



Ms Pam Jones

Proposed Equestrian Livery Yard at Greens Lane Farm, Downholland

Transport Statement

T4274-R-01

Date: January 2024

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Document Control Sheet

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Transport Statement

Job	Date	Issue	Copy
T4274	January 2024	1	

Originator.....PB.....

Checker.....DW.....

Approver..... DW

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1. Introduction

- 1.1. PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a part retrospective planning application for a proposed Equestrian Livery Yard at Greens Lane Farm, Downholland.
- 1.2. A pre-application enquiry was submitted to West Lancashire Borough Council as the Local Planning Authority (LPA) and the pre-application response received from the LPA is included at **Appendix A** for ease of reference.
- 1.3. The response from the LPA stated that whilst Lancashire County Council as the Local Highway Authority (LPA) offer their own pre-application enquiry service it did offer the following general comments in respect of highways:
 - Sufficient car parking and turning areas should be provided and demonstrated within any subsequent application.
 - Provision should be made for any larger vehicles/horse boxes that would use the site. Car parking and turning areas should be provided within the site and demonstrated within a site layout plan.
 - Full details on the materials used for these hardstanding areas.
- 1.4. This Transport Statement has therefore been prepared to support the planning application and to demonstrate that due consideration has been given to the issues raised in the pre-application response from the LPA. The structure of the TS report is as follows:
 - A description of the site location;
 - A description of the development proposals, including parking and servicing;
 - A review of the transport implications of the development proposals; and
 - Summary and conclusions.

2. Site Description

Site Location and Use

- 2.1. The application site is located to the south east of Downholland Cross as shown on the site location plan included as **Figure 1**. The site is shown in more detail in **Figure 2** and as can be seen it is located to the east of Greens Lane, north of Rimmer's Bridge which runs over the Leeds to Liverpool Canal. The surrounding area is generally very open and rural but there is a small complex of buildings immediately to the north of the application site.
- 2.2. It should be noted that the application site was granted planning permission in 2016 for the erection of a 4 stall stable block, hay store, tack room, outdoor menage and change of use of the land to private equestrian use. It is evident therefore that the principle of the proposed development use is accepted at this location and this was confirmed in the pre-application response from the LPA.
- 2.3. The site is accessed from Greens Lane at a junction which provides excellent visibility in both directions and is of a width to ensure vehicles can satisfactorily enter and leave at the same time.

Accessibility by Non-Car Modes

- 2.4. As previously stated the principle of equestrian use at the site has been accepted by the LPA and therefore it is not considered necessary to undertake an accessibility audit of the site.

Accident Data

- 2.5. By reference to the Lancashire County Council Mario Mapping website it is shown that there have been no recorded personal injury accidents on the road network in the vicinity of the site during the period shown on the mapping.
- 2.6. There has been 1 recorded personal injury accident at the Greens Lane/Formby Lane junction approximately 900m north of the site. This accident occurred on the 8th July 2021 at 17:02 and involved 2 vehicles and resulted in a serious injury to a child.
- 2.7. It is considered therefore, that given the accident records it is evident that there are no inherent road safety issues on the local road network in the immediate vicinity of the site.

3. Proposed Development

Development Proposals

3.1. The proposed site layout is included at **Appendix B** and shows that the proposal includes the provision of 20no. stables together with the removal of some structures for planning mitigation and the replacement of other poor quality buildings which are not fit for purpose. The proposed stables are broken down as follows:

- 13no. stables on livery.
- 2no. isolation stables, these boxes are only used for quarantine so for example if a horse stabled on site shows signs of illness or if a new horse comes to the yard it will be held in isolation and monitored before being stabled with the other horses.
- 5no. stables in private use, these are used by the yard manager who lives at the farm house next door to the yard so there would be no car trips associated with these boxes. The yard managers horsebox is parked at the farmhouse.

3.2. The proposal will continue to use the existing access to the site which is considered to be more than suitable to serve the proposed development.

3.3. It is clear from the area of land available within the curtilage of the site that more than sufficient parking and turning space is available for all types of vehicles that are likely to visit the premises. It is confirmed that all parking and manoeuvring areas will be hard surfaced.

