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Your ref: LCC/2023/0030
Our ref: LCC.D3.2023.0030
Date: 14th February 2025

Dear Sir/Madam

Application no: **LCC/2023/0030**

Address: **Land off Bourbles Lane, Preesall**

Proposal: **The extraction and processing of sand and gravel including the construction of new site access roads, landscaping and screening bunds, minerals washing plant and other associated infrastructure with restoration to leisure end-uses, agricultural land and biodiversity enhancement, using imported inert fill.**

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

Summary

Objection

Lancashire County Council acting as the Local Highway Authority are of the opinion that the proposed planning application will have a detrimental impact on highway safety in the vicinity of the site and should be refused on highway safety grounds as detailed within this report.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) have been re-consulted on an application for the proposed minerals extraction scheme at the land off Bourbles Lane, Preesall.

The LHA previously formally responded to the application on **14th February 2024**, objecting to the application due to the following issues:

1. Access – the access plans fail to demonstrate the adequate sightlines are achievable.
2. Access – the access plans do not show that a vehicle can enter the site safely whilst another is leaving.



3. Access – the access plan does not provide swept path for all vehicle movements,
4. Lancaster Road – insufficient highway width to accommodate two-way traffic movements without compromising highway safety.

Subsequent to the initial consultation and our formal consultation response, following numerous meetings and correspondence with the Developers Agent, the following additional information has been formally submitted and these documents have been reviewed below:

- Updated Transport Statement provided by Turner Lowe Associates dated December 2024. Within the updated Transport Statement, the following drawings have been submitted:
 - Turner Lowe drawing number 220503/03/C titled "Highway Works."
 - Turner Lowe drawing number 220503/04.1/A titled "HGV Manoeuvres Sheet 1."
 - Turner Lowe drawing number 220503/04.2/A titled "HGV Manoeuvres Sheet 2."
 - Turner Lowe drawing number 220503/05/B titled "Access Arrangements."
 - Turner Lowe drawing number 220503/06.1/A titled " Access Arrangements HGV Manoeuvres Sheet 1."
 - Turner Lowe drawing number 220503/06.2/A titled " Access Arrangements HGV Manoeuvres Sheet 2."
 - Turner Lowe drawing number 220503/07 titled "A588 Fold House Farm Bend Proposed Signage."
- Supplementary Information Note: Queries Raised by Highway Authority January 2025 provided by Turner Lowe Associates.
- Greenfield drawing titled "Plan PA23-6 v2 titled "Proposed Plant Area."

Development Proposal

The proposal is for the exportation of an estimated 460,000 tonnes of sand and gravel and the importation of 220,000m³ of inert fill materials during the lifespan of the development.

The works will be phased over a 6 year period:

- Phase A – Site Enabling Works (approx. 6 months)
- Phase 1 – North-western area of site (approx. 18 months).
- Phase 2 – North of Bourbles Lane (approx. 6 months)
- Phase 3 – East of Bourbles Lane (approx. 18 months)
- Phase 4 – Central area including duck pen (approx. 12 months)
- Phase 5 –Completion of infilling, processing plant removal and final restoration (approx. 12 months).

To access the site, a new access will be created from Lancaster Road and the implications of this are detailed below.



Site Access

The site access is located off Lancaster Road which forms part of the B5270 and is subject to a 30mph speed restriction.

The LHA have reviewed Turner Lowe drawing number 220503/05/B titled "Access Arrangements" and note that the access has been designed to ensure HGVs cannot depart to or arrive from the west along Lancaster Road, by virtue of a proposed traffic island separating the "in" and the "out" access arrangement. The traffic island will also be used for the location of a relocated streetlight and for traffic signs which will denote the "in, out" access arrangements for HGVs.

To ensure that the access width can cater for articulated HGV movements, the Agent has provided Turner Lowe drawing number 220503/06.1/A titled "Access Arrangements HGV Manoeuvres Sheet 1" and Turner Lowe drawing number 220503/06.2/A titled "Access Arrangements HGV Manoeuvres Sheet 2." The LHA have reviewed the updated drawings and note that the supplied internal swept path analysis does not take account of the wing mirrors of the HGVs. Therefore, the LHA are unable to fully assess whether two-way HGV movements can occur along the full extents of the access track.

