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Bringing Horses
and People Together

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The
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Date:

▶ **Planning Department**
North Herts District Council
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11 April 2026

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Dear Sir/Madam,

Re: Development 25/02571/OP – Baldock

Thank you for the opportunity to comment on the latest planning proposals. We also welcome the commitment to the inclusion of equestrians in the planning and the recognition that this whole area is an important and strategic location for the significant and wider equestrian network.

We suggest there is room for further improvement, of which many previous suggestions are still valid. Our comments are made with access for all in mind for ALL vulnerable road users and to make full use of the opportunity that this important development offers. We strongly suggest these are reviewed again, particularly as the latest documentation list no longer includes the Planning Statement or the Design & Access Statement. Therefore, apart from the updated Green Infrastructure Strategy, it is impossible to know what suggestions have been included or not.

NPPF (2024) Para 105 states Para 105, which states “Planning policies and decisions should: Protect and enhance public rights of way and access taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails”. I suggest that all new paths should be constructed as public rights of way rather than permissive so that they protected into the future along with their full legal status and inclusion on the Definitive Map and Ordnance Survey.

Infrastructure Strategy

Figure 5. SMP Green Infrastructure Framework Plan makes no reference to equestrians or the use of bridleways as the core pathway through the greenway thereby missing the opportunity

for the maximum number of users of what should be a multi-user network, not just for walkers and cyclists.

This is particularly relevant for linking the bridleway network north and south of the A507. This network has been fragmented by road developments, and whilst not strictly within the remit of the landowner or developers, there is the opportunity to repair some of this fragmentation, particularly with the proposed crossing of the A507 linking Cambrai Field with Weston Hills with a Pegasus Crossing.

Nor does it appear to take into consideration the Old Wallington Road Definitive Map Modification Order (DMMO) or the Rights of Way Improvement Plan suggestions. The BHS made a number of reasoned suggestions in our discussions and public consultations for the improvement of the public rights of way network provided by this development.

Similarly there is the need for a signalised crossing on the North Road to link Millers Way to Ivel Springs. The BHS suggests this should be a Pegasus Crossing, not the pedestrian crossing as proposed, as it is anticipated that the north/south section of footpath Baldock 001 through Ivel Springs will become a bridleway to connect Millers Way with the Norton Road and its link to the Letchworth Greenway. Although this footpath upgrade is outside the scope of this development, the plans show a new permissive path exiting onto the North Road opposite Ivel Spings, hence the development should provide this safe crossing of a busy and wide main road out of Baldock.

All of these suggestions have been well documented by the BHS previously and are in line with the Ramblers comments.

Also noted is that the phrase 'horse riding (where possible)' is used throughout the documentation. We suggest that the plans show explicitly where horse riding will be possible so that a balanced view of provision can be gained. Horse riding routes must be joined up without gaps or anomalies in the network, particularly given the strategic location of Baldock in the wider network and long distance routes that pass through it.

Yours sincerely



Brian Worrell
BHS Herts Access

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