Impact of the Proposed Development

3.4. With regards to the likely vehicular trips to site the Applicant has confirmed that from the experience of this type of facility the following trips are envisaged:

- 4no. visits per week for the 13no. stables on livery, these would generally be cars.
- 13no. horsebox visits per month, this is when horses are transported to shows at equestrian centres across the UK.
- There are 3no. full time members of staff, so likely to be 1no. car visit per day for each member of staff.
- 1 no. visit per week by a vet.

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Proposed Equestrian Livery Yard at Greens Lane Farm, Downholland

Transport Statement

- 1 no. visit per month by a farrier.
- 1 no. HGV sized vehicle per week for deliveries of hay, feed etc.
- Manure is stored in a midden at the site entrance and is collected weekly by tractor/trailer.

3.5. It is evident therefore that the volume of trips likely to be generated by the proposed development would not have a material impact on the operation of the road network or on road safety.

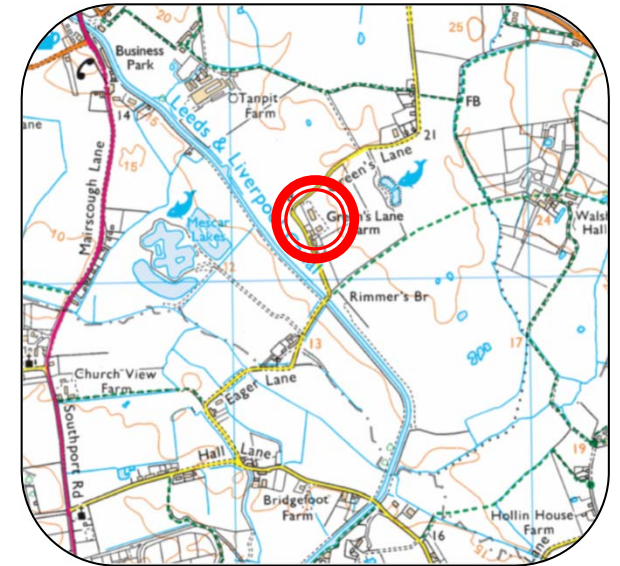
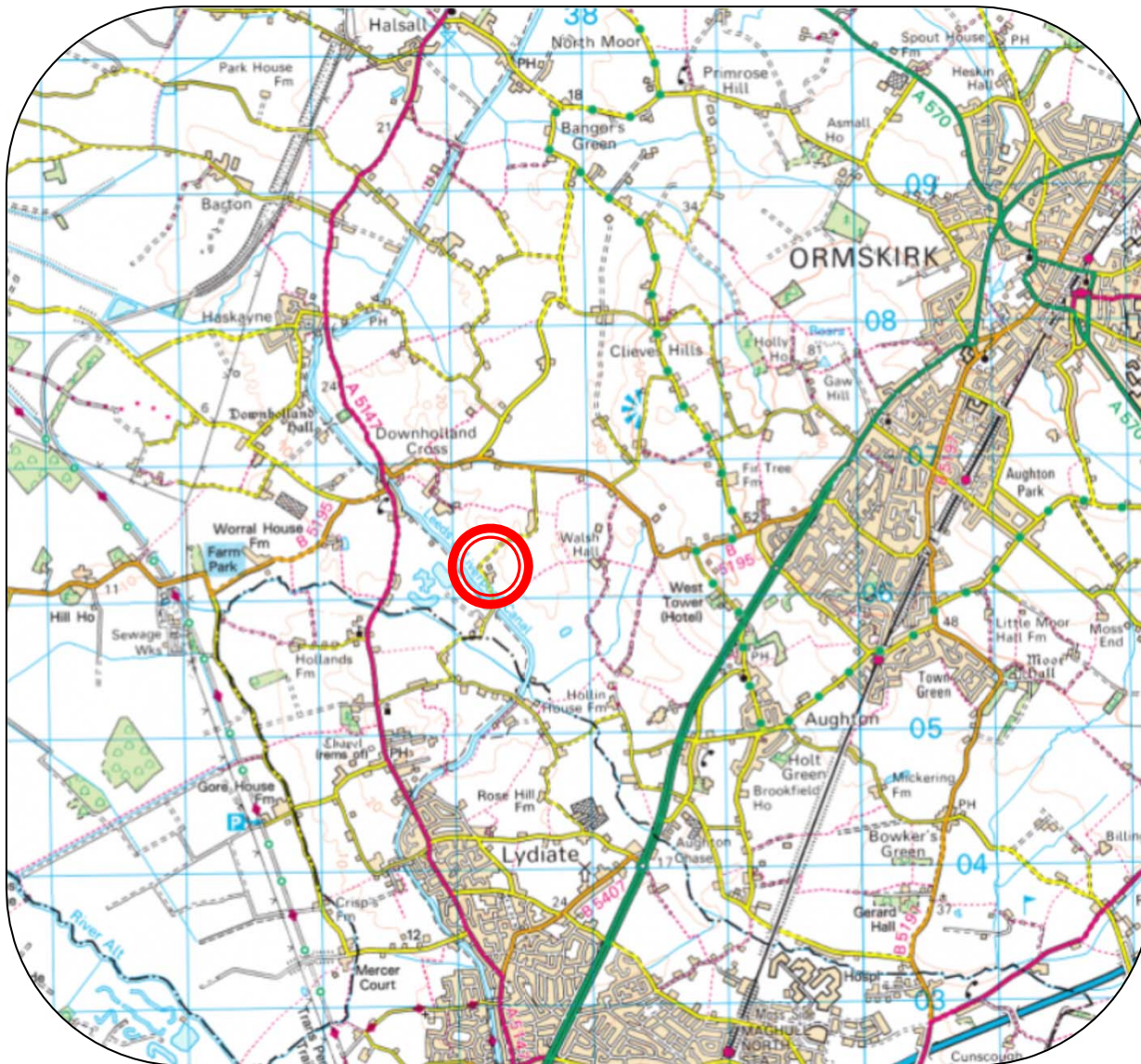
4. Summary and Conclusions

