



Appendix R – Racehorse Training Industry

1.1.90. It should be noted that Neighbourhood Plan Policy L17 refers specifically to the Horseracing Industry, (HRI) and seeks to assist Planning Officers and others when dealing with the HRI's special requirements. Other equestrian development should refer to Policy CS12 of the adopted Core Strategy and emerging policy DC37 in the LPR.

Housing for the Racehorse Industry

1.1.91. To inform Policy L17, a number of surveys were conducted to better understand the current and future accommodation needs of those working in the racehorse training industry in Lambourn.

1.1.92. In June 2023, Racing Welfare carried out a targeted survey of nine local training yards, complemented by in-person discussions with four additional trainers and ten racing staff. The feedback came from a diverse range of operations, employing anywhere from 8 to 150 staff and provided valuable insights into housing pressures across the sector.

1.1.93. Building on this, the Lambourn Neighbourhood Development Plan Steering Group (LNDPSG) undertook two further surveys in May 2024 - one directed at racing staff, which received 173 responses and another aimed at trainers, receiving 15 responses.

1.1.94. The evidence gathered across all three surveys clearly highlights a significant and ongoing need for well-located, appropriate accommodation linked to RTI operations. This supports the case for guiding future development toward village centres or within existing RTI sites, where proposals are consistent with Design Codes and demonstrate a clear operational need.

1.1.95. For more information on housing need in the RTI, see the Racing Staff Housing Needs Survey (May 2024), the Trainers' Housing Needs Survey (May 2024) and the Racing Welfare Housing Needs Survey (June 2023).

Facilities

1.1.96. A modern training yard could be expected to demonstrate that it has:

- An appropriate number of boxes, including isolation boxes.

² Site LAM8 is situated in Lambourn Woodlands, with LAMKHS on the road leading south of Lambourn.



- Ancillary space for tack and feed stores.
- A well-designed trainer's house and/or staff accommodation (a member of staff has to be on site at all times).
- Access to suitable gallops, within hacking distance of the yard (see Figure 30 below).³
- An appropriately designed midden.
- Drainage arrangements which take into account local environmental conditions.
- Space for HGVs, horse boxes, waste removal vehicles etc. to manoeuvre.
- Adequate parking.
- A sufficient supply of water.
- Access to turn-out space.
- A robust maintenance schedule.
- A horse walker.
- Is in accordance with the BHAs current regulations covering training yards and facilities, health, safety and security.

³ According to the British Horseracing Authority (BHA), "hacking distance" should be no more than three and a half miles.

