

APPENDIX 1

Statutory Comments (07/10/2025)

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Your ref: LCC/2023/0030
Our ref: LCC.D2.2023.0030
Date: 7th October 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 as presented 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 2025**, objecting to the application due to the following issues:

1. Access – the access plans fail to demonstrate that adequate sightlines are achievable.
2. Lancaster Road – insufficient evidence has been provided to demonstrate that the carriageway can be widened by an additional 0.3m on both sides.



3. Lancaster Road- two-way articulated movements are not possible as Lancaster Road passes Vine House. This could compromise highway safety as articulated vehicles may need to reverse to allow two-way HGV movements to occur.
4. Proposed mitigation measures along Lancaster Road and the A588- signage schemes have been proposed to mitigate the impacts the proposal will have on the local highway network. The LHA have concerns regarding the signs oversailing or being located within third party land and also question the suitability of this "soft measure" to mitigate against articulated vehicles having to undertake reversing movements on the live network, when two-way movements are not possible.

Since the previous consultation period ended, the following information has been submitted to supplement the updated Transport Statement provided by Turner Lowe Associates dated December 2024. These documents include:

- Letter provided by Napthens Solicitors dated 28th May 2025;
- Response to Highway Authority Consultation Response of 14 February 2025 provided by Turner Lowe Associates dated May 2025;
- Email provided by Turner Lowe dated 28th August 2025; and
- Email provided by Ian Baxter dated 5th September 2025 which provides links to two videos showing two HGVs using the bend adjacent to Vine House along Lancaster Road, 150m from the site access. In this localised area, the carriageway varies in width between 5.0m - 5.9m within a localised 30m area of the access serving Vine House.

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

In the previous highway comments dated 14th February 2025, the LHA requested that further information was provided regarding:



- An amended vehicular visibility splay drawing demonstrating compliance with the required 2.4m x 58m splays, which are based on the recorded 85th percentile speeds along Lancaster Road.

The Agent has submitted a screenshot within the document titled "Response to Highway Authority Consultation Response of 14 February 2025", indicating that visibility splays of 2.4m x 43m in both directions can be achieved. The document also claims that 2.4m x 58m splays are possible, in line with the recorded 85th percentile speeds. However, the screenshot showing the 43m splays is unscaled, and no formal vehicular visibility splay drawing has been provided to verify that the full 58m splays can be achieved. As such, the matter of vehicular visibility remains unresolved and cannot be positively concluded.

Trip Generation

The updated Transport Statement (TS) has stated on average that a total of 74 development related 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	4
1700-1800	0	0

Table 1: Typical HGV movements per hour.

The LHA welcome that no HGV vehicles will be permitted to enter or exit the site during traditional school pick up and drop off times (0800-0900 and 1500-1600). However further information regarding how the site will manage development related HGV movements already moving on the local highway network during school peaks is required.

The Agent has stated within the document titled "Response to Highway Authority Consultation Response of 14 February 2025," that this can be addressed as part of the Construction Management Plan. However, this relates to the operation of the site rather than the construction phase of the development. Therefore, the question still remains as to where an HGV travelling towards the site can suitably, conveniently and safely wait when deliveries at the site aren't being accepted or to overcome known wider routing issues. As such, the LHA require a suitable strategy to be provided. It is recommended that several locations are identified, whether under the Applicant's control, part of the



existing provision within the adopted highway, or proposed as new provision within the adopted highway.

Referring back to Table 1, the programme outline represents a typical pattern of expected movements to and from the site, rather than a fixed schedule. This raises concerns for the LHA, as the potential for increased and unregulated HGV movements along the local highway network could result in a greater intensification of use, with implications for highway safety.

Therefore, should the Local Planning Authority (LPA) support the proposal while giving due regard to highway comments, under that remit the LHA would strongly suggest imposing a condition limiting the maximum number of vehicle movements whether to and from the site or their local routing (see below). This number and profile should also have regard to external influences of background traffic (volume and composition). For the avoidance of doubt, at this stage numbers are not agreed.

Impact along Lancaster Road and Local Highway Network

All HGV movements associated with the site will be routed to and from the junction between B5270 Lancaster Road/A588. It is suggested that these 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. If the LPA support the proposal, it is important that these HGV numbers are also limited (but evidence based having regard to background traffic (volume and composition)). For the avoidance of doubt, at this stage these numbers are not agreed.

Lancashire County Council (LCC) between the 6th-12th October 2023 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 two-way average flows. In the table 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.

