

THE BRITISH HORSE SOCIETY – Cambridgeshire

Written Submission for Deadline 1

This submission provides further information on matters raised in our initial relevant representation - RR 143.

Enhancements and improvements

In particular, I wish to expand upon the scope for additional equestrian access within the site. Such additional access has also been requested by Cambridgeshire County Council ("CCC") (paragraphs 7.28 to 7.31 of RR-150).

It is clear that both national and local policies (including EN-3) require the Applicant to enhance and improve public access across the site but no such additional access has been offered yet in Sites C or D in Cambridgeshire.

I note that there are some dotted pink lines on the land to the south of Great Staughton in Figure 1-2i of the environmental masterplan (APP-121) but this is not indexed on the key nor annotated on the Figure. By comparison with the Figure 1-2g which shows some permissive paths near Little Staughton in similar style, it may perhaps be presumed that these lines indicate an intention to provide a permissive footpath?

The BHS and CCC wish to see an equestrian access around the significant grassland area (see paragraph 7.31 of CCC's RR-150). On the assumption that the line on Figure 1-2i does indicate an intention to provide access we comment as follows:

- These access paths should be of at a minimum bridleway status – ideally restricted byway which would permit horse drawn carriages but not motor vehicles
- The paths should be around the whole of the grassland area not just about one third of it
- Access at the higher status must be provided from both the village to the north and from Moor Road to the south west (making as short a road connection to Hail Weston BW112/7 as possible)
- The status of the site as a scheduled monument can be protected and such use should have no adverse effect
- These routes should be delivered as dedicated rights of way to ensure long term mitigation for the development and its adverse impacts.

In the event that the lines are not intended to indicate such an intention, we request that access is provided as above.

The Society fully supports CCC's ambitions (paragraph 7.29 of RR-150) multiuser:

- Improved east-west connectivity to enable access from rural communities to St Neots and the National Cycle Network at or near to Hail Weston.
- North-South connectivity to Grafham Water.

Such improvements should also be at a minimum of bridleway status to allow as many non-motorised users as possible to benefit. East-west connectivity would enable Cambridgeshire horse riders to access the significant bridleway network in Bedfordshire and north-south connections would provide access to the large network around Grafham Water (via Hail Weston BW112/9, north of Hail Weston).