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Bringing Horses
and People Together

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16 November 2025

Dear Sir/Madam,

Re: Development 25/02571/OP – Baldock

These comments are in addition to those submitted previously by Peter Natt and myself dated 10th November 2025. They should be read in conjunction with the previous comments rather than repeat them.

They mostly seek clarification within the published documents and to assist in drawing up the Reserved Matters around public rights of way (prow). Taking each in turn:

Planning Statement

Page 32 SP14 BA1 Policy Criteria. As bridleway Baldock 034/Bygrave 002 exits onto Bygrave Road as an east-west Active Travel corridor, it should be clarified that this is also to be used by equestrians,

Page 36 Policy BA3 Criteria. Bridleway Clothall 027 is a dead-end prow. However there is a registered Definitive Map Modification Order NH/315 to register the status of Old Wallington Road as a restricted byway or bridleway to remove this dead-end. This should be made clear here. Further, the RoWIP requests a creation/dedication bridleway to link Old Wallington Road to footpath Clothall 001 and this to be upgraded to bridleway to the A507 Clothall Road. It is noted that bridleway Clothall 027 is included in the Green Corridor.

Page 44 Paragraph 4.78 This mentions 'circular permissive footpath'. As a general statement, all permissive paths of whatever status should be permanent as permission can be removed

immediately without consultation. Also permanent paths have other legal protection that are not afforded to permissive paths.

Page 48 Paragraph 4.100 Use of the 'improved pedestrian and cycle access' must include equestrians, particularly as the Bygrave Road/Ashwell Road are to be designated Active Travel routes.

Page 50 Paragraph 4.11 This mentions s106 contributions but there doesn't appear to be any contributions for prowl improvements. As these should include one or more Paegasus Crossings – see later, the s106 draft agreement must include prowl improvements.

Page 51 NPPF. It is noted that NPPF Paragraph 105 isn't mentioned which requires prowl improvement both on and off site where a development impacts the prowl network. As there are several improvements proposed, this paragraph must include NPPF 105. This is relevant to Page 58 4.155 below.

Page 58 Highways, Access and Sustainable Travel

Paragraph 4.155 The mentions 'retained and enhanced prowl'. These should be listed here so that it is clear what is to be provided.

Page 72 Appendix D: Draft s106 Heads of Terms

There is no contribution listed for prowl which implies this development will not make any contributions and that HCC will fund them. This is unacceptable and a contribution must be forthcoming.

Green Infrastructure Strategy

2.1 National Policy drivers

The National Planning Policy Framework (NPPF)

This mentions 'enhancement of existing and creation of new public rights of way' and should refer to NPPF Paragraph 105.

3.2 Strategic Green Infrastructure Access & Recreational Routes

The talks about the strategic position of Baldock in the context of greenways, but doesn't list the strategic importance to equestrians long distance routes. This should be listed here.

It is noted that a figure of a horse rider appears twice in Figure 10 Green Infrastructure Influences, but other routes equestrian are outlined in these plans. These should be made clear in later sections.

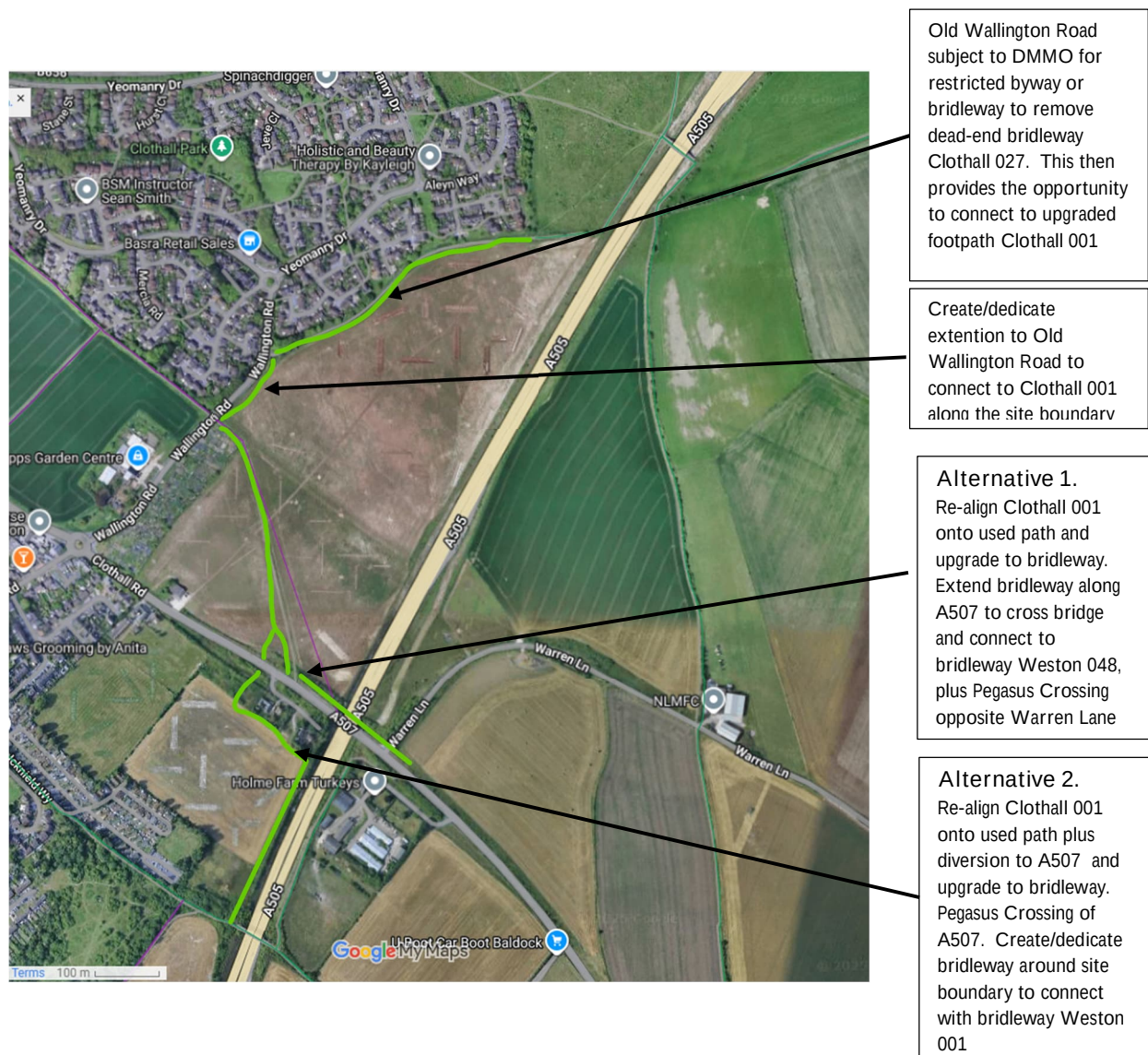
Also, it doesn't seem that the Rights of Way Improvement Plan (RoWIP) has been consulted (and Peter has listed these in the previous comments for consideration). This is further confirmed in:

