

22/06/2026

Our Ref; 223/2026

Objection.

Planning application reference. 2026/62/91437/E

Description. Alterations to existing building to form 3 dwellings, demolition of stables and erection of 2 dwellings with associated works

Location. Blacker Farm, Park Lane, Emley, Huddersfield, HD8 9QS

Via e-mail. DC.Admin@kirklees.gov.uk

Dear Sir/Madam,

It is disappointing that as a statutory consultee regarding the bridleway DEN/27/10 we were not included in the application circulation. We note that the planning application form does not ask a specific question such as "will any public rights of way be affected by this application". This question would alert users of the public rights of way to planning applications affecting their local area and enable them to make a meaningful response.

The Council Public Rights of way department should also be made aware of this application, we note they have made no response.

We believe that the use of the public bridleway as a vehicular access route to build and occupy these property's is unacceptable and against national planning guidance. Public Bridleways carry no public right of access for motorised vehicles.

I am responding to this consultation on behalf of The British Horse Society, an equestrian Charity which represents the 3.5 million horse riders in the UK. *The BHS is the largest and most influential equestrian charity in the country, working to improve the lives of horses and their owners through its four core foundations of education, welfare, safety and access.* Nationally equestrians have just 22% of the rights of way network available to them, in Kirklees disappointingly only 8% is available to them. Increasingly disjointed by roads which were once quiet and are now heavily used by traffic resulting from development.

BACKGROUND TO OUR COMMENTS

Road Safety is a particular concern to equestrians, who are among the most vulnerable road users. Since 2010 the society's records show that there have been 15,496 road incidents involving horses in which **47 people and 636 horses were killed**. 1,686 people have been injured and 1,522 horses have been injured. Research indicates however that only 1 in 10 incidents are being reported to the BHS; in 2024 alone, **2,470** horse riders and carriage drivers in England and Wales were admitted to hospital after being injured in transport accidents. (NHS Hospital Episodes Statistics). Data source- Hospital Admitted Patient Care Activity, 2023-24: External Causes

<https://digital.nhs.uk/data-and-information/publications/statistical/hospital-admitted-patient-care-activity/2023-24>

For horses. For people. For life.

The British Horse Society is an Appointed Representative of Howden Insurance Brokers Limited (Firm reference 309639) who are authorised and regulated by the Financial Conduct Authority.

Registered Charity Nos. 210504 (England and Wales), SC038516 (Scotland) and 1382 (Isle of Man).

The BHS actively campaigns to improve road safety by making motorists aware of what to do when they encounter horses on the road (see <https://www.bhs.org.uk/our-work/safety/dead-slow> – we recommend taking a few minutes to watch the ‘Dead Slow’ virtual reality film for an impression of how vulnerable equestrians are in proximity to cars and lorries).

Development specific: Site Visit Question. “Can the site be seen from a public road, public footpath, bridleway or other public land.” The answer given is no which is incorrect, Bridleway DEN/27 is used to access this development and will be visible.

The Applicant MUST take the following into account and should note that separate permission for works on or over a Public Right of Way MUST be requested from the relevant Council’s Rights of Way Team prior to any work commencing, and that permission may be refused. Any damage to a Public Right of Way resulting from works must be made good by the applicant. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PRoW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. The bridleway cannot simply be diverted without consultation.

Failure to accommodate the needs of these users would be contrary to National and Local Planning Policies such as:

- **NPPF Para 105:** Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails
- **NPPF Para 96:** Planning policies and decisions should aim to achieve healthy inclusive lifestyles, especially where this would address identified local health and well-being needs-for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
- *Defra circular 1/09 Rights of Way [1] advises that*
- *7.1 Proposals for the development of land affecting public rights of way give rise to two matters of particular concern: the need for adequate consideration of the rights of way before the decision on the planning application is taken...*
- *7.2 The effect of development on a public right of way is a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered.*

Any further vehicle intensification of this area will be detrimental to the public’s enjoyment and safety the potential for conflict between it and large vehicles on a regular basis throughout the day.

We seek clarification on how the bridleway DEN/27/10 will be affected, this is currently a single vehicle width route with no passing places for horses, partially fenced with barbed wire and a drop into fields on one side, we therefore consider this to be a serious safety concern during construction with Heavy goods vehicles using the bridleway and following construction an increased number of vehicles from the new and future residents.

We can find no meaningful mitigating or compensating proposals put forward in the application to safeguard the public bridleway for pedestrians, cyclists and horse riders. The importance and amenity value of the public bridleway has been completely ignored.

Because of the complete disregard and the serious detrimental impact for the amenity and safety value of the public on bridleway DEN/27/10 in this planning application the British Horse Society OBJECTS.

If you have any questions or would like to discuss any aspect of this response further, please do not hesitate to contact me.

Yours Faithfully,