Notwithstanding this, the LHA note that these issues will be located internally a significant distance away from the adopted highway, meaning that it will be a private management issue.

The Agent has also stated that movements along the access track and along Lancaster Road will be controlled by the Site Manager. This means that should an HGV be on or close to Lancaster Road and should another vehicle want to exit the site, the vehicle exiting will wait until the vehicle entering is in the site compound. This will lead to two-way movements along the access track being unlikely to occur at the same time, should the site be suitably managed as stated. **As a result, the LHA accept the principles as highlighted.**

The LHA between the 6th-12th October 2023 conducted a traffic survey within the vicinity of the site access. The traffic survey found that the 85th percentile speeds in both directions were 37mph.

For the site to comply with national vehicular visibility splay guidance, an access located off a road which documents speeds of 37mph are required to provide visibility splays of 2.4m x 58m in both directions. However, as shown on Turner Lowe drawing number 220503/05/B, the site can only provide vehicular visibility splays of 1.2m x 43m.

The LHA on occasion could accept a setback distance of 1.2m as being suitable, if the access was strictly restricted to HGV traffic only. This is because HGVs have shorter distances between the driver and the front of the vehicle, in comparison to a standard car as shown on Figure 7.17 in Manual for Streets.

However, the access will be used by all vehicle types including cars when operatives are entering and exiting the site. Therefore, the vehicular visibility splays should be setback a minimum of 2.4m.



Should a setback distance of 2.4m be applied, there is likely to be a residual concern that operatives using smaller vehicles will lack the adequate vehicular visibility to the east of the access to emerge safely. This is because the access is likely to achieve visibility splays of approximately 2.4m x 30m in this direction, which is a shortfall of 28m given the 85th percentile speeds in the y direction. **Therefore, this matter on vehicular visibility isn't positively concluded.**

Trip Generation

The updated Transport Statement (TS) has stated on average that a total of 74 HGV movements will occur each day, when the site is in operation between Monday - Friday (245 days a year) during its operating hours of 0700-1800.

When the site is in operation on a typical weekday, the TS has assumed the following movements to and from the site each hour:

Time	Site Arrivals	Site Departures
0700-0800	3	3
0800-0900	0	0
0900-1000	5	5
1000-1100	5	5
1100-1200	5	5
1200-1300	5	5
1300-1400	5	5
1400-1500	5	5
1500-1600	0	0
1600-1700	4	0
1700-1800	0	0

Table 1: Typical HGV movements per hour.

The LHA welcome that no HGV movements will enter or exit the site during traditional school pick up and drop off times (0800-0900 and 1500-1600). The LHA also accept that vehicle movements will be spread throughout the day rather than concentrated at the start and at the end of the day. However, there is a discrepancy in the number of HGV movements expressed in the table above and the average per day, with there being a shortfall of 4 HGV movements. The discrepancy is caused during the operating hours of 1600-1700 where 4 HGVs arrive but none depart during that hour or during the proceeding hours. **Therefore, should further information be submitted, further clarity on this is sought.**

The LHA also require further information regarding how the site will manage HGV movements already on the local highway network during school peaks. Should an HGV be in close proximity to the site when deliveries aren't being accepted, where will these HGVs wait? **Therefore, the LHA require a suitable strategy to be provided.**

It is worth noting, as previously stated, that the programme highlighted above is typical of the expected movements to and from the site rather than them being fixed. This is a concern as more HGV movements along the local highway network could have greater



highway safety implications following there being a greater intensification of use of the network.

Note: Therefore in the situation, where the Local Planning Authority (LPA) support the proposal having a level of regard to highway comments, under this premise the LHA would want to condition maximum movements to and from the site.

Nevertheless, all HGV movements associated with the site will be routed to and from the junction between B5270 Lancaster Road/A588. All HGV movements will then be split at the junction, with 37 HGVs travelling to/from the east and 37 HGVs travelling to/from the south along the A588.

