and Old Wallington Road to Yeomanry Drive .

Request – a bridleway through BA3 along the boundary with A505.

I have also requested a Pegasus Crossing of A507 to accommodate the safe crossing of all vulnerable road users (walkers, cyclists, wheelers, disabled and horse riders, with the exception of horse carriage drivers) between the Urban Open Land, BA3 and BA2.

Request – a Pegasus Crossing of A507 Clothall Road.

However, there is also reference to Ivel Springs in this section which involves the crossing of North Road. It is recognised that Ivel Springs is outside the site boundary but I have requested a Pegasus Crossing further north of the Pelican Crossing which connects footpaths from the site to Ivel Springs. The reason for the Pegasus Crossing is to connect Millers Way bridleway Bygrave 001 across North Road to the track/footpath Baldock 001 through the northern and western edge of Ivel Springs. There are on-going discussions to formalise/upgrade this footpath/track to a bridleway as it is used by horse riders from the North Herts Equestrian Centre and Parson Cole Livery Yard to access the bridleway network around the application site.

Request - a Pegasus Crossing sited further north and replacement of the Pelican Crossing of North Road.

SP6 (g) – Green Link – retention of PROW Bygrave 002 within green corridor

Bygrave 002 is a bridleway and this is welcomed and supports the request for the Greenway to be based on bridleways. Unless there is a common class of route in the Greenway, confusion will arise around which users are allowed or not in which sections. Clear signposting is also required. I have requested the Greenway is based on a bridleway above.

SP9 (d)- Baldock Greenway leisure route

As previously requested, the Greenway to be based on a bridleway for the reasons stated.

SP9 (f) – Green Link – green corridor incorporating retained PROWs

Clarify which prows this includes. I assume Millers Way Bygrave 001 and upgraded Bygrave 015, but it is unclear which others.

Request – clarify which prows are to be retained and their classification.

2. Heritage

SP12 (b)

Millers Way is a bridleway and not a footpath.

Request – correct this error.

Design and Access Statement

1. Site wide principles

6 – The creation of the network of more informal routes including the Baldock Greenway and retained Public Rights of Way should be based on bridleways and/or permissive routes should be created/donated as public rights of way. This will provide legal and other protections and safeguard the routes into the future. This is also supported by the Ramblers in their submission.

Request – all proposed permissive routes to be made into prows.

7 – Confirm that the all modes bridge over the railway line includes a bridleway, segregated from the road traffic.

Request – a bridleway segregated from road traffic across the new railway bridge.

2. Green Infrastructure

3 – It must be possible to define where equestrian movement is to be implemented. It is essential that anomalies and dead-ends are not created, and confusion of change of status of a route is removed. As stated previously, the Baldock Greenway should be based on a bridleway.

Request – define where equestrians movement is to be allowed.

3. Gateways

North Road

3. Confirmation that the all modes access will include bridleway for horse riders in the active travel measures otherwise it is not all modes access.

Request – confirm horse riders are included.

4. It has been requested that this North Road crossing should be a Pegasus Crossing further north of the proposed crossing to enable connection of bridleway Bygrave 001 to the footpath/track down the north and western boundary of Ivel springs. This is shown in the Rights of Way Improvement Plan (RoWIP) which is statutory HCC requirement.

Request – confirm that a Pegasus Crossing will be specified.

A505

2. **Request - Confirm the new bridge crossing the railway is all modes horse carriage drivers who will use the vehicular carriage way..**

4. The existing prow should be identified (I assume it to be footpath Bygrave 015 upgraded to bridleway). I have already requested a new bridleway along the boundary with A505 – see above.

Request – Confirm the existing prow is the upgraded Bygrave 015.

Clothall Road

3. The all mode junction at the gateway should be a bridleway with a Pegasus Crossing connecting the bridleways to the north and south of A507 – i.e. Urban Open Land/BA3 and BA2.

Request – Confirm the all mode junction and A507 crossing with include horse riders and a Pegasus Crossing.

A505 Edge

2. The Baldock Greenway which will wrap around BA3 should be a bridleway as stated many times above. In addition, the Greenway will ink to the open Urban Ground with the proposed new bridleway along the A505 boundary.

Request – Confirm the Greenway will be based on a bridleway and that a new bridleway along the A505 boundary will be created.

Bygrave Common

5. **Request that Millers Way be described as a bridleway.**

Urban Open Land

Whether or not a secondary school is required, a bridleway is requested along the A505 boundary with a dog leg to the A507 crossing, to connect the bridleway network and BA3 to the north and the bridleway network to the south.

Request – Confirm a bridleway will be created along the A505 boundary and dog leg to A507 crossing.

Walls Field

2. It is unclear which prowl footpath this is and should have its prowl number shown. It probably does not affect any equestrian provision.

Weston End

1. As already stated above many times, the Baldock Greenway should be based on a bridleway. Also, 'where horse riding is possible' should be defined to avoid any misunderstanding.

Request – Define where horse riding is possible.

Similarly, identify how the bridleway crossing of A507 will run through this area and/or BA2 to connect with bridleways Baldock 002, and Weston 001, which in turn connects to Clothall 048 and the bridleway network to the east of A505 and A507.

Request – specify the route of the bridleway through Weston End/BA2.

I apologise for the detailed submission and hope it makes clear those elements related to equestrians that are still missing from this exciting and ambitious development. I'm grateful for the engagement with the equestrian community and look forward to this continuing. I'm as always available to respond to any queries or clarifications required.

Yours sincerely



Brian Worrell
BHS Herts Access