

**From:** [webmaster@ribblevalley.gov.uk](mailto:webmaster@ribblevalley.gov.uk) <[webmaster@ribblevalley.gov.uk](mailto:webmaster@ribblevalley.gov.uk)>  
**Sent:** 16 August 2020 09:08  
**To:** Planning <[planning@ribblevalley.gov.uk](mailto:planning@ribblevalley.gov.uk)>  
**Subject:** Form completion: Planning Application Comments Form

**FORM DETAILS**

*Web Ref No:* 21448  
*Form:* Planning Application Comments Form  
*Completed:* 16/08/2020 09:08:09  
*Status:* Pending

-----  
**USER DETAILS**

*Site user email:* Unregistered user

-----  
**USER INPUTS**

*title:* [REDACTED]  
*lastName:* [REDACTED]  
*firstName:* [REDACTED]  
*numberName:* [REDACTED]  
*postAddress:* [REDACTED]  
*postCode:* [REDACTED]

refNo: 3/2020/0579

addDev: Wild Boar Park Wardsley Road Chipping PR32QT

comments:

We would, as a local residents, like to comment on this application, our main concern being the fact that the owners of the Boar Park (Hi-Line transport whose directors we understand are [REDACTED]) have also submitted an application to the Office of the Traffic Commissioner (OTC North West Office) for a new operating centre for two vehicles and two trailers. Notification of this application was published in the Lancashire Evening Post on 20th December 2019. This was published by the OTC on 17/1/2020 publication number 6826. Along with many other local residents we lodged a letter of representation to the OTC a copy of which we will post. Our representation was supported by Nigel Evans MP. We are aware that your department was consulted and believe that an objection to the OTC was made by the Highways Agency. The application was not supported by the Parish Council. Our understanding is that the OTC decision is yet to be made due to the pandemic. We note from the Design and Access statement that the OTC application was seemingly made after your pre-application enquiry Ref- RV/2019/ENQ/00101. Bearing in mind that Hi-Line transport is national transporter of static caravans this could have a number of implications. Whilst the idea of nine environmentally friendly chalets on a site of diseased woodland might seem an attractive idea, there are a number of points in your documentation which concern us. Under paragraph 4.0 much play is made on diminishing numbers of visitors over the last 10 years. No evidence is provided for this (due allowance being made for Covid19 and seasons) Under paragraph 5 "Vehicular and Transport links" it is stated that there is good vehicular access. Whilst this may be the case within the Boar Park confines, the access lane is winding and narrow, parts are in a poor state of repair and it is mostly designated as quiet road. Under paragraph 5 "An Accessible Environment" it is stated that the expectation will be that car use will be minimal. Not only is this fanciful but if true the number of walkers and cyclists created would be a good reason to not allow heavy traffic (as outlined above). Increased traffic would appear to contravene the National Planning Policy Framework 2019, Paragraph c) an environmental objective With reference to Local Policies ( 6.2) Policy DMB 3 The chalets would not be well related to an existing main settlement or existing group of buildings; would not be required in conjunction with an existing countryside attraction (this is more the introduction of a new use rather than an adjunct to the existing use); it may well generate an undue number of traffic movements; and will introduce built development into an area largely devoid of structures. Policy DMG3. There is heavy reliance on car access with no scope for use of public transport. (Key statement DM12). There seems to be an overprovision of car parking spaces with an increase from the existing 8 up to 17 (unless this includes the pods as well). As stated above it is unlikely that all car owners will be walking and cycling We reiterate that our main concern however is where the licence application for a vehicle operating centre fits in. Where would an operating centre be situated? Down on the car park, next to the café and furthest from the road? How is a vehicle operating centre intended to operate alongside a holiday chalet park where people have come for a rural idyll? Is there a hidden agenda for the future? For instance, could this somehow morph into some form of mobile homes park with the owners perhaps pleading that there was no market for fixed chalets? It appears that not only was the application for the vehicle operating centre licence seemingly after discussions with your department but that the application does not appear to have been withdrawn. We would hope therefore that even if planning consent was granted for holiday chalets that there were conditions to ensure that the site will not, under any circumstances, be used for any other purpose such as temporary storage, placement of mobile homes, or parking of large vehicles. We will post a copy of these comments along with the enclosures referred to above