4.1. This Transport Statement has considered the transport implications of a proposed equestrian livery yard at Greens Lane farm in Downholland. The information presented can be summarised as follows:

- **Site Description** – The site is located to the south east of Downholland Cross and to the east of Greens Lane and is accessed via a good standard access from Greens Lane. The surrounding area is generally very open and rural but there is a small complex of buildings immediately to the north. It is evident that there are no inherent road safety issues on the local road network in the vicinity of the site .
- **Proposed Development** – The proposal includes the provision of 20no. stables together with the removal of some structures for planning mitigation and the replacement of other poor quality buildings which are not fit for purpose. The proposal will continue to use the existing access to the site which is considered to be more that suitable to serve the proposed development and it is evident that sufficient space is available within the site for parking and turning arrangements.
- **Transport Impact** – It is considered that the volume of trips likely to be generated by the proposed development would not have a material impact on the operation of the road network or on road safety.

4.2. **It is concluded therefore, that the proposed development will have no material impact on the operation of the local road network or on road safety.**

Figures



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Client	Ms Pam Jones
Job	Greens Lane Equestrian, Lydiat
Title	Site Location Plan (indicative site boundaries shown)

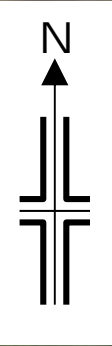
Drawn	CH
Checked	DLW
Approved	DLW

Date	JAN 2024
Scale	NTS

Drawing No.	Figure 1			
Rev				



Site Location



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Client	Ms Pam Jones
Job	Greens Lane Equestrian, Lydiate
Title	Site Area Plan

Drawn	CH
Checked	DLW
Approved	DLW

Date	JAN 2024
Scale	NTS

Drawing No.	
Figure 2	
Rev	

Appendix A

Local Planning Authority Pre-Application Response



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Directorate of Place and Community

Paul Charlson BSc(Hons) MBA
Head of Planning and Regulatory Services

52 Derby Street
Ormskirk, West Lancashire, L39 2DF
Website: www.westlancs.gov.uk
E-mail: plan.apps@westlancs.gov.uk
Telephone: 01695 577177
Date: 10 August 2023
Your ref:
Our ref: PRE/2023/0039/MIN

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

Proposal: Equestrian Livery Yard at Greens Lane Farm

Location: Greens Lane Farm, Greens Lane, Downholland

I am writing to provide pre-application advice with regards to the above. This written response follows receipt of the following information:

- Existing Site Plan
- Site Location Plan
- Proposed Site Plan
- Business Assessment
- Design & Access Statement

1.0 THE SITE

1.1 The site is located to the east of Greens Lane, north of Rimmer's Bridge which runs over the Leeds to Liverpool Canal. The surrounding area is generally very open and rural but there is a small complex of buildings immediately to the north of the application site.