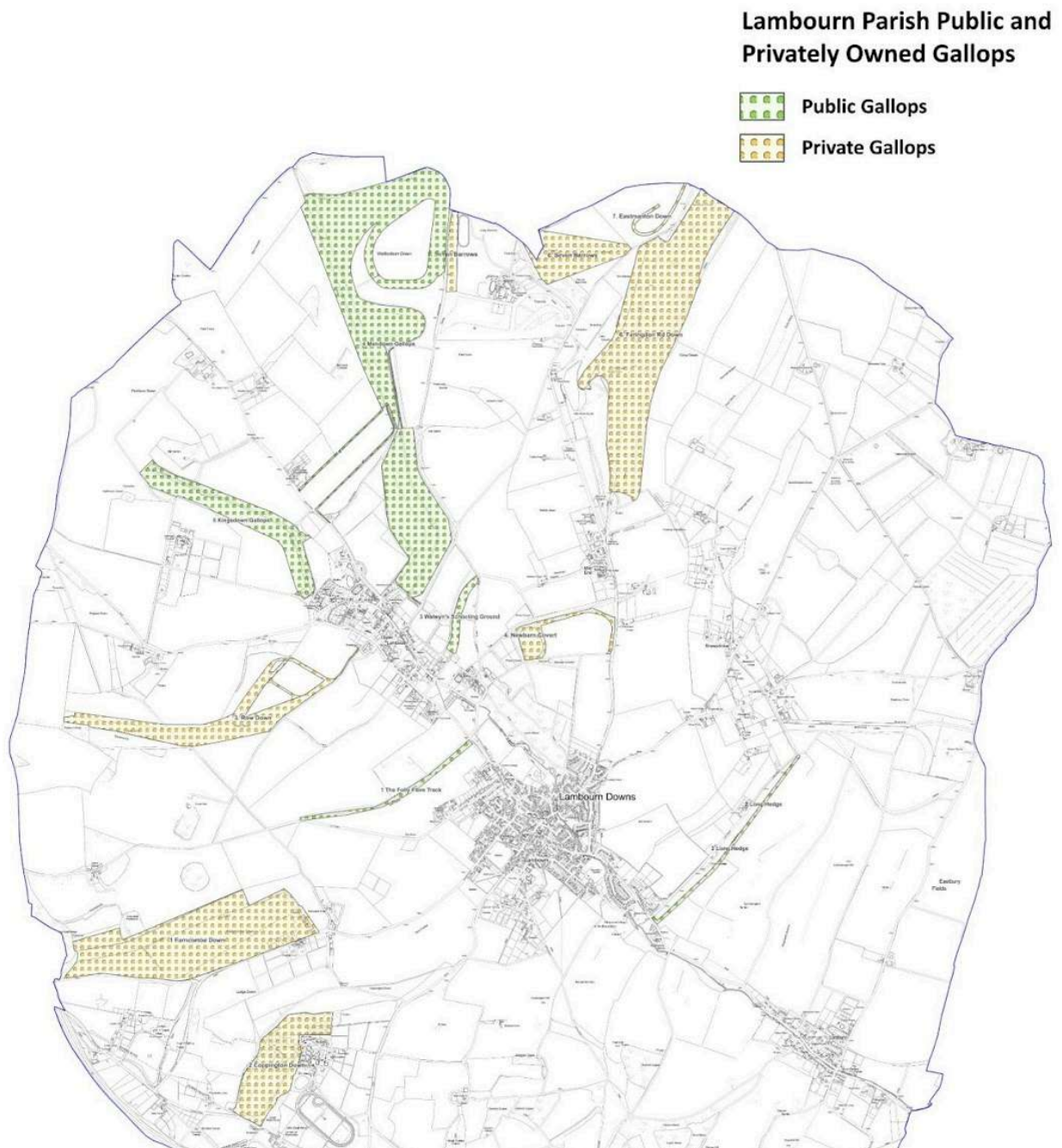


Figure 30. Map of Public and Private Gallops in Lambourn Parish

Necessity Tests

1.1.97. The LNDP proposes to augment the Necessity Test, in Policy L17, in order to improve the understanding of the RTI amongst planning officers, planners and developers, and to guide applicants. Whilst this approach does involve some duplication of the Local Plan, it reinforces the special circumstances of the RTI in the Parish of Lambourn.



1.1.98. Proposals for redevelopment or change of use will need to demonstrate the absence of harm to the horseracing industry through the loss of the existing facility. In order to show there is no longer a demand for the yard or facility in that particular location development proposals will be required to provide:

1. A robust assessment which clearly demonstrates the absence of demand for the existing use and the absence of demand for an alternative horseracing industry related use (which should be the first priority)
2. An assessment of the existing contribution that the facility makes to the horseracing industry, or in the case of a vacant site, the last known contribution.
3. In the case of a derelict/vacant site, an assessment of the reasons for dereliction including a history of the previous uses and the attempts made to reuse it for horseracing industry related uses.
4. A robust marketing plan, to the satisfaction of the Council, as evidence to show that all reasonable attempts have been made to sell or let the site at a realistic price. Its scope should be agreed with the Council in advance but it would be expected to cover a sufficient period, to show that the site has been marketed at an appropriate value and has been advertised in publications that are accessible to the horseracing industry.

Augmented Necessity Test

1.1.99. Indicators of absence of demand for existing use:

- Changes in the availability of facilities, such as gallops. Proposals should clearly state the change and what mitigation has been considered, including refurbishment of the yard.

