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Your ref: 3/2025/0683
Our ref: 3/2025/0683/HDC/KW
Date: 12 June 2026

Location: Bowland Wild Boar Park Wardsley Road Chipping PR3 2HB
Proposal: Regularisation of the erection and use of five tipis as a wedding and events space in connection with Bowland Wild Boar Park and associated toilet block, storage building, catering tent and the creation of hardstanding for a temporary period until 1 November 2028.
Grid Ref: 365972 445114

Dear Maya Cullen

With regard to your consultation letter dated 29 April 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority (LHA) does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the regularisation of the erection and use of five tipis as a wedding and events space in connection with Bowland Wild Boar Park and associated toilet block, storage building, catering tent and the creation of hardstanding for a temporary period until 1 November 2028 at Bowland Wild Boar Park, Wardsley Road, Chipping.

Planning history

The planning history for the Wild Boar Park attraction shows a gradual evolution of development on the site, beginning with application 3/2003/1013 for an extension to the animal shelter and workshop to become an education centre, approved in 2003. This was followed by car park and agricultural building expansions under applications 3/2005/0213 and 3/2005/0736 in 2005. Renewable energy installations were later approved, including photovoltaic cells (3/2006/0947) and a wind turbine (3/2006/0948) in 2007, and solar hot water panels under application 3/2009/0317 in 2009. Further

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amendments occurred with the approval of an Iron Age roundhouse (3/2010/0234) in 2010.

Bowland Escapes, which also operates within the wider site, provides holiday accommodation. Bowland Escapes was initially approved under application 3/2016/0027 to create a campsite comprising five camping pods, a toilet and shower building, access, and car parking. A further application followed for nine holiday lodges under planning application 3/2020/0579. An extension to the existing accommodation facilities was approved under planning application 3/2023/0509, including a further five holiday lodges and four camping pods.

The LHA has previously commented on a recent planning application at the site for the regularisation of change of use of woodland to wedding venue, including creation of hard standing, construction of toilet block and construction of large marquee area consisting of joined and separate tipis under planning application 3/2024/0687. This application was refused by the local planning authority on the 27 November 2024.

The LHA has previously commented on a recent planning application at the site for the regularisation of a change of use of woodland to a wedding venue, including the creation of hardstanding, construction of a toilet block and construction of a large marquee area consisting of joined and separate tipis under planning application 3/2024/0687. This application was refused by the Local Planning Authority on 27 November 2024.

The LHA also is aware that there are two appeals pending a decision against the Council's enforcement notices relating to the above application, appeal references APP/T2350/C/25/3366044 and APP/T2350/C/25/3366045.

Pre application advice

Following previous comments relating to planning application 3/2024/0687, the applicant approached the LHA to seek pre-application advice. This provided the applicant and the LHA with an opportunity to consider future development opportunities at the site, such as the proposal for a wedding venue, which forms part of the current planning application. This information was provided to the applicant on 6 March 2026.

Proposal

The current application proposes the temporary use of five tipis as an events space, including weddings, supported by temporary facilities and associated parking, operated alongside the existing Wild Boar Park and on-site accommodation.

In comparison to the previous proposal (application 3/2024/0687), the new proposal, in the opinion of the LHA, introduces several changes that materially reduce its potential impact. The maximum capacity has been reduced to 146 guests, which more closely reflects actual usage and aligns with the on-site accommodation capacity. This means that attendees are expected to stay on site, rather than travel to and from the venue on the day.

The number of events is now proposed to be limited to 30 per year, and the structures themselves are temporary, operating only between April and November, with permission sought for a fixed three-year period.

The introduction of a detailed Operational and Highways Management Plan means that guest numbers, arrival times, parking arrangements and traffic movements are all pre-planned and enforced, rather than varying between events. This is supported by clear commitments regarding the use of on-site accommodation, parking provision, and traffic management.