1.2 The application site was granted permission in 2016 for the erection of a 4 stall stable block, hay store, tack room, outdoor menage and change of use of the land to private equestrian use. The site is now being used as a commercial livery stable.

2.0 PROPOSED DEVELOPMENT

2.1 The enquiry seeks comments regarding the change of use of the existing private equestrian yard to a commercial equestrian livery yard.

2.2 In addition to the above; the enquiry includes the erection of outbuildings associated with the commercial business consisting of 6no stable blocks (total 21no stables including the 4no approved under 2016/0376/FUL), storage container, open front hay barn, tack rooms x 2 and a stable yard office. There is also the addition of a 34.5m x 17.5m all-weather turn-out paddock, stoned-up yards for horsebox and visitor car park provisions and post and rail fenced grass paddocks accessed via a stoned-up access track.

2.3 As part of the Design and Access Statement some elements of the unlawful built development have been put forward to be removed from the site these include two field shelter buildings and associated yard area, a large kennel, a covered viewing area and raised decking and two large raised bunds which have been formed.

2.3 The enquiry comments sought are all in retrospect.

3.0 RELEVANT PLANINNG HISTORY

3.1 2016/0376/FUL - Erection of 4 stall stable block, hay store, tack room, outdoor menage and change of use of land to equestrian use - Granted

3.2 2014/1053/FUL - Extension to existing agricultural building - Granted

4.0 RELEVANT PLANNING POLICY

4.1 The site is located within the Green Belt as designated in the West Lancashire Local Plan 2012-2027 DPD.

4.2 National Planning Policy Framework (NPPF)

West Lancashire Local Plan 2012-2027 DPD

SP1 - A Sustainable Development Framework for West Lancashire

GN1 - Settlement Boundaries

GN3 - Criteria for Sustainable Development

EC2 - The Rural Economy

IF2 - Enhancing Sustainable Transport Choice

EN2 - Preserving and Enhancing West Lancashire's Natural Environment

Supplementary Planning Document - Design Guide (January 2008)

Supplementary Planning Document - Development in the Green Belt (October 2015)

5.0 RELEVANT CONSTRAINTS

Flood Zone 1

Green Belt

Footpath/Public Right of Way

6.0 ASSESSMENT

- 6.1 The main areas of consideration in assessing this pre-application enquiry are:
- Principle of Development/Impact upon the Green Belt
 - Principle of Development on Agricultural Land
 - The Rural Economy
 - Design and External appearance
 - Impact upon neighbouring uses / properties
 - Highways
 - Drainage
 - Ecology

Principle of Development/Impact upon the Green Belt

6.2 In determining the principle of the development, paragraph 149 of the NPPF is relevant. This lists six other forms of development that are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. The construction of new buildings is not inappropriate in the Green Belt for the provision of appropriate facilities for outdoor sport and outdoor recreation, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

6.3 Planning permission was granted for the erection of an L-shaped stable block, reference 2016/0376/FUL. Paragraph 149 (e) of the NPPF does allow for the material changes in the use of land (such as changes of use for outdoor space or recreation) provided they preserve its openness and do not conflict with the purposes of including land within it.

6.4 I consider that the additional buildings and structures are considered to be acceptable development within the Green Belt and not conflict with the purposes of including land within it. In terms of their impact on the openness visually and spatially I consider, following the removal of the two field shelter buildings and associated yard area, large kennel, covered viewing area, raised decking and two large raised bunds, the built forms would be within a relatively close distance with the existing approved stable block, keeping the spread of development as reasonable as possible to accommodate the need for the commercial business and are all of single storey nature. The proposed development would also be viewed in the context of larger buildings to the north which protrude further into the Green Belt and would be screened further by the proposed landscaping.

