

Suggested location for Inspector's site visit – The British Horse Society

Pertenhall BW 26 and Bolnhurst & Keysoe BW 37 (APP-121 Masterplan sheets d and c, APP-010 Streetworks plan sheets 1, 2 and 3, APP-160 Outline PROW mgmt plan and APP-070 Visual Receptors Figure 5-4a)

This bridleway in Site A runs from Manor Farm Pertenhall to the far western end of the development. Although it is private land, we assume that access for a site visit can be arranged with the landowner.

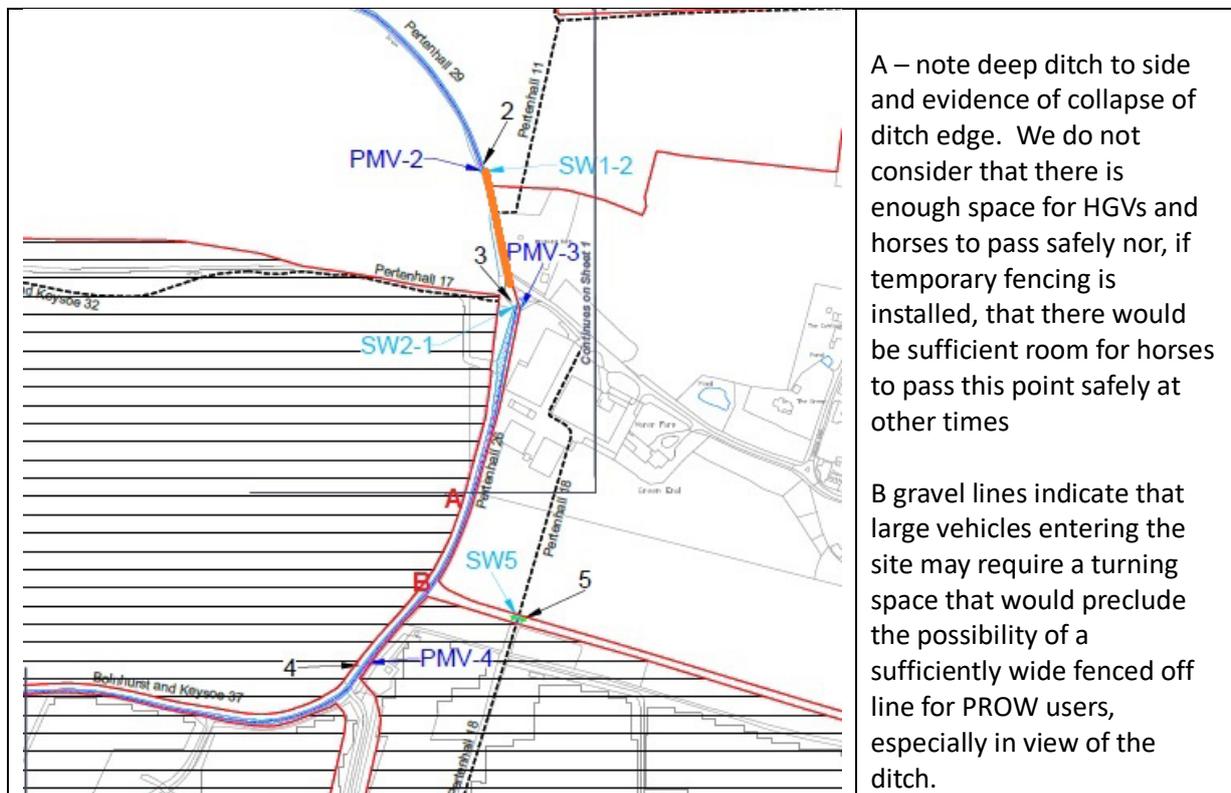
The BHS asks that the Inspector visits this route because it is proposed that it will be used as an access route to the whole of Site A. The BHS has significant safety concerns about this, including the proposed provision of a temporary diversion route alongside the bridleway.

Further, the impact on the enjoyment of this bridleway during operation and in perpetuity is, in our opinion, significant and adverse.

I suggest that the Inspector starts at the Manor Farm and travels west, focusing on the construction safety issues and then returns focussing on the views and enjoyment.

In Manor Farm farmyard, the bridleway will be shared with construction traffic. The oPROWMP (section 6.4) notes that, during construction, bridleway users continue to use the existing bridleway track and verges but that “temporary fencing could be used segregate them from construction traffic”.

There are two pinch points where we do not consider there is enough space to achieve safe segregation. We ask that the Inspector looks carefully at both these points – shown as A and B on this extract from APP-010 sheet 1:



We ask that the Inspector then looks on the other side of the hedge behind the ditch to see that an alternative, safer headland route can be provided (albeit on land outside the red line but in the ownership of Manor Farm).

It is proposed that B&K BW 37 will be diverted to alongside the existing track during Construction – firstly to the north, from Point 4 (sheet 3) to Point 7 (sheet 4) and then cross the track at point 7 and follow a diversion on the southern side of the track to the western end of the development.

Near Point 7, B&K BW 40 joins the track (the definitive line is strictly off the track but riders follow the track as the strict line is not usually tenable). Likewise, riders currently ride along the track and its verge to the west and do not follow the strict line of the bridleway to the north of the track.

We ask the Inspector, during his visit, to consider the safety of horses and riders during construction particularly when the western arrays are being pile driven and the cabling is being laid etc. – there will be construction traffic on the track and significant noise from the works. It is the Society's view that the bridleway should not be used for access and in any case that the diversion is not sufficiently far away from the active construction works to be safe. Alternative diversions are within the gift of the landowners, albeit outside the red line.

From the far end of the development (viewpoint 9 on Fig 5-4a APP-070), we ask that the Inspector takes time to admire the views to both sides along this bridleway, particularly along towards point 7 (of APP-010). If at all possible, it would be ideal if the Inspector could understand the views from the higher vantage point of a rider. We may be able to provide a horse if he wishes, but perhaps standing on the seat of the car with his head out of the sun roof would provide an adequate proxy. On a fine day he should be able to see several church spires and villages as well as rolling fields. The views to the north will be lost in perpetuity.

As he returns to Manor Farm, please take time to consider the impact on the views to the south, combined with the existing solar panels. The distance travelled back to the farm is about 2.4km which, in walk, would take a horse about 25-30 minutes to cover. This distance from the end to point 7 (of APP-010) is just over 1km so about 10-15 minutes.

Ann Kennedy, BHS Bedfordshire Access Officer

9th March 2026