Note: 2 Axled Rigid Truck in the table below is an HGV:

Time	Total Existing Movements (All Vehicles)	Total Existing HGV and Bus Movements	Total Existing 4 Axled Rigid and Articulated Movements	Proposed Articulated Vehicle Movements	Percentage Increase of HGV Movements Following the Proposal
0700-0800	145	15	1	6	40%
0800-0900	243	27	1	0	0%
0900-1000	185	21	2	10	48%
1000-1100	193	15	1	10	67%
1100-1200	211	19	3	10	53%
1200-1300	200	17	0	10	59%



1300-1400	213	21	1	10	48%
1400-1500	221	24	1	10	42%
1500-1600	260	19	0	0	0%
1600-1700	255	19	0	8	42%
1700-1800	263	17	0	0	0%

Table 2: Average Two-way traffic flows along Lancaster Road October 2023.

As can be seen, the traffic surveys found that Lancaster Road already accommodates a degree of HGV (including articulated movements) 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 50% on average, when in operation. Network usage (in the vicinity of the site) by the proposal excludes 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, this principle is supported.

The LHA have no capacity issues associated with the corridor. However, the LHA do have concerns associated with the suitability of the route to support the additional HGV movements. This is due to the highway not being of sufficient width to support the needs of two-way HGV's, on Lancaster Road and the A588. This has highway safety implications as this proposal will increase conflict and subsequently the number of occurrences that HGVs will be required to reverse on the live network to allow another HGV to pass. This increases the risk of HGVs having to reverse and of which some will be without suitable visibility, notwithstanding the consequences on the stopping needs of approaching vehicles or the safety implications on 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 existing 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 an email which provides links to two videos showing two HGVs using the bend adjacent to Vine House along Lancaster Road, 150m from the site access. Please see Appendix D for the still photographs.

NOTE: In the location, where the two HGVs meet along Lancaster Road, the carriageway is approximately 5.8m wide adjacent to the access serving Vine House. However, within 30m east of this access, the carriageway reduces to 5m wide and at the next 10m interval is 5.1m wide. Therefore, it is where the carriageway reduces to 5m and 5.1m wide where the potential pinch point is located with two-way HGV movements not being possible, as will be discussed in the section below.

The Agent also suggested some off-site highway mitigation package, from their perspective to mitigate the impact the proposal will have on the local highway network which will be discussed in the next section.

However, it is worth noting that the Agent and the Developers have not demonstrated whether the additional HGV movements can be dynamically managed to ensure the existing highway conditions are not worsened by the proposal. This approach if proposed will require careful thought and consideration and include suitable technology and be agreed with the LHA, to ensure that the number of HGVs on the network during each hourly period can be adequately mitigated against.

At this stage, the LHA are not satisfied with the approach presented, as there is a lack of clarity and detail on how such movements can be coordinated, particularly in ensuring that HGVs associated with the site do not meet along the local highway network, which could compromise highway safety.

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 considers the mitigation proposed. I can initially confirm that the proposed junction arrangements at the A588 / Lancaster Road junction are acceptable and are considered suitable as part of the mitigation strategy. However:

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 (it is important to highlight that the existing road isn't straight and greater carriageway width is needed to satisfy swept paths of larger vehicles), 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.

Notes: Wingmirrors for HGV's extend up to 0.25m and cars circa 0.15m beyond the width of the body (each side), with this extending the road construction width to the rootstock, whilst it might kill the hedge circa 150-250mm of carriageway would not be used. During the growing season, available carriageway width reduces. Width of an HGV is 2.55m + 2 wingmirrors at 0.25m = 3.05m.

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. Distance between edge of carriageway and any structure including signs should be 0.45m.

The LHA have reviewed the updated drawings and based on that presented cannot fully determine whether two-way HGV movements can occur simultaneously along Lancaster Road (notwithstanding impacts on structures or the hedge growing season) with the exception of the bend at Vine House. This is due to the swept path analysis not accounting for HGV wing mirrors, which require an additional 0.25m clearance on each side.

The LHA are concerned without this information that:

- **Wing mirrors of HGVs are likely to continue to oversail hedges-** The wing mirrors of the HGVs are likely to continue to oversail 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 (HGV with wing mirrors 3.05m wide). These conflicts could result in one or both 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.

Reversing movements on the highway increases the risk of collisions occurring especially if the reversing movements are involving HGV's. 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 use.

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 of 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 require a topographical survey to be undertaken, to accurately base designs on but also having regard to growing season, unusable highway as a consequence of wingmirrors and structures (with their safety requirements).

