

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0850
Our ref: D3.2023.0850
Date: 26th January 2024

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2023/0850**

Address: **Cuthbert Hill Farm Garstang Road Chipping PR3 2QJ**

Proposal: **Proposed change of use of agricultural land to campsite for camping and touring caravans including formation of hard standing area and conversion of and extension to agricultural building for use as a bunk barn.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2023) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority advises the following reasons for an objection:

1. The proposed development would result in the intensification of large vehicles on the local highway network. Unfortunately, from Cutler Lane to Garstang Road, which is likely to be the chosen route used by visitors to the site from the M6, the local highway network is unsuitable for large vehicle movements with the adopted highway being single tracked in nature and there being a lack of informal and no formal passing places. Therefore, the LHA are concerned that potential conflicts could arise following the proposed development with a vehicle towing a touring caravan having to reverse a considerable distance to find a suitable area to allow other traffic traveling the other way to pass. This is in an area where the adopted highway is also windy in nature.



For these reasons, the proposal, is not in the interests of highway safety and so the impact of the development on the local highway network would be severe, which is contrary to paragraph 115 of the National Planning Policy Framework (2023).

Introduction

The Local Highway Authority (LHA) have been consulted on an application for the proposed change of use of agricultural land to campsite for camping and touring caravans including formation of hard standing area and conversion of and extension to agricultural building for use as a bunk barn at Cuthbert Hill Farm, Garstang Road, Chipping.

The LHA are aware of the most recent planning history at the site with it being listed below:

3/2023/0742-Proposed single-storey extension to rear of holiday let. Permitted 21/11/2023.

3/2022/0047- New access to the highway (following the blocking off of existing) and extension to existing agricultural building. Permitted 10/05/2022.

Site Access

The site is located off Garstang Road which is a C classified road subject to a 60mph speed limit. The proposed development is aiming to utilise the already approved access which was permitted following application reference 3/2022/0047. This application aimed to use the new access to serve the agricultural site while the existing access, which also serves Public Footpath FP0312074 would be reduced to 2m wide to still allow pedestrian access through the farm.

While the LHA had no objection to the access being created to serve the farm, the proposal is aiming to intensify the use of it and so further improvements are required to make the access acceptable.

The LHA have reviewed ML drawing number SS/EH/4215 Rev01 titled "Site Plan" which shows the site access and require the access to be minimum of 12m wide. The access then needs to be supported by a swept path drawing of two touring caravans using the access simultaneously to ensure that the access width is suitable for these movements.

The LHA also require a visibility splay drawing to be submitted following the amendments to the site access and the intensification of use. The LHA require an access located off a 60mph road to provide visibility splays of 2.4m x 214m in both directions. Should the access not be able to achieve this the LHA require a traffic survey to be conducted demonstrating the 85th percentile speeds which will then be used to set the required visibility splays.

Usually, the LHA would require this information to be submitted before the LHA can comment on the application further. However, as will be discussed in the next section, it would be unreasonable to request this information when the local highway network is unsuitable for an intensification of use of large vehicle movements using the network, which will occur following the site allowing touring caravans. Therefore, even if this



information satisfied the LHAs requirements detailed above, the LHA would still object to the application.

Off-Site Highway Impact

The LHA have used the AA Route Planner to assess the likely route visitors will take to and from the site. Visitors from slightly afield, are likely to use the M6 motorway and exit at Junction 31A towards Longridge. The LHA have no comments to make until the route reaches Cutler Lane, with the route from this point towards Junction 31A is relatively reasonable for large vehicle movements.