6.5 I consider the development would be in accordance with the NPPF in that it is not having a detrimental impact upon the openness and visual amenity of the Green Belt.

Principle of Development on Agricultural Land

6.6 The proposed development is located on Grade 1 Agricultural Land (according to Lancashire County Council maps). Policy EN2 of the Local Plan advises that development on the best and most versatile agricultural land (Grades 1, 2 and 3a) will not be permitted except where absolutely necessary to deliver development allocated within the local plan or strategic infrastructure, or development associated with the agricultural use of the land. Whilst classification details have not been submitted, as the keeping of horses would not prejudice the future use for agricultural production, I consider that Policy EN2 is satisfied.

The Rural Economy

6.7 Policy EC2 - The Rural Economy states; Employment opportunities in the rural areas of the Borough are limited, and therefore the Council will protect the continued employment use of existing employment sites.

6.8 It is stated within the Design & Access Statement that the equestrian business continues to invest in the facilities for outdoor sport and recreation and has recently applied to the British Horse Society and KBHH to become an accredited centre. A business assessment has been included within this submission. More detail is required within this business assessment, details on the additional information required is contained further below in this report. However, the information provided does indicate a viable business. I am satisfied the information submitted would likely be considered to comply with the requirements of Local Plan Policies EC2 and GN4.

Design and External Appearance

6.9 Given the limited details submitted as part of this enquiry I cannot fully assess the design and external appearance. Plans including elevations will need to be included within any subsequent planning application of each structure, building, paddock, raised platform and covered and uncovered areas that have been added to the site to accommodate the commercial livery. All material details for each element must be clearly identified so they can be fully assessed at case officer level.

6.10 An access track is mentioned for access to the grass paddocks, this track will need to be clearly detailed within a site layout plan in any subsequent planning application as its extent along with the grass paddocks is not clearly shown within this submission.

6.11 In terms of the general layout I consider the development has been largely contained with the majority of the additional buildings being reasonably close to the previously approved stable block.

Impact upon Neighbouring Uses / Properties

6.12 Policy GN3 of the West Lancashire Local Plan states that development should "retain or create reasonable levels of privacy, amenity and sufficient garden / outdoor spaces for occupiers of the neighbouring and proposed properties".

6.13 The main issues regarding the use of livery stable and paddock area would be noise from persons arriving, noise associated with use of the ménage, if required, and odour and flies.

6.14 So that an assessment can be carried out by the Council's Environmental Health Officer and that an assessment of impact of the development upon neighbouring properties can be made please can the following information be provided:

- How will the livery operate
- How many staff members are employed including maximum staff member on site at any one time (shift patterns/working hours)
- Maximum number of horses on the site at any one time
- Any restrictions on hours of use

- Lighting
- Use of open area - paddock / ménage
- Details of drainage
- Methods of storage and disposal of manure
- Details of general comings and goings from the site on a daily basis (vehicular movements)
- Any mitigation proposals

Highways

6.15 Lancashire County Council Highways do not provide pre-application advice directly to the Council, but they do offer their own pre-application enquiry service.

6.16 If you would like Highway advice from LCC they can be contacted on 0300 123 6780 or by email at: developeras@lancashire.gov.uk

6.17 I would offer the following general comments:

- Sufficient car parking and turning areas should be provided and demonstrated within any subsequent application.
- Provision should be made for any larger vehicles / horse boxes that would use the site. Car parking and turning areas should be provided within the site and demonstrated within a site layout plan.
- Full details on the materials used for these hardstanding areas.

Drainage

6.18 I would ask with any further application that full details of foul and surface water drainage are submitted as part of the proposal. More information on the drainage requirements of the LPA can be found at <https://www.westlancs.gov.uk/planning/planning-applications-enforcement/applying-for-planning-permission/the-planning-application-process/registration-and-validation.aspx>.