As already highlighted between the 6th-12th October 2023, Lancashire County Council (LCC) conducted a traffic survey in the vicinity of the proposed site access. The survey found that Lancaster Road had an average daily two-way traffic flow of around 3,100 vehicles per day. On average during the busiest hour, there were around 300 two-way vehicular movements.

To put this traffic survey into perspective during the proposals operating hours, the survey found that Lancaster Road generated the following average flows. The first table will show the eastbound flows and then the second table the westbound flows. In both tables we have highlighted how many HGV movements will be generated from the proposal using the same methodology as the TS which is highlighted in Table 1. To prevent any discrepancies, the LHA have assumed that 4 HGVs will depart during the 1600-1700 hours and have classed a 2 Axled Rigid Truck as an HGV:

Time	Total Volume of All Vehicles (One-way)	Existing Volume of HGVs and Buses	Expected Developments HGV Movements	Percentage Increase of HGV Movements Following the Proposal
0700-0800	91	10	3	30%
0800-0900	129	11	0	0%
0900-1000	97	9	5	56%
1000-1100	102	6	5	83%
1100-1200	107	10	5	50%
1200-1300	102	10	5	50%
1300-1400	108	10	5	50%
1400-1500	100	11	5	45%
1500-1600	131	9	0	0%
1600-1700	114	8	4	50%
1700-1800	102	6	0	0%

Table 2: Average Eastbound flows (total one-way) October 2023 along Lancaster Road.



Time	Total Volume All Vehicles (One-way)	Existing Volume of HGVs and Buses	Expected Developments HGV Movements	Percentage Increase of HGV Movements Following the Proposal
0700-0800	54	5	3	60%
0800-0900	114	16	0	0%
0900-1000	88	12	5	42%
1000-1100	91	9	5	56%
1100-1200	104	9	5	56%
1200-1300	98	7	5	71%
1300-1400	105	11	5	45%
1400-1500	121	13	5	38%
1500-1600	129	10	0	0%
1600-1700	141	11	4	36%
1700-1800	161	11	0	0%

Table 3: Average Westbound flows (total one-way) October 2023 along Lancaster Road.

As can be seen the traffic surveys found that Lancaster Road already accommodates a degree of HGV and Bus traffic. However, the development proposals will lead to an intensification of large vehicle use. This is because the development when in operation will intensify the quantity of HGV traffic on Lancaster Road by 51.75% eastbound and 50.5% westbound on average. This average does not include school pickup/ drop off times (0800-0900 and 1500-1600) or during the PM Peak (1700-1800). This is because there are no movements scheduled to and from the site during these times.

The LHA have no capacity issues associated with the corridor. However, the LHA do have significant concerns associated with the suitability of the route following the additional HGV movements. This is due to two-way HGV movements unlikely to be possible along the full extents of Lancaster Road and the A588. This has highway safety implications as the proposal will increase the frequency of HGVs requiring to reverse on the live network to allow another HGV to pass. This increases the risk of HGVs reversing blindly into other vehicles and vulnerable road users including pedestrians, cyclists and equestrians. This is along a part of the local highway network which has no physical pedestrian segregation from the live carriageway.

The LHA have witnessed these concerns first hand during the site visit on 14th November 2024 and have photographic evidence showing such. Please see the Appendices for the photographic evidence and these Appendices are split into the three key locations associated with the site and the local highway network:

Lancaster Road (Appendix A)

- Photograph 1: Equestrian using Lancaster Road.
- Photograph 2: HGV using the Vine House bend.

Along the A588 adjacent to the access serving Fold House Farm (Appendix B)

- Photograph 1: Picture shows a cyclist using the network and verge overrun.



- Photograph 2: Damage to the boundary wall at the bend.
- Photograph 3: HGV and car negotiating the bend.

A588 Burned House Lane/ B5377 Park Lane/ U22436 Cemetery Lane junction (Appendix C).

- Photograph 1: Picture of a HGV overlapping both running lanes as the vehicle is negotiating the bend along the A588, located adjacent to the two dwellings.

These photographs and video recordings have been shared with the Developers Agent. In response, the Agent has provided the following off-site highway mitigation package to mitigate the impact the proposal will have on the local highway network.

