

**Vision for London Stansted Cambridge Corridor A (iv):** we note that in this Policy there is a reference to enhancing the environment with the provision of green infrastructure, and a commitment here to *'provide greater opportunities for more sustainable access to nature for everyone living in the corridor'*. This is welcomed but is ambiguous in that it does not specify whether this would be on foot, cycle or horse. We would like to see a commitment in the Plan to ensure that ALL user groups will have access to this green infrastructure wherever practicable.

For this Plan to be considered sound, an amendment should be made to include a reference that such green infrastructure will, where practicable, be available for all user groups to access.

**Lee Valley Regional Park para 2.24:** we note that there is an aim in this paragraph to improve pedestrian and cycle links; we would like to see an aspiration to increase the availability of access to equestrians also.

For this Plan to be considered sound, an amendment should be made to this paragraph to include a reference that such links will, where practicable, be available for all user groups to access.

**Local Plan Objectives D (ii):** we note the aim to *'improve public transport, walking and cycling opportunities with the aim of promoting healthy lifestyles'*. This we support, but we would like to see a commitment to access for all users, including equestrians, as horse riding too contributes greatly to the health and wellbeing of its participants, particularly women and children (two groups who are frequently targeted to increase their uptake of exercise) and should not be omitted from the Plan. It would seem logical that if safe off-road routes are created, then they should be accessible to ALL users, not just pedestrians and cyclists.

For this Plan to be considered sound, an amendment should be made to this paragraph to include a reference that such opportunities will, where practicable, be available for all user groups to access.

**Policy SP3 H (vi) and (vii):** as per previous comments we would like to see access for all embedded into the strategic policies of this Plan.

For this Plan to be considered sound, an amendment should be made to either of these paragraphs to include a reference that such green infrastructure and green space provision will, where practicable, be available for all user groups to access.

**D (xiii):** we note the aim to *'provide for sustainable movement and access to local and strategic destinations (including rail, bus and pedestrians/cycling)'*. This we support; however, this Plan should also cater for leisure use and as such should include a reference to the provision of access for all users, whether they are for commuting or leisure. Whilst horse riding cannot be classified as a commuting mode of transport, leisure links should also be provided, and it is within these links that access for all, including equestrians, is embedded into this Plan.

For this Plan to be considered sound, an amendment should be made to this paragraph to include a reference that such links will, where practicable, be available for all user groups to access.

**Harlow and Gilston Garden Town: para 2.117:** we note that a Sustainable Transport Corridor Study is being prepared and the provision of sustainable transport options are to be included. This we support; however, this Plan should also cater for leisure use and as such should include a reference to the provision of access for all users, whether they are for commuting or leisure. Whilst horse riding cannot be classified as a commuting mode of transport, leisure links should also be provided, and it is essential within these links that access for all, including equestrians, is embedded into this Plan.

For this Plan to be considered sound, an amendment should be made to this paragraph to include a reference that such links will, where practicable, be available for all user groups to access.

**Policy SP4 paragraphs C (xiv) and (xvi):** we support the aspiration to create ‘...*multi-functional open space, the Green Wedge network sports and leisure facilities...*’ and in para xvi ‘...*provide a multi-functional green grid which creates significant networks of new green infrastructure and which provides a high degree of connectivity to existing corridors and networks...*’ however, we would like to see a commitment within the Plan to make these open spaces, however they are described, accessible to ALL users as far as is practicable.

For this Plan to be considered sound, an amendment should be made to either both or one of the paragraphs to include a reference that such open space will, where practicable, be available for all user groups to access.

**Paragraph 2.123:** it is noted that there will be ‘*connections for walking and cycling to other recreational opportunities...*’ and that ‘*Plentiful local green infrastructure must be incorporated within the development to reflect Garden Town principles...*’. We wish to see fully inclusive access incorporated within this Policy so as not to discriminate against equestrians, which appears to be the case in this Policy’s present form. Such issues will of course be looked at within specific Masterplans for these communities, but we feel that the aim to include access for all should be embedded at the highest level so that a fully-inclusive Policy can inform the creation of such Masterplans.

For this Plan to be considered sound, an amendment should be made to this paragraph to include a reference that such ‘plentiful green infrastructure’ will, where practicable, be available for all user groups to access.

**Latton Priory F (iv):** we note that it is intended for ‘*Strategic green infrastructure comprising natural/semi natural open space, walking and cycling routes...*’ to be created; however, we wish to see this Policy include access for all users, including equestrians, as in its present form it is discriminatory against this user group by this omission.

For the Plan to be considered sound, we suggest that an amendment should be made to this paragraph to include a reference that such open space will, where practicable, be available for all user groups to access. Such an amendment could read: '*Strategic green infrastructure comprising natural/semi natural open space, walking and cycling **and horse riding** routes...*'.

**Water Lane Area G (iii):** we note that it is intended for '*Strategic green infrastructure comprising natural/semi natural open space, walking and cycling routes...*' to be created; however, we wish to see this Policy include access for all users, including equestrians, as in its present form it is discriminatory against this user group by this omission.

For the Plan to be considered sound, we suggest that an amendment should be made to this paragraph to include a reference that such open space will, where practicable, be available for all user groups to access. Such an amendment could read: '*Strategic green infrastructure comprising natural/semi natural open space, walking and cycling **and horse riding** routes...*'.