Ecology

6.19 The NPPF seeks to protect biodiversity by resisting development which would destroy or adversely affect important wildlife habitats. Policy EN2 in the WLLP confirms that the Council is committed to ensuring the protection and enhancement of the borough's biodiversity and will have regard to international, national and local conservation sites when making planning decisions.

6.20 Although a subsequent application would be in retrospect an ecology survey should be submitted detailing impact on ecology including any mitigation strategies that have been or are proposed to be put in place. Floodlighting and security lighting is mentioned within the submission all details of the locations/heights and luminescent information should be included within any submission so the full impact can be assessed.

Summary

6.21 In conclusion I would advise that the development is acceptable in principle and would be in accordance with paragraph 149 of the NPPF. Further details are required

as outlined above including information relating to the design/appearance of each element, operation of the livery, drainage and ecological information.

Disclaimer

6.22 I would point out that the above advice is informal and is not given under the provisions of the Town & Country Planning Act 1990. It is not, therefore, a formal determination of the Local Planning Authority. It is also given on the basis of the information available at the present time and may be subject to revision if additional information comes to light or if the situation on the site or the legislation changes.

7.0 INFORMATION

Community Infrastructure Levy (CIL)

7.1 The Community Infrastructure Levy (commonly called 'CIL') was adopted by Council on 23 July 2014, and came into effect 1 September 2014. It allows local authorities in England and Wales to raise funds from developers who are undertaking new building projects in their area. The money can be used to pay for a wide range of infrastructure that is needed as a result of development. This can include things like transport schemes, green spaces and the maintenance of new infrastructure.

This development may be subject to CIL charge. For further information please refer to <http://www.westlancs.gov.uk/planning/planning-policy/community-infrastructure-levy.aspx>

Validation Requirements/Fee advice

7.2 If you still wish to pursue a planning application in the future, relevant planning application forms and additional validation information can be found at www.westlancs.gov.uk/planning. The validation checklist is a document which is used to validate all planning applications in order to ensure that all the necessary plans and supporting documentation that will be required to successfully determine a planning application are submitted at the outset. Details of application fees can be found at: <https://www.westlancs.gov.uk/planning/planning-applications-enforcement/applying-for-planning-permission/planning-application-fees.aspx>

Related Services

7.3 I would like to take this opportunity to give you some details about the Building Control Service in West Lancashire. Based in Ormskirk we are centrally located and ideally placed to provide an effective and responsive service to developers in the area. The service offers experienced and qualified staff with in-depth local knowledge and established contacts with other council departments and external agencies.

7.4 West Lancashire Borough Council Building Control subscribes to LABC and as such when using our Building Control service you have access to the services provided by them including: New homes warranties; Commercial building defects guarantees; Acoustic testing; SAP Assessments (including EPC); SBEM Assessments; and, air pressure testing. For more information about these services please see the LABC's website: www.labc.uk.com .

7.5 The Service will be able to offer you a competitive and reliable service with guaranteed same day inspections (notified before 10 a.m.) and would welcome the opportunity to discuss your Building Control needs for this project. Please contact the Building Control Manager, Lol Aitchison on 01695 585188.