Proposed Off-site Highway Mitigation

The Agent has provided, as shown on Turner Lowe drawing number 220503/03/C titled "Highway Works" and Turner Lowe drawing number 220503/07 titled "A588 Fold House Farm Bend Proposed Signage," a package of off-site highway mitigation measures. These measures have been proposed along Lancaster Road, the junction between the A588/ Lancaster Road and along the A588, located adjacent to the access serving Fold House Farm.

These measures include the following:

Lancaster Road

- Widen the carriageway by 0.3m in both running lanes along Lancaster Road;
- Traffic signs including Heavy Plant Crossing Plates and a Signage Scheme located at the "Vine House" bend. This scheme includes warning road users of the narrow section of highway and that HGV's may need to cross the centreline. This sign will have flashing amber warning lights to make road users aware of the bend in the carriageway;
- SLOW Carriageway and edge of carriageway markings;
- New speed activated 30mph sign located to the west of the site access;
- Relocation of existing street furniture;

A588- Adjacent to the access serving Fold House Farm

- Signage and lining scheme which includes the existing carriageway and edge markings to be re-laid; SLOW carriageway markings; Traffic Signs denoting that the road narrows, there is bend in the road and a Road Plate stating that "oncoming vehicles in middle of road."

A588/ Lancaster Road junction

- The junction will be improved by combining the current two slip road arrangement into a single junction and widening of the A588 carriageway around the bend utilising the wide verge on the southeastern side;



Within this section of the report the LHA will assess the mitigation proposed and whether the proposals are acceptable or deliverable. The LHA do note that the proposed junction arrangements at the A588/ Lancaster Road junction will work and would be suitable as part of the mitigation strategy.

Problem – Lack of Highway width for 2-way HGV movements along the full extents of Lancaster Road

The Agent within the TS has provided Turner Lowe drawing number 220503/03/C titled "Highway Works," which aims to widen the carriageway by 0.3m on both sides (where possible, see note below). This is by using the available verge which is the distance between the edge of the carriageway and the start of the hedge (root stock). Currently, Lancaster Road is a single carriageway road where widths are generally around 5.5m, without footways and where verges exist which are variable in width, are less than 0.5m wide. At this stage no survey has been undertaken to evidence base what can be delivered.

The Agent has provided Turner Lowe drawing number 220503/04.1/A titled "HGV Manoeuvres Sheet 1" and Turner Lowe drawing number 220503/04.2/A titled "HGV Manoeuvres Sheet 2." Within the TS, the Agent states in paragraph 4.12, that "*with the widened carriageway, there would be clearance between 2 HGV's passing over virtually all of the length of Lancaster Road from the site access to the A588. The exception is the bend at Vine House*".

Note: Verges are used to locate road signs, any widening would conflict with signage needs. Wing mirrors extend beyond carriageway width where widened, thus full width of any widening would not necessarily materialise in usable carriageway width.

The LHA have reviewed the updated drawings and cannot fully determine whether two-way HGV movements can occur simultaneously along Lancaster Road with the exception of the bend at Vine House. This is because the swept path analysis provided does not take account of the wing mirrors of the HGVs and instead shows vehicle bodies adjacent to each other for the full extent of Lancaster Road.

The LHA are concerned without this information that:

- **Wing mirrors of HGVs are likely to oversail hedges-** The wing mirrors of the HGVs are likely to be oversailing the hedge which borders the carriageway. This will mean that the wing mirrors could be oversailing third party land, potentially conflicting with street furniture including any streetlights and potentially vulnerable road users should they be using the network, which is a highway safety concern,
- **Wing mirrors likely to overhang the centreline of the carriageway-** The wing mirrors of the HGVs are likely to overhang the centreline of the carriageway, which as highlighted on the submitted drawings, will be circa 6.1m wide (except at the Vine House bend) following the proposed widening. The wing mirrors overhanging the centreline, could cause potential conflicts to occur should the carriageway be accommodating two-way HGV movements. These conflicts could arise due to one of the HGVs reversing on the live highway network to find a suitable passing place



to wait while another HGV passes. This could occur to prevent the two HGVs from being in conflict with each other should they try to pass in a forward gear.

