

13 JAN 2026

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North Herts District Council
PO Box 10613
Nottingham
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8th January 2026

Dear Sirs,

**Re. Langley Bridleway 5
(25/00686/FP)**

I am so what disappointed that firstly we hadn't been notified to this application and secondly not given the option to comment. It would appear this proposed pathway either goes through our land or on the boarder of our land.

Consequently, we would like to object to this, in the strongest possible manor.

Who may I discuss this with?

Yours sincerely,

Mr M Slater

COPY

Statement of reasons:

North Herts Council, Langley Bridleway 5, Town and Country Planning Act 1990, Section 257.

Following Planning Approval, (25/00686/FP) Erection of a detached agricultural barn following demolition of two existing detached agricultural barns. Realignment of existing Public Right of Way. (Bridleway Langley 5), it is considered necessary to divert the existing Public Right of Way in order for development to continue in conjunction with Town and Country Planning Act 1990 Section 257.

The current Bridleway runs in a general south westerly direction along a field edge and then crosses an open yard before exiting onto the London Road, B656 close to a blind corner to the south. The B656 is a classified road with a speed limit of 60 mph. Users are then expected to either walk to the south along the road to meet with Langley BR 6 or cross the B656 to a permissive Bridleway that runs from the north of Willow Tree Farm, then west, then south around to rejoin BR 6.

The proposal for this diversion is to allow users to exit BR 5 at point A and then cross an open paddock field to point C and then continue along that paddock field edge to point D where a new crossing point will be created. The visibility splay from point D is greatly increased and it is only a short walk/crossing to the permissive path that runs around Willow Tree Farm.

A previous proposed diversion route was suggested where the existing BR 5 could be diverted to the south to run along the field of the B656, however, as this route meant gaining the permission of the southern field landowner, this proposal was withdrawn as the permission was not forthcoming.

It is of the opinion of the Local Planning Authority and the Highway Authority, that the proposed diversion to be hereby considered has the benefit of improved safety for users due to the visibility splays being somewhat increased along with the distance needed to be travelled by users on a 60 mph road.