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Your ref: 3/2026/0555
Our ref: 3/2026/0555/HDC/KW
Date: 27 August 2026

Location: Squire House Clitheroe Road Knowle Green PR3 2YS
Proposal: Prior Notification for proposed change of use of agricultural building to Class E (dog day care) under Part 3 Class R of the GDPO.
Grid Ref: 364846 438410

Dear Maya Cullen

With regard to your consultation letter dated 24 July 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.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a prior notification for proposed change of use of agricultural building to Class E (dog day care) under Part 3 Class R of the GDPO at Squire House, Clitheroe Road, Knowle Green.

Site Access

The site is accessed from a private access track which meets the highway, maintained at public expense, at Clitheroe Road which is classified as the B6243 and subject to a national speed limit.

The private access track serves a number of dwellings and agricultural holdings alongside Squire House as well as forming Public Right of Way FP0335002.

The proposal is likely to increase vehicle movements through the existing access onto Clitheroe Road and along the private access track. As such, the applicant should provide a detailed access drawing of the shared access point onto Clitheroe Road to ensure the access is appropriate to support two-way movement.

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To ensure the proposal does not have a significant impact on the existing use by nearby property owners. The LHA would look for the access to be at least 5m wide for 10m behind the carriageway edge to avoid any unnecessary waiting within the carriageway and reduce conflict at the access point.

Operation

The applicant provided a supporting statement as part of the application which advises that *'The business would offer a supervised day-visit care service: dogs are dropped off by their owners in the morning and collected later the same day, with care, feeding and exercise provided in the intervening period. The business will also offer a collection and delivery service to clients as part of its day-to-day operating model.'*

However, when approached for further information on the number of dogs to be cared for within the site, the applicant agent advised, *'the business will operate on a collection and delivery basis only — there will be no owner drop-off or collection at the site. All dogs will be transported to and from the site in the operator's own vans, so vehicle movements are governed entirely by van capacity and scheduling, not by the number of dogs cared for.'*

'Each van carries a maximum of around 8 dogs. In the early months of operation we anticipate 2 to 3 van departures and returns each morning and evening, rising to a maximum of around 7 each morning and evening as the business reaches full capacity.'

As such, the LHA has received conflicting information regarding the site's operation and requests that any associated documentation which has been submitted as part of the planning process is updated where required.

Parking

A parking plan has been submitted as part of the proposal which shows 3 parking spaces and a disabled parking space. Any proposed parking layout should provide sufficient manoeuvring space to allow vehicles to enter and leave parking bays safely and conveniently. The LHA would expect a minimum of 6 metres of clear manoeuvring depth behind standard parking spaces to enable vehicles to reverse out of bays and turn within the site. Currently there is approximately 4m of clear manoeuvring depth behind the proposed parking spaces. Adequate turning facilities should also be provided to ensure vehicles can enter and exit the site in a forward gear.

Public Right of Way

Please note that there are Public Rights of Way's (FP0335002) which runs along the private access track to the site, which must not be obstructed during the proposed developments. The granting of planning permission does not constitute the diversion of a Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

Conclusion

In respect of site access, the proposed development is expected to increase vehicular movements along the shared private access track and at its junction with Clitheroe Road (B6243). To demonstrate that the access arrangements can safely accommodate the additional traffic generated by the development without adversely affecting existing users of the track or the public highway, the applicant should provide a detailed scaled access drawing of the junction. This drawing should show the access can be widened to a minimum width of 5 metres for at least 10 metres behind the carriageway edge, enabling two-way vehicle movements and reducing the likelihood of vehicles waiting within the highway or causing conflict at the junction.

Regarding the business operations, there is inconsistency between the information submitted as part of the application and the clarification subsequently provided by the applicant's agent. The supporting statement refers to owners dropping off and collecting animals from the site, whereas later correspondence states that the operation will be exclusively collection and delivery based, with no customer visits to the premises. The applicant should therefore review and amend all supporting documentation to accurately reflect the intended operational model.

Alongside the above, an amended parking plan should be provided showing appropriate manoeuvring spaces adjacent to parking spaces within the site.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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