5.8 Green Infrastructure Connectivity.

Where it states 'desktop review of the strategic PRoW network (based on the Definitive Map for Hertfordshire)'. This is insufficient as this review has not taken into account existing registered DMMOs or the RoWIP suggestions. This is a significant omission that should be rectified.

Within this section, specific areas of the site are outlined further. Of particular concern is:

BA3 Land south of Clothall Common and Urban Open Land and Walls Field. We have requested several enhancements that are omitted for these documents and are shown below.



With regards to BA1 North of Baldock, it is strongly recommended that Millers Way Bygrave 001 has a dog leg created/dedicated around the buildings, within the site boundary such that it exits onto North Road opposite Baldock 001. A Pegasus Crossing should be installed for a safe

crossing for all vulnerable road users at this point. This will remove the otherwise staggered crossing.

From the NPPF section 105, footpath Baldock 001 should be upgraded to bridleway to run along the western boundary of Ivel Springs (its sensitivity is recognised) where an extension is requested to exit onto Norton Road. This is a once only opportunity to link the bridleway network around Baldock with Letchworth.

7.2 Green Infrastructure framework.

There are series of paragraphs outlining the Framework. Many of them state 'horse riding (where possible)'. Specific proposals for horse riding routes must be described in each of these sections.

This is also linked to Chapter 9 (plus the Design and Access Statement Part 6 from Page 81).

Chapter 9 Key Spaces, Green Infrastructure Framework

It isn't clear from the descriptions and figures where horse riding routes will be provided. As above, these must be described to ensure there is connectivity between all the bridleways both on-site and off-site and the greenways.

This applies to Sections 9.1. Bygrave Common Overall, 9.2 Eastern Park, 9.3 Urban Open Land, 9.4 Weston End, 9.5 Bygrave Common Ecological Areas where the dog leg on Bygrave 001 Millers Way is requested, 9.6 Green Space East of Clothall Common, and 9.7 Baldock Greenway which states 'controlled horse rider access' which must be described.

Design & Access Statement

Much of the concerns are included in the above section on Chapter 9. Each area is described but it isn't always clear what is proposed for equestrians. Some of the illustrations appear to be for walkers only rather than multi-user. This must be made clear.

Page 84 Movement and Access.

1. Active Travel Network.

It is noted that Bygrave Road will be closed off to private cars (apart from access). Can it be assumed that Bygrave Road will therefore be accessible to equestrians?

2. Active Travel design

This states the design will meet LTN1/20 which can have some significant implications for equestrians. It is suggested that reference is made to the BHS document 202505 The impact of Active Travel Plans and LTN 1/20 on Equestrians.

Page 96 3.80 Public Rights of Way

It is not clear where the diversion of Clothall 001 is planned. Therefore it isn't clear how the requested upgrade to bridleway will complete the network.

3.81 Baldock Greenway.

Again it isn't clear what sections will be accessible by equestrians.

The Active Travel diagram does not include equestrian access and hence it isn't clear what routes they can access.

Page 106 3.101 Multimodal Bridge

This is very welcome as it includes equestrians separate from the main vehicular carriageway. For completeness this part of the route should be created/dedicated as a bridleway.

Apologies for the length of these comments but it is essential that the plans explicitly show where equestrian access is planned. As always, Peter and I are available for discussion on any points that need further explanation. We look forward to hearing from you on this exciting development.

Yours sincerely

Brian Worrell