Consequently, reversing movements on the highway increases the risk of collisions occurring especially if the reversing movements are involving an HGV. These movements will be occurring in a location which does not have access to any footways or informal segregation following the removal of the limited verge which provides limited protection from vehicular traffic for pedestrians, cyclists or equestrians to use along Lancaster Road.

Removing this limited protection for sustainable road users will place HGVs in direct conflict with all highway users. This increases the risk of collisions with HGVs reversing blindly not only into other vehicles, but also sustainable road users should they be using the network at the same time. The proposal will intensify the quantity of reversing movements by HGVs along Lancaster Road which will be at the detriment to highway safety.

The LHA also question the feasibility and deliverability of the proposed carriageway widening. This is because of the following:

- **Variable hedge stock width-** The root stock of the hedge is variable and so there is an element of risk that the available highway width is less than advertised on the submitted plans. This is without further investigations being undertaken. Therefore, there is an element of risk that two-way HGV movements along Lancaster Road may not be possible, contributing to the concerns highlighted above. The Applicant needs to have regard to this to overcome risk and will likely require a survey to be undertaken.
- **Driver behaviour-** Regard needs to be had to driver behaviour because vehicles are unlikely to drive on the edge of the carriageway extents which the updated swept path drawings are highlighting. This is because HGVs will be in direct conflict with the hedge, without a suitable Maintenance Strategy being proposed and delivered, which will damage their vehicles, leading to falling debris such as branches and twigs as well as parts from vehicles (i.e. wing mirrors, trim from vehicles etc) being left on Lancaster Road. This would be at the detriment and at the safety of other road users. Therefore, to prevent any conflict with the hedge, HGVs are likely to be off-set from the edge of the carriageway which will narrow the true width of Lancaster Road. Leading to two-way HGV movements along Lancaster Road not being possible. **This will lead to the issues as highlighted above.**

The Agent has proposed an HGV Delivery Strategy for the site to prevent two HGVs to and from the site meeting along Lancaster Road, which will be managed and controlled by the Site Manager. While the LHA do acknowledge that the site is able to control their own movements when HGVs are exiting the site, the Site Manager is unable to control other large vehicular movements along Lancaster Road. This still means that two-HGVs could be using the carriageway simultaneously, which would likely lead to the above highlighted concerns arising. Significant intensification of HGV use by the development would lead to a substantial increased risk of this occurrence. **This is without suitable mitigation being provided showing that two-way HGV movements can occur along**



the full length of Lancaster Road, without conflict. Based on this, it is unlikely that this mitigation, which is required, can be provided.

In addition, this matter is further exasperated at the bend adjacent to Vine House along Lancaster Road, 150m from the site access.

The Agent has recognised that two-way HGV movements are not possible and so has proposed that a signage scheme will be implemented in this location, as shown on Turner Lowe drawing number 220503/03/C titled "Highway Works" and described above.

This drawing does not indicate that such a scheme would be effective and there are also concerns associated with the location of the proposed signage given the existing highway constraints, which will be discussed later in this section.

The delivery of carriageway widenings in the vicinity of the Vine House bend is not within the gift of the Developer due to the land either side of the highway belonging to third parties, therefore cannot be considered. As such the LHA highlight that the application would result in an increase of collisions and at peaks could be significant should the proposal be approved. It is noted that this bend already has a collision reported within the last five years which involves a bus and a car, and the proposal will likely exacerbate the risk of further incidents occurring, leading to the impact of the proposal being severe on the local highway network.

Problem – Lack of verge area for vulnerable road users to wait along Lancaster Road and A588

As observed on the site visit by LCC officers and shown in the Appendices of this report, the highway network within the vicinity of the site is used by all road users including equestrians, cyclists and pedestrians.

Note: Along Lancaster Road, pedestrians can use Public Footpath FP0203027 which is located adjacent to Vine House. While adjacent to and across from the site access, neighbouring properties have access to stables.