**East of Harlow H (iii):** we note that it is intended for '*Strategic green infrastructure comprising natural/semi natural open space, walking and cycling routes...*' to be created; however, we wish to see this Policy include access for all users, including equestrians, as in its present form it is discriminatory against this user group by this omission.

For the Plan to be considered sound, we suggest that an amendment should be made to this paragraph to include a reference that such open space will, where practicable, be available for all user groups to access. Such an amendment could read: '*Strategic green infrastructure comprising natural/semi natural open space, walking and cycling **and horse riding** routes...*'.

**Policy SP7 B (ii):** we note that it is intended that an '*infrastructure network that is accessible for quiet enjoyment, recreation and exercise...*' to be created; however, we wish to see this point clarified to include access for all users, including equestrians.

For the Plan to be considered sound, we suggest that an amendment should be made to this paragraph to include a reference that such open space will, where practicable, be available for all user groups to access. Such an amendment could read: '*infrastructure network that is accessible **to all user groups where practicable** for quiet enjoyment, recreation and exercise...*'

**Policy T1 E:** we note that this point requires high quality, sustainable and flexible transport options and '*with accessibility for all potential users*'. This we welcome; however, we would like to see this clarified so that it truly does include ALL users, including equestrians, since in numerous other places within the Plan only walking and cycling is promoted.

For this Plan to be considered sound, we suggest that an amendment is made to this paragraph to clarify that it does truly include ALL user groups, including equestrians.

**Epping Forest SAC and Lee Valley SPA paragraph 4.24:** we are pleased to see that horse riders, along with cyclists and pedestrians, have been included in the aspirations to improve

linkages via the increase of public access to other land not in the Forest, and fully support this Policy. It is a shame that such inclusivity is not repeated throughout the rest of this document.

For this Plan to be considered sound, we suggest that reference to access for all is consistent throughout the whole document, not just in one place – a point which is evident when considering the number of our other representations to this consultation.

**Policy DM5 A (iv):** we note that this Policy intends to *‘enhance connectivity and integration by providing pedestrian/cycle access to existing and proposed Green Infrastructure networks and established routes, including ...bridleways/Public Rights of Way...’*. It is disappointing to note that yet again equestrians have been discriminated against within this Plan. Reading this Policy, it appears that all this new green infrastructure is intended only to be accessible by pedestrians and cyclists, regardless of whether these new routes will link in with bridleways, so equestrians will potentially be forced onto busy roads whilst other recreational users will have the pleasure of using off road routes.

For the Plan to be considered sound, we suggest that an amendment should be made to this paragraph to include a reference that such open space will, where practicable, be available for all user groups to access. Such an amendment could read *‘enhance connectivity and integration by providing pedestrian/cycle/equestrian access to existing and proposed Green Infrastructure networks and established routes, including ...bridleways/Public Rights of Way...’*.

**Designated and Undesignated Open Spaces 4.44:** we note the comment that open space provision is critical to the physical and mental health of communities, and that there is an aspiration that this provision needs to be suitable for all, and to provide opportunities to improve their lifestyle and maintain their health. This we support, but we would like to see a commitment to access for all users, including equestrians, as horse riding too contributes greatly to the health and wellbeing of its participants, particularly women and children (two groups who are frequently targeted to increase their uptake of exercise) and should not be omitted from the Plan. It would seem logical that if safe off-road routes are created, then they should be accessible to ALL users, not just pedestrians and cyclists.

For this Plan to be considered sound, an amendment to paragraph 4.46 should be made to incorporate the need to include access for ALL users, including equestrians, within the Plan.

**Policy DM9 G:** we note this point specifies that *‘where appropriate, development proposals must maximise connectivity within, and through the development...including the provision of high quality and safe pedestrian and cycle routes’*; however, we wish to see this Policy include access for all users, including equestrians, as in its present form it is discriminatory against this user group by this omission.

For the Plan to be considered sound, we suggest that an amendment should be made to this paragraph as follows: *‘where appropriate, development proposals must maximise connectivity within, and through the development...including the provision of high quality and safe*

*pedestrian, cycle and equestrian (multi-user) routes*’.

**Vision for Epping:** the vision for Epping is supported; however, we would like to see access for all users embedded within this vision. We would like to see a commitment in the Plan to also support the overall creation of green infrastructure, together with access for all, which will provide both recreational and health and wellbeing benefits to the community.

For this Plan to be considered sound, this vision should include a commitment to create access for all; this paragraph could be reworded thus: ‘...*Public open space, footpaths and linkages across the town will be improved and made accessible to all users as far as practicable...*’

**South Epping Masterplan Area (vi):** we note that a new bridge is planned over the railway line; however, it appears that this will only cater for vehicles, pedestrians and cyclists. It would be more logical to ensure the specification of this bridge covers its suitability to be used by ALL users, including equestrians (which could incorporate certain measures to make it horse-friendly) rather than ignoring this user group’s needs whilst catering for others.

For this Plan to be considered sound, we suggest that this is reworded thus: ‘*a new vehicular and multi-user bridge over the railway line;*’

**Vision for North Weald Bassett L (viii)** we note that there will be ‘...*new and improved Public Rights of Way and cycle linkages with the surrounding area...*’. However, this proposed area is between two networks of bridleways and the creation of fully-accessible links throughout this development would be of great benefit to the network, particularly an off-road link along Church Lane or similar. It is a shame therefore that only cycle linkages are being proposed here.

For the Plan to be considered sound, we suggest that this is reworded thus: ‘...*new and improved Public Rights of Way, including equestrian and cycle linkages with the surrounding area...*’.

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