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Your ref: 3/2026/0351
Our ref: 3/2026/0351/HDC/KW
Date: 01 July 2026

Location: Land adjacent to Hothersall Lane Hothersall PR3 2XB
Proposal: Change of use of agricultural building to commercial livery stables and formation of sand paddock, parking, turning area and drainage attenuation pond.
Grid Ref: 361950 436723

Dear Maya Cullen

With regard to your consultation letter dated 10 June 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a change of use of an agricultural building to commercial livery stables and formation of sand paddock, parking, turning area and drainage attenuation pond at Land adjacent to Hothersall Lane, Hothersall.

Site Access

The site currently has an existing field gate access which measures approximately 4.9m wide onto Hothersall Lane, which is an unclassified road, subject to a national speed limit. Following the intensification of use, the site access will need to be upgraded to support two-way movement and vehicle turning into and out of the access with a vehicle and horse box trailer.

Agricultural access should be an appropriate width for the largest vehicle expected to access the site. The LHA therefore requests that a swept path analysis be provided showing the largest vehicle which will be accessing the site following the development. The LHA would also request that the access support ingress and egress for two vehicles

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to pass each other to prevent any waiting within the highways or overrunning of the verges.

Furthermore, the LHA will require a swept path drawing of the largest vehicle turning within the site. This is to ensure that the area is suitable and that an adequate turning area is provided to enable the vehicle to exit in a forward gear.

A detailed site access drawing will be required in which the LHA would require the access to be hard paved for at least 10m into the site to prevent. Whilst the current access is gated, the LHA would look for any retained gates to be set back enough to allow a horsebox or a car and trailer to enter the site before operating the gates as such the gates should be set back at least 10m from the carriageway edge.

The site access road leading to the parking area is approximately 5m wide for 70m into the site, where it narrows to single width for 30m adjacent to the attenuation pond before entering the car parking area.

Operating statement

The proposal is expected to generate a relatively low volume of traffic associated with the operation of an 8-horse commercial livery. The applicant estimates vehicle activity to comprise:

- Daily attendance by 1–2 members of staff.
- One monthly manure collection.
- One monthly hay/feed delivery.
- Visits by horse owners, predominantly at weekends.
- Limited additional movements associated with any part-time livery arrangements.

The LHA would look to condition that the site does not hold competition events and/or schooling open to the wider public to ensure the parking provisions remain appropriate for the site usage.

Internal Layout

The proposal provides parking for up to 8 vehicles and includes dedicated turning space. However, a swept path analysis drawing showing turning for the largest vehicle accessing the site within the car parking area is required to determine that the site has adequate parking and will not conflict with manoeuvring.

Drainage

Ordinary Watercourse Consent is typically required for any works that affect the flow or storage of water within an ordinary watercourse. Always consult with your Lead Local Flood Authority, Internal Drainage Board, or the Environment Agency to determine the exact requirements and obtain the necessary permissions.

Conclusion

Based on the information currently available, the LHA is unable to fully assess the suitability of the proposed access arrangements and internal layout. Further information is required to demonstrate that the site can safely accommodate the largest vehicles expected to access the development.

In particular, swept path analysis drawings should be provided to demonstrate:

- Safe ingress and egress of the largest anticipated vehicle at the site access.
- The ability for vehicles to pass at the access arrangement without impacting the public highway or highway verge.
- Adequate on-site turning facilities enabling the largest vehicle to enter, manoeuvre and leave the site in a forward gear.

In addition, a detailed access drawing should be submitted showing the proposed access improvements, including surfacing details and gate positioning. Any proposed gates should be set back sufficiently to allow vehicles and horsebox/trailer combinations to clear the carriageway before opening.

Yours sincerely

Kate Walsh

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Highway Development Control

Highways and Transport

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