Yours faithfully,

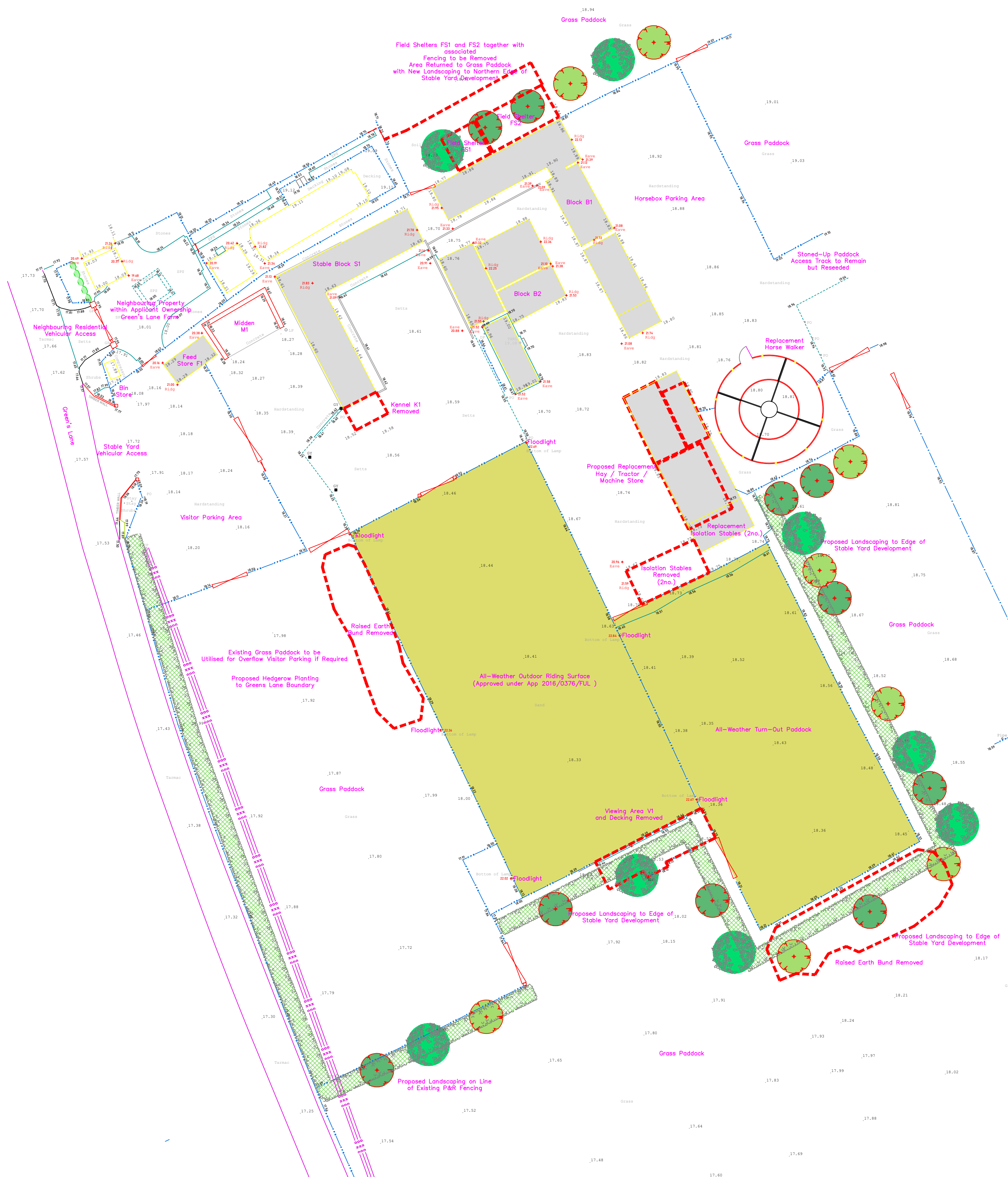
A handwritten signature in black ink, appearing to read 'P. Charlson', followed by a horizontal line extending to the right.