Unfortunately, from Cutler Lane to the site, the majority of the trip is single tracked in nature and there are a lack of formal passing places along the adopted highway. The LHA do understand that some informal passing places are provided at field gates but the areas are unlikely to be long enough for a vehicle towing a touring caravan to use without obstructing vehicles travelling the other way. Therefore, the LHA are concerned that should the proposal be permitted, the local highway network from Cutler Lane to the site will not be able to deal with the intensification of use by large vehicles. Instead, the impact on the local highway network is likely to be severe with vehicles having to reverse a considerable distance, in some places 230m, to find an area suitable on the adopted highway to wait. These vehicles having to reverse could be touring caravans, who also have to deal with the windy nature of the adopted highway in this location. Therefore, the LHA are concerned that potential conflicts could arise on the local highway network as a result of the proposal, especially when the majority of visitors to the site are unlikely to be from the area and so are unfamiliar with the surroundings.

For completeness, the LHA have also assessed the local highway network from the Parsonage Road/Garstang Road junction. From this point, alike the route from Cutler Lane to the site, there are a lack of formal and informal passing places even though the adopted highway is single tracked in nature. Therefore, even this route is unsuitable for large vehicle movements.

Internal Layout

The LHA have studied ML drawing number SS/EH/4215 Rev01 titled "Site Plan" which details the site layout and require further information before commenting further on the internal layout of the site. This is because of the following, which will be discussed below:

Internal Carriageway

The LHA have reviewed ML drawing number SS/EH/4215 Rev01 titled "Site Plan" and require a swept path drawing of a touring caravan using the internal carriageway and internal access before commenting further on the suitability of the internal layout.

The LHA would advise that the internal access is relocated further away from the site access to aid turning movements by a vehicle towing a caravan, with the access to the field being close to the site access.



The swept path drawing should also show the suitability of each caravan pitch to ensure there is adequate space when using the area. And should show how the vehicle towing the caravan will exit the site in a forward gear.

Parking

The LHA require an Operation Statement to be provided to indicate the maximum number of tents that can be provided on the 0.5 acre grassed area, as shown on ML drawing number SS/EH/4215 Rev01 titled "Site Plan." The LHA require this to gain an understanding on the levels of parking, the site will be required to provide.

The LHA also require the Operation Statement to state how the camping barn will operate. This is because the camping barn will provide up to 24 beds. Therefore, the LHA require further information regarding whether the camping barn will be booked by one customer for a group of friends or scout groups for example or whether multiple bookings will be accommodated until there are no beds left.

The LHA require this information to gain an understanding on the level of parking the camping barn will be required to provide.

Currently, the parking area for the barn as shown on the drawing is unsuitable. This is because should application reference 3/2022/0047 be extant, all agricultural and normal traffic associated with the farm will need to use the area to access the barns, outbuildings and farmhouse following the closure of the existing access. By allowing vehicles to park in this area for the camping barn, this will obstruct access for vehicles to and from the farm and so potential conflicts could arise.

Sustainable Transport

The site is located in a remote rural location, approximately 1.5 miles away from Chipping where the closest bus stops, and local amenities are located. Given the remote location, there are no segregated pedestrian facilities provided along the local highway network until adjacent to the dwelling called Casavetro, Garstang Road which is located 1.3km from the site, should visitors want to walk to Chipping. There are also no off-road pedestrian links which serve Chipping direct without using the local highway network, even though there are numerous Public Footpaths located within the vicinity of the site. Therefore, the majority of trips generated to and from the site is likely to rely on the private car.

Conclusion

The LHA object to the application due to the impact the development would have on the local highway network, with the adopted highway from Cutler Lane to the site being unsuitable for regular large vehicle movements which are expected following the proposal. This is due to the adopted highway being single tracked in nature with there being a lack of formal and informal passing places. Therefore, the LHA are concerned that the lack of passing places could cause large vehicles and cars having to reverse a considerable distance before finding a suitable area to wait before vehicles travelling the other way can pass. Reversing for a considerable distance in a location which is windy in nature could



cause conflicts to occur which is not in the interests of highway safety. Therefore, the LHA object to the application.

The LHA do advise the Applicant that following the submission of further information, the proposed camping area and bunk barn could be acceptable in highway terms, but the LHA cannot accept touring caravans using the local highway network with it being unsuitable for such regular movements.

Informative

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

Ryan Derbyshire
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Highway Development Control
Highways and Transport
Lancashire County Council