Even though it is evident that movements by sustainable (vulnerable) road users occur along the local highway network no impact assessment has been undertaken to determine the quantum of users and no suitable mitigation has been proposed protecting them. In fact, widening the carriageway along Lancaster Road is likely to be at the detriment of these road users as it removes the limited protection a verge can provide and places them in direct conflict with vehicular traffic, as highlighted above.

The proposal also raises concerns that further collisions may occur along the A588, due to there being a lack of pedestrian segregation or any safe waiting areas from vehicular traffic. For example, in March 2023, a collision involved a pedestrian and an HGV at the junction of A588 Burned House Lane, B5377 Park Lane, and U22436 Cemetery Lane, where there is no segregation/ safe waiting areas and verges in this location are overrun.

Therefore, the LHA are concerned that any planned intensification of HGV usage on the local highway network alongside the lack of mitigation measures, could discourage



sustainable road users from using the network or will increase the likelihood of an incident with a sustainable user.

Problem – Lack of Carriageway width for 2-way HGV movements along A588

The LHA recognises that the A588 is part of the strategic highway network and regularly accommodates HGV traffic. However, there are localised areas where two-way HGV and vehicular movements are not feasible (without conflict). These areas are near the access serving Fold House Farm, approximately 3.3 km east of the A588/B5270 Lancaster Road junction, and at the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction, approximately 1.5 km south of the A588/B5270 Lancaster Road junction. Both locations form part of the development's HGV routing strategy with it being predicted that 37 HGVs will pass both locations each day.

The carriageway at Fold House Farm cannot support two-way HGV movements (without conflict), causing vehicles to wait or reverse when HGVs pass. Evidence of vehicle damage to boundary walls and signage highlights concerns about the route. A signage scheme (Turner Lowe drawing number 220503/07 "A588 Fold House Farm Bend Proposed Signage") has been proposed to address these issues. However, the LHA questions its effectiveness, as two-way HGV movements are not possible which increases the risk of reversing movements needing to occur and subsequently the increase in collisions and safety of sustainable users.

At the historic A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction, there have been four personal injury collisions recorded in the last five years, with there being limited regard to the causation factors of these collisions by the Agent. In fact, by reviewing the LHAs MARIO system, two out of the four collisions involve HGVs. With one of the two involving an HGV and a pedestrian.

The LHA acknowledges the historic nature of the junction but is concerned about compromising its safety further due to an increase in HGV traffic using the junction following this application. This is given the junctions existing constraints which include:

- Two-way HGV movements along the A588 at the junction are not possible without conflict. Please see Appendix C.
- Lack of intervisibility at the bend along the A588 due to the two detached dwellings obstructing the view of the carriageway ahead;
- No formal and limited segregation for sustainable road users to use.

Therefore, the LHA are concerned that following 37 additional HGVs using the junction per day that there will be a greater propensity of collisions occurring, given the existing constraints.

In conclusion, the routing of HGVs along several sections of the historic in nature A588 is not suitable for two-way HGV movements without conflict. These concerns should be mitigated. However, the existing highway constraints including highway boundary, may make it difficult for the Agent to identify a deliverable solution, in their control.



Problem – Lack of verge area to place signage and street furniture

The Agent has proposed two signage schemes as part of the mitigation strategy for Vine House, located along Lancaster Road and along the A588 adjacent to Fold House Farm.

However, the LHA are concerned that the signs will not be located in suitable locations to provide adequate warning to road users. This is because adjacent to Vine House, for example, the highway extents are even more constrained than other areas along Lancaster Road with the highway being bound by boundary walls, fences, hedges and private accesses to dwellings.

Although the Agent's "Supplementary Information Note: Queries Raised by Highway Authority January 2025" claims there is adequate width for Traffic Signs in this location, a scaled drawing indicating their exact placement has not been provided. As a result, the LHA remains uncertain about where the signs can be positioned, considering that a Traffic Sign requires a 0.4m clearance from the carriageway edge to avoid vehicle strikes which is unlikely to be achievable. Notwithstanding the full sign needs to be in highway.

Reducing the minimum clearance width of the Traffic Signs could lead to them being struck and damaged. Placing signs abutting the edge of the highway means foundations would need to be set in third party land (and the sign oversailing it) which would require the permission of the land owner and may not be achievable where existing foundations exist.