Paul Charlson BSc(Hons) MBA
Head of Planning and Regulatory Services

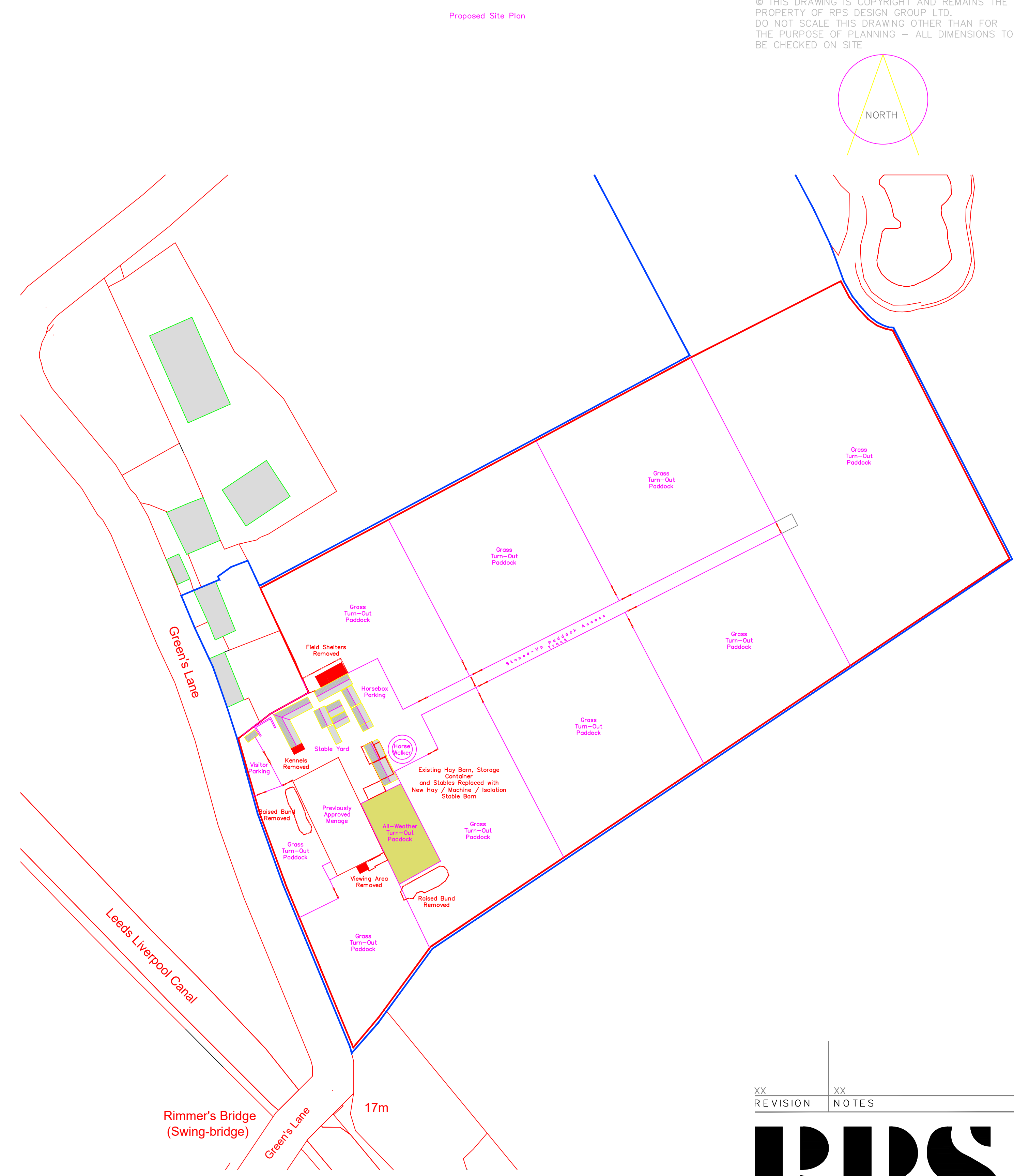
Appendix B

Proposed Site Layout

NOTES:
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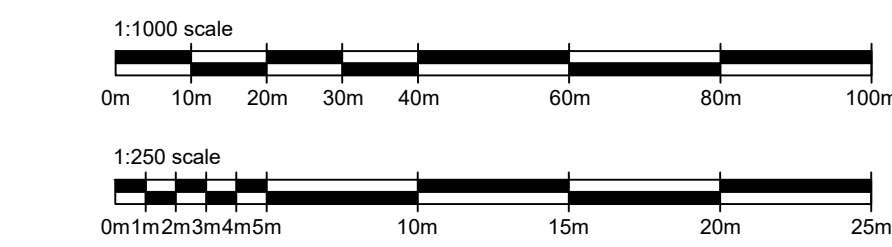


Proposed Site Plan
 Scale 1/250



Proposed Site Masterplan
 Scale 1/1000

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XX	XX
REVISION	NOTES



0845 5442005
 rpsdesigngroup.co.uk
 Project No: 22.32
 Client: Pam Jones
 Site Address:
 Green's Lane Farm Equestrian
 Green's Lane, Lydiate, L31 4HZ
 Drawing Title:
 Proposed Site Plan and
 Site Masterplan
 Date: Sept 23 Scale: @A1
 Drawn by: Checked by:
 RWM

Drawing No: L102
 Status: PLANNING