

BRITISH HORSE SOCIETY – BEDS – COMMENTS ON DRAFT ASI ITINERARY (REP1-065)

At Deadline A, the BHS requested that the ExA visit Pertenhall BW26 and Bolnhurst & Keysoe BW37, identifying a number of points for the ExA to consider:

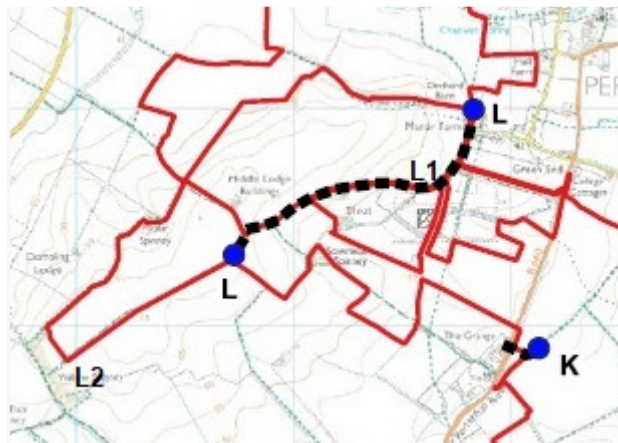
- The two pinch points within and near the farmyard on Pertenhall BW26
- The possible alternative route on the other side of the hedge
- The length of BW37 where a parallel 'diversion' is proposed, including but not limited to the crossing at BW40
- The views from the far end of BW37 and returning towards the farm

The current draft itinerary should address the first, and possibly the second, but only partially addresses the third and ignores the last.

Further, it is on foot which may well be appropriate in looking at the first two points, but it should be possible to complete the rest of the visit in a vehicle, with stops at key points.

The omission of the views on the further part of BW37 is of particular concern to us – these are the most valued views on the BW and the ExA will apparently not see them. Indeed, it appears that he will stop at just the point that the views to the north become most impressive – the topography means that these impressive views are not visible when on foot until about that turning point.

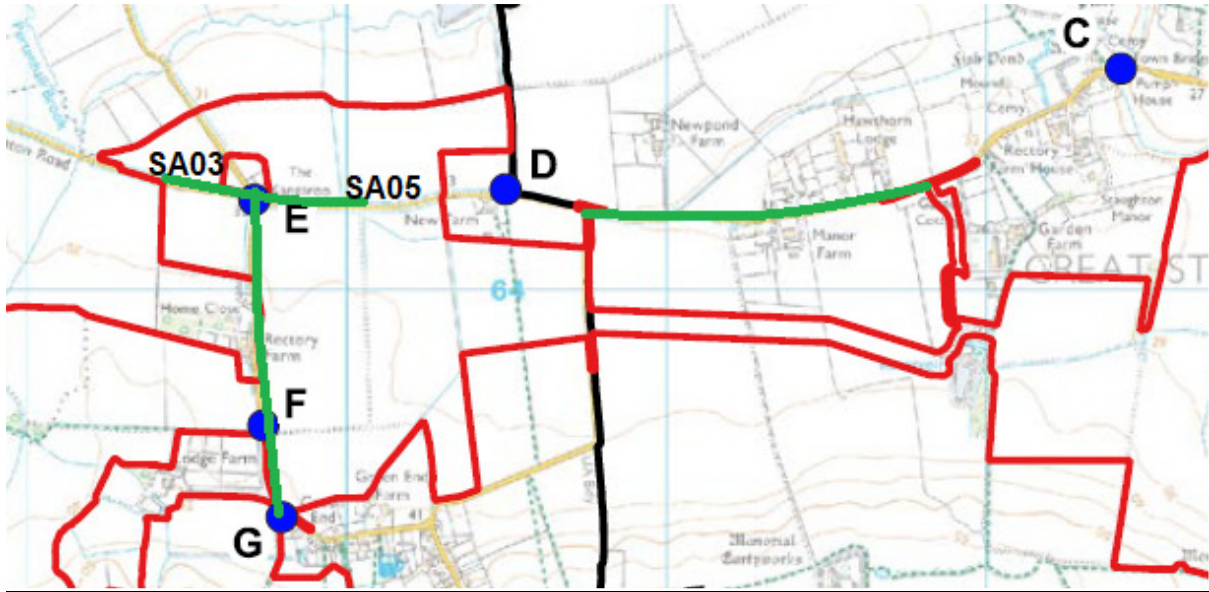
I appreciate that time will be limited so I would suggest that the ASI visits L to L1 on foot and then takes a vehicle up to L2, stopping at key points (the proposed diversion crossing, the BW40 crossing and viewpoints 9, 12 and 14).



The BW surface is adequate for a minibus to drive, and the landowner surely will give permission for the ExA to visit by vehicle.

Use of roads used by Equestrians

Although the justification in the itinerary does note that the section between C and D will be used by construction traffic, there are other sections of the route where this is also true, but this is not noted. The omitted references include most of the routes identified as being used by equestrians. On the extract below, the green lines indicate the sections of route that the Society has expressed concerns about.



Between C and D, the Justification column of the itinerary refers to SA12 but not to the site access just before D, which curiously is not labelled on the Site Access plan (APP-124).

Likewise, the itinerary justification between D and E should refer to SA05. And the route should be extended to visit SA03.

The itinerary justification should also note that that section from E-F-G will be used by construction traffic.

Impact on views outside the Order limit

The Society is pleased to see that itinerary includes a visit to a byway outside the Order limits at point M. This is a popular equestrian route and is a good example of the impact on views from PROW outside the route. Please remember that riders on horses have a higher position from which to enjoy the views of the countryside.