These issues are present at the Fold House Farm access along the A588, where the carriageway is bordered by a boundary wall and a hedge. Therefore, it is unclear whether signage schemes in the two locations could be implemented and whether they will give adequate warning to road users about the constrained carriageway.

Even if these issues are addressed, there is an increased risk that reversing manoeuvres by HGVs at these two locations could still occur, following the intensification of use of the network following the proposal. This will cause a highway safety risk with a greater propensity of collisions occurring, given the existing constraints.

Conclusion

The LHA does acknowledge that the Agent has attempted to provide a suitable highway mitigation scheme to mitigate the impact the proposal will have on Lancaster Road and at the Fold House Farm bend along the A588. However, the LHA have concerns associated with the feasibility in widening Lancaster Road and without an amended swept path drawing indicating full vehicles (i.e. Including the wing mirrors of the HGVs) are able to safely pass within the carriageway, then we are unable to support that two-way movements can physically occur. As presented it would appear this is not the case.

One location where two-way HGV movements cannot occur along Lancaster Road is at the bend located adjacent to Vine House. Here the Agent has proposed a signage strategy to warn users of the highway constraints. However, there is a lack of highway space to locate the proposed signs due to the existing available space being used to widen the carriageway and due to the highway being constrained by a hedge and third-party land.



Even if the Traffic Signs and other street furniture could be placed within the highway extents, there is still an element of risk that two HGVs could meet along the bend, leading to one having to reverse to find a suitable location along the carriageway. This has highway safety implications not only for other vehicles but also for the most vulnerable road users including pedestrians, cyclists and equestrians.

Having regard to pedestrian needs, there are no footways and following the widening of Lancaster Road there will be no limited protection on the verge for pedestrians (or other vulnerable road users) to wait as a vehicle passes. Therefore, pedestrians will have to walk within the carriageway following the removal of the verge.

Pedestrians walking in the carriageway along with HGVs potentially having to reverse along the carriageway to allow another to pass, reduces highway safety thus increases the likelihood of collisions and accidents. This can only be considered as resulting in a severe impact from a safety perspective to the local highway network as stated within Paragraph 116 of the NPPF (2024). This is due to the absence of a deliverable mitigation strategy for vulnerable road users as well as a deliverable mitigation strategy for two-way HGV movements to safely travel without conflict along Lancaster Road.

The A588 at the Fold House Farm bend and at the A588 Burned House Lane/ B5377 Park Lane/ U22436 Cemetery Lane junction is unable to accommodate two-way movements when HGVs are using the network. While this is an existing issue, the proposal will increase the number of articulated HGVs on the road which would lead to an increased risk of collisions occurring for all road users.

No suitable strategies have been proposed to improve or mitigate these existing concerns to an acceptable degree. Given that the proposal increases the risk of collisions occurring on the highway network, the proposal is likely to be to the detriment of highway safety and as such the LHA object to the application as presented.

Yours faithfully

Ryan Derbyshire
Team Lead Chorley, Fylde and Wyre
Highway Development Control
Highways and Transport
Lancashire County Council



Appendix A

Lancaster Road



Photograph 1: Equestrian using Lancaster Road (Image from the site visit conducted on 14th November 2024).





Photograph 2: HGV using the Vine House bend (Image from the site visit conducted on 14th November 2024).



Appendix B

Along the A588 adjacent to the access serving Fold House Farm



Photograph 1: Picture shows a cyclist using the network and verge overrun (Image from the site visit conducted on 14th November 2024).





Photograph 2: Damage to the boundary wall at the bend (Image from the site visit conducted on 14th November 2024).



Photograph 3: HGV and car negotiating the bend (Image from the site visit conducted on 14th November 2024).

Appendix C**A588 Burned House Lane/ B5377 Park Lane/ U22436 Cemetery Lane junction.**

Photograph 1: Picture of a HGV overlapping both running lanes as the vehicle is negotiating the bend along the A588, located adjacent to the two dwellings (Image from the site visit conducted on 14th November 2024).

