

Development Control
Ribble Valley Borough Council

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Our ref: D3.22.0705
Date: 26th August 2022

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Address: Land on west side of Eaves Hall Lane opposite entrance to Three Rivers Caravan Park Eaves Hall Lane West Bradford

Proposal: Proposed change of use of land to holiday caravan park for the accommodation of 12 caravans, access, parking, landscaping and ancillary works.

The submitted documents and plans have been reviewed and the following comments are made. The site was visited on 24th August 2022.

Permitted development

2020/0544 15 holiday lodges – New site access with visibility splays 2.4 by 43m both directions on Moor Lane conditioned, gates set back 6m from edge of carriageway

2018-0555 – Three Rivers woodland park - COU of shower block to 4 x 1 bedroom holiday lets and 1 x 2 bedroom holiday lets.

2015-0977 – Use of land for static caravans on touring caravan area – Max 56

The wider site was approved earlier at appeal and documents submitted for earlier applications suggest a license for 273 caravans is current and previous licenses for 290 have been in place. It is also stated that 400 caravans could be provided on this site under the extant permission.

Proposal

The site is a new holiday site, for 12 caravans, that will be for permanently sited, all year-round holiday use. There is an existing field access on Eaves Hall Lane which serves the field and a small area of hardstanding.

There is a public footpath FP-10 running across the north-west corner of site.

There is a further parcel of land adjoining this site to the south side within the blue edge.

Phil Durnell

Director of Highways and Transport
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Traffic Impact

Eaves Hall Lane is unclassified, subject to a 30mph speed limit and has bridleway 3-44-BW 3 running along it. Eaves Hall Lane is unlit and without footways. There are no recorded collisions in the previous 5 years.

Eaves Hall Lane itself between Waddington Road and the access for Three Rivers Woodland Park varies in width and for the most part is sufficient width for 2-way vehicle movements or a vehicle and horse rider/cyclist to pass. Forward visibility is good for the most part and the gradient is not a cause for concern.

Eaves Hall Lane narrows to a single vehicle width between the Three Rivers Woodland Park access and the proposed development site which is a distance of approximately 100m.

This section of the lane carries public footpath 12 and bridleway 3 and is traversed by footpath 10.

The TRICs database has been interrogated and the proposed development will generate an additional 4 vehicles in the peak hour which is 1-2pm (30 2-way vehicle movements daily). These numbers are low however the additional vehicles on this narrow single vehicle width of this section of lane are likely to cause overrunning of the verges and conflict with users of the public rights of way. Measures to mitigate this, such as passing places should be investigated.

There is concern about the cumulative impact of committed development including the Three Rivers site which has been stated could support 400 caravans (120 2-way vehicle movements in peak hour, 1000 2-way vehicle movements daily). The more recently approved site for 15 lodges at Eaves Hall will generate a similar modest amount of vehicle movements to this application proposal.

Due to the constrained rural road network between the site and the strategic road network, a delivery routing management plan is requested to be submitted. The routing plan should identify any pinch points on the network including the Ribble River bridges and include measures to mitigate this with the largest size vehicle which will be delivering the lodges/caravans. If the lodges are to be delivered in parts and assembled on site, then there is no requirement for this.

Site access

The access as proposed provides a 5.5m wide carriageway with gates set back by 5.5m from the edge of the carriageway. This is considered acceptable however there are elements that require amendment including visibility splays of X2.4m by Y43m in both directions along Eaves Hall Lane need to be provided with a paved and drained surface for at least 6m from the edge of the carriageway into the site access.

These amendments reflect the access approved under reference 2020/0544 for 15 lodges at Eaves Hall.

Parking

Each unit has hardstanding for 2 vehicles in line. Secure covered cycle parking and electric vehicle charging points should be considered to support sustainable travel.

Servicing

There appears to be insufficient space internally to allow a refuse vehicle to enter, turn and exit Eaves Hall Lane in forward gear. The layout should be amended, and a swept path analysis should be submitted to demonstrate this.

Conclusion

Further information is requested to satisfy the Highway Authority that the impact of the additional traffic can be mitigated on Eaves Hall Lane, the site access arrangement requires amending and the internal layout for service vehicles.

Kelly Holt
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Highways and Transport
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