1.1.100. Indicators of *absence of demand for an alternative HRI-related use* such as:

Housing for RTI use. Proposals should show reasons the site cannot be used for:

- Housing to meet the needs of the RTI.
- Equine vet.
- Pre-training.
- Horse transport.
- Saddler.
- Feed supplier.
- Other HRI-related use.



- 1.1.101. An assessment of the contribution to the HRI: To demonstrate the impact of the application on the RTI as a whole, an Economic Impact Assessment is required, including:
- The number of boxes occupied, or in the case of a vacant site, the last year in which box occupancy was 80%.
 - The number of employees.
 - Housing units provided (both on and off-site).
 - The loss of the existing facility where no alternative provision is proposed.
- 1.1.102. Robust marketing plan to include:
- "Realistic price" determined by comparison with similar properties on the market, taking dilapidation into account.
 - "Sufficient period" would be 3 years.
 - Examples of "Accessible publications": Racing Post, Thoroughbred Owners and Breeders Magazine, London and Berkshire Groups of Life Magazines, European Bloodstock News, Thoroughbred Daily News and Horse and Hound.

Pre-training of Racehorses

- 1.1.103. The Racehorse Training Industry (RTI) is a vital part of Lambourn Parish's economy, underpinning many aspects of local employment and land use. This includes the pre-training of racehorses.
- 1.1.104. Pre-training is the preparation of a thoroughbred prior to it moving into full time training. This may include breaking-in and hand work such as long reining, rehabilitation and preparing horses for the sales ring.
- 1.1.105. Pre-training requires staff to be self-employed/part time and paid per horse they ride, with more horses being ridden in a shorter space of time than in a training yard.
- 1.1.106. Pre-training yards can also serve as overflows to larger RTEs which may be limited by the number of stables (capacity) and so outsourcing horses to pre-training yards would allow a trainer not to turn a training request (horses/business) away.
- 1.1.107. BHA-licensed trainers deal with horses that are close to race fitness and often don't have the staff or time required to devote to pre-training. Pre-training involves less focus on speed training and more on conditioning. This can lead to different requirement in facilities. Ring or loop gallops, with a combination of deep surfaces and slow canter exercise are popular to build muscle tone or for horses coming back from injury. Longer length gallops and grass gallops, for faster work at race pace are not always required.



Climate Change and Sustainability

- 1.1.108. In Lambourn, the intricate tapestry of horseracing culture intertwines with pressing environmental concerns, encapsulated by issues such as stable waste management, achieving nutrient neutrality, water usage and safeguarding biodiversity across gallops. These concerns are pivotal as they affect the sustainability of the region's ecosystem and its resilience in the face of climate change.
- 1.1.109. The significance of horseracing to Lambourn cannot be overstated, not only as an economic driver but also as a custodian of local heritage and community identity. It stands as a cornerstone of the area's cultural fabric, nurturing generations of horse trainers, jockeys, and enthusiasts alike. As policies are crafted to address environmental challenges, they must delicately balance preservation with progress, aiming to uphold existing infrastructures while fostering sustainable growth practices.
- 1.1.110. Maintaining the integrity of stable waste management is paramount. Efforts which focus on innovative waste reduction strategies and efficient recycling systems within training yards and stables will be supported. Examples of these include PYREG bio-char technology and Prutex's use of beneficial microbes to dry animal waste and reduce ammonia. Additionally, achieving nutrient neutrality is crucial to mitigate the impact of runoff on local water systems, ensuring that soil health is preserved while minimising environmental harm, see Policy L3/L7/L9/L6.
- 1.1.111. In terms of irrigation and water usage, sustainable practices such as rainwater harvesting, and efficient water recycling technologies should be encouraged. These measures not only reduce the strain on local water resources but also contribute to the overall sustainability of the horseracing industry in Lambourn.
- 1.1.112. Furthermore, schemes to support biodiversity on the gallops are essential. Enhancing natural habitats and green spaces can support local flora and fauna, contributing to a more balanced ecosystem while offering recreational benefits to the community. Link this to Policy L7 Biodiversity perhaps just say.