Overall, the revised proposal is smaller in scale, more limited in duration, and proposes a more structured operation. The supporting documents have been designed to address the concerns raised in the original LHA response under application 3/2024/0687. The LHA will also be monitoring the condition and Injury Collision data along Wardsley Road to ensure the development does not increase road safety concerns during the temporary operational period until 2028.

Access Arrangements

The site is accessed via an existing point onto Wardsley Road, a C-classified road (C567), which is subject to a national speed limit at the site frontage.

The existing access serves the Wild Boar Park as well as the holiday accommodation within the site. As part of the transport assessment, the applicant has undertaken a speed survey to assess vehicle speeds passing the access. The data indicates that the recorded 85th percentile speeds are 33.9mph northbound and 36.1mph southbound.

This shows that visibility to the south is achievable significantly beyond what is required based on the 85th percentile speed, although only 36m of the visibility splay is currently shown on the submitted plan.

To the north of the access, a visibility splay of 54m is shown on drawing A4011-H-01 Rev P1, representing a slight shortfall of 2m from the required 56m. To achieve the required visibility, a section of vegetation will need to be removed.

It is noted that vegetation surrounding the access has not been appropriately managed in recent years, resulting in a reduction in visibility over time. To ensure this does not continue, under a Section 278 agreement of the Highways Act, any land within the visibility splay envelope must be dedicated as highway maintainable at public expense. As part of this process, the LHA would seek the provision of a hardstanding area to the north of the access, which is approximately 4m in width and 30m in length, to reduce the long-term need for vegetation maintenance. The existing fence line will also need to be set back accordingly.

Collision data

A review of recorded Personal Injury Accident (PIA) data from the Lancashire County Council database (as recorded by the police) indicates that there have been no reported incidents along Wardsley Road or in the vicinity of the site access over the past five years.

Transport Statement

The LHA's previous concerns related to the level of traffic generated by the proposed change of use, particularly the potential for a substantial increase in evening movements on the local highway network. Both the Transport Statement Addendum and the

Operational and Highways Management Plan set out how these impacts can be mitigated.

The Transport Statement Addendum explains that on-site accommodation will play a key role in reducing vehicle movements. Wedding guests are expected to remain on site during their stay, with the primary focus being the event itself. The reduction in capacity from 200 to 146 ensures that guests can be accommodated on site, thereby reducing the need to travel to alternative accommodation. Furthermore, wedding bookings require the exclusive use of on-site accommodation, meaning it will not be let to third parties during events. As a result, guests will not need to leave the site late in the evening, reducing night-time travel on the local network.

The Operational Plan further supports this by ensuring that all events are pre-booked, capped and tightly managed, with defined arrival windows. This allows traffic movements to be controlled and, where possible, scheduled outside peak periods and within daylight hours. It also reduces the likelihood of two-way vehicle conflict on Wardsley Road by minimising simultaneous arrivals and supplier movements.

The LHA previously raised concerns regarding night-time travel on unlit rural roads. The Operational Plan addresses this through controlled departure procedures, including phased exits, taxi coordination and behavioural expectations for guests. The Transport Statement Addendum reinforces this by demonstrating that many guests will stay overnight, thereby reducing late-night vehicle movements.

Concerns were also raised regarding the narrow and unlit nature of Wardsley Road and the presence of verge damage. The submitted information demonstrates that vehicle numbers will be limited and arrivals staggered, reducing potential conflict. It also clarifies that guests typically arrive the day before the event, remain on site during the event, stay overnight, and depart the following day, rather than leaving immediately after the event late at night.

Parking Provisions

In the LHA's consultation response to application 3/2024/0687, it was identified that parking appeared to be under-provided by two spaces, based on a ratio of one car per three guests. Applying this ratio to the revised maximum capacity of 146 guests results in a requirement for approximately 48 parking spaces.

The Transport Statement Addendum, including Annex G, demonstrates that the site can accommodate at least 48 vehicles through a combination of accommodation parking and the designated tipi car park. On this basis, the LHA raises no objection to the level of parking provision.

