

Via email only.

5<sup>th</sup> August 2026.

[Lightvalleysolar@planninginspectorate.gov.uk](mailto:Lightvalleysolar@planninginspectorate.gov.uk)

Dear Sir/Madam

I am writing on behalf of the British Horse Society (BHS) a membership charity with over **125,000** members representing the UK's **3 million** regular riders and carriage drivers, in response to the Light Valley Solar Ltd Project. 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.

**The BHS objects to the DCO.** The BHS objects to this application on the grounds that the application does not meet the tests of NPPF Paragraph 105. The BHS objects on the grounds that equestrians are being marginalised in the scheme with walkers and cyclists being favoured. Throughout this scheme equestrians are excluded, the arguments for inclusivity of walkers and cyclists can be extended to equestrians using the mechanism of the Equality Duty. This is a form of discrimination, and the Equality Act 2010 created a Public Sector Equality Duty for authorities to provide equal opportunities for all, which means that an authority needs a cogent reason for excluding equestrians.

There are a number of Definitive Map Modification Orders (applications can be found on the relevant authorities registers) which have been submitted by BHS members, these routes must be protected and not subsumed within the scheme.

Dialogue has been very disappointing up to this point with no response from the applicant to either our initial comments or our objection submitted 4<sup>th</sup> July 2025.

We note that some of our objection points have been addressed such as differentiating between rights of way bridleways and footpaths now shown separately within the Public Rights of way documents, we welcome this, along with acknowledging the DMMOs currently held by North Yorkshire Council.

Permissive paths should be multi-user and made available for all NMU users not just walkers and cyclists it should be noted that cyclists can legally use bridleways it therefore makes more sense that these permissive paths be multi-user.

The distances of Permissive paths within the scheme are shown as a mere 8km which does not seem appropriate for a scheme of this size. We would like to see the distances available to each user group broken down by length, IE permissive path length available to Pedestrians separated from both cyclists and horse riders.

British Horse Society welcomes any queries about our response and would hope that the applicant engages with us, and PINs to ensure greater inclusion of equestrians in these plans.

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

**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).

Yours Faithfully,

[Redacted Signature]

[Redacted] AIPROW  
Access Field Officer Yorkshire  
Email: [Redacted] [\[Redacted\]@bhs.org.uk](mailto:[Redacted]@bhs.org.uk)