Sustainability

The LHA has previously reviewed sustainable transport opportunities for the site. The nearest bus stop is over 5km away, and walking routes involve high-speed, unlit roads. There are no realistic alternative sustainable travel options given the rural location. As such, the LHA has raised concerns regarding reliance on private car travel.

The Operational Plan seeks to mitigate this through measures such as encouraging car sharing and maximising the use of on-site accommodation. To further manage transport impacts, the LHA requires the submission of a Travel Plan. As part of this, the applicant will be expected to provide staff transport arrangements to and from the nearest urban centre where sustainable transport options are available, which in this case is Longridge.

Highways Mitigation

Mitigation currently required as part of the proposal includes a package of Section 278 highway works and associated measures necessary to make the development acceptable in highway terms. These works must include the provision of a hardstanding area to the North of the access, which shall cover the visibility splay envelope that currently falls within the applicant's ownership. Add land dedication

The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Conditions

1. The development hereby permitted shall be for a temporary period only and shall cease on or before 1 November 2028, by which date all structures and associated infrastructure shall be removed and the land restored to its former condition.
Reason: To enable the Local Planning Authority to review the impact of the development on the local highway network and surrounding area, in the interests of highway safety and the character of the rural area.
2. The tipis and associated facilities shall only be operated between 1 April and 1 November in any calendar year.
Reason: To limit the intensity and duration of use in the interests of highway safety and to reduce traffic movements during winter months when road conditions are less favourable.
3. The site shall host no more than 30 events per calendar year unless otherwise agreed in writing by the Local Planning Authority in conjunction with the Local Highway Authority.
Reason: To prevent over-intensification of the use and to ensure that traffic generation remains at a level that does not adversely affect highway safety or the operation of the local road network.
4. No wedding event shall exceed a maximum of 146 guests at any one time.
Reason: To limit the scale of the development and associated vehicle movements in the interests of highway safety and the free flow of traffic on the surrounding rural road network.

5. The development shall be operated in full accordance with the approved Operational and Highways Management Plan unless otherwise agreed in writing by the Local Planning Authority in conjunction with the Local Highway Authority.
Reason: To ensure that traffic movements, parking, and event operations are properly managed so as to minimise impacts on the highway network and maintain safe access and egress.
6. During any wedding event, all on-site accommodation shall be reserved for and used exclusively by event guests and shall not be let to third parties.
Reason: To minimise the need for off-site travel and reduce vehicle movements on the local highway network, in the interests of highway safety.
7. The approved parking areas shall be laid out and made available prior to the first use of the development and thereafter retained for parking purposes at all times. No parking shall take place on Wardsley Road or the surrounding highway.
Reason: To ensure adequate on-site parking provision and prevent on-street parking, which could obstruct the highway and prejudice highway safety.
8. Within 3 months of this permission, a scheme for the highway improvement and land dedication, including hardstanding provisions to the north of the access, associated with the required visibility splay has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. Implemented within an agreed timescale.
Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
9. A visibility splay 2.4 metres back from the centre line of the access and extending 49m to the South and 54m metres to the North on the nearside carriageway edge in both directions, as shown on the approved plans. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.
10. Within one month of this permission, a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. Between the access to the site, to the south along Wardsley Road to junction the junction of Dinkling Green Lane.

The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified.
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time, and weather conditions at the time of the survey.

A post-development survey shall be provided, including the above details, to the Local Highway Authority once the development has closed for the season (October 2026). This survey shall highlight any defects to the highway maintained at public expense, within the carriageway or verge. Any damage shall be repaired in accordance with the Local Highway Authority at the expense of the applicant within an agreed timescale. This shall be provided year on year (prior to the start of the season in April and post end in October) until the temporary permission ends in 2028.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

Informative notes:

- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email develooperas@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours sincerely
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