- **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 may not be possible given that the hedges are likely to be owned by third parties), 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.**

In Appendix E of this report, a photograph has been submitted via a neighbour's objection letter showing an HGV and a bus using the carriageway adjacent to the access serving Vine House. The behaviour of both drivers highlights the constrained nature of the road. Notably, the HGV does not utilise the full extent of the carriageway, further limiting available width.

In this location, the carriageway width varies significantly: it measures approximately 5.8m adjacent to the access, narrows to 5.0m within 30m of the access to the east, and then increases slightly to 5.1m over the next 10m interval. These constraints contribute to the situation depicted in the photograph, where two large vehicles attempting to pass simultaneously face operational challenges.

Although the LHA holds no formal records of how the incident unfolded, it is reasonable to assume that one vehicle may have had to reverse on the live network to avoid conflict. Such occurrences are likely to become more frequent should the proposal proceed, given the anticipated increase in articulated vehicle movements on the local highway network and driver behaviour constraining the true width of the carriageway especially during hedge growing season. Leading to issues 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 (and those arriving at the site) and has failed, as presented, to provide a suitable strategy to dynamically manage movements to and from the site. This includes the quantity of movements which the site will generate per hour as well as how the site will ensure that two-articulated vehicles associated with the site will not meet along the local highway network. Therefore, as currently presented, there is a risk that two-HGVs could be using the carriageway simultaneously, which would likely lead to the above highlighted concerns arising. The



proposed intensification of HGV use by the development would lead to a substantial increased risk of this occurrence, notwithstanding the safety issues with vulnerable road users as previously highlighted. **This is without suitable mitigation being provided showing that two-way HGV movements can occur along the full length of Lancaster Road, without conflict and a suitable strategy being provided to control vehicular movements to and from the site.**

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

While, the Developers has provided two videos showing two HGVs passing each other at the access serving Vine House, it is 30m to the east where the carriageway narrows to 5m where two-way HGV movements are not possible. The Agent has continued to recognise this constraint and so has proposed the following strategies to mitigate the impact the proposal will have on this area. These strategies include the following, with the Developer proposing to deliver one or the other:

- A proposed give-way scheme along Lancaster Road adjacent to the access serving Vine House, giving priority to westbound traffic as shown on Turner Lowe drawing number 220503/04 titled "Highway Works with HGV Plots" dated February 2024; or
- A signage scheme, warning road users of "oncoming vehicles in the middle of the road," as shown on Turner Lowe drawing number 220503/03/C titled "Highway Works."

The LHA have already discounted the proposed give-way scheme along Lancaster Road with the LHA having concerns regarding the following:

- Poor inter-visibility for eastbound vehicles approaching the priority give-way, potentially leading to a greater propensity for shunt collisions if another vehicle was waiting. No information was submitted to disprove this concern;
- Whether adequate inter-visibility for a 30mph speed limited road (43m) could be provided at the give-way line without oversailing third party land; and
- The proposed physical narrowing of the carriageway adjacent to Vine House's access, as illustrated in the swept path drawing, raises concerns. The drawing shows that a car towing a caravan overlaps the physical feature when entering or exiting the property. Depending on the nature and dimensions of the feature proposed, such domestic movements, like from a car towing a caravan, will become unfeasible, resulting in restricted access to a residential property. A situation that is considered unacceptable from both a highway safety and accessibility standpoint.

Given these concerns, the Agent agreed to remove the strategy from the proposal and instead proposed that a signage scheme was provided.

However, the LHA are unable to support this proposed mitigation, raising concerns about the effectiveness of the signage scheme in preventing reversing movements on the live carriageway with the pinch point still remaining active and driver behaviour likely leading to any warning signage being ignored. Additionally, the location of the proposed signage



raises further concerns due to the existing highway constraints, which are discussed later in this section.

Given these unresolved issues, the LHA considers that the proposal would likely lead to an increase in collision risk, particularly during peak periods. It is noted that a collision involving a bus and a car travelling in opposite directions has been recorded on this bend near Vine House within the last five years. This illustrates the Highway Authorities concerns. As a result, the LHA are concerned that the proposed development would likely exacerbate these risks, resulting in a severe impact on the safety and operation of the local highway network, without an appropriate mitigation and delivery strategy being agreed.

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 it is clearly evident that 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 and / 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 (Please see Appendix B). 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. This is irrespective of what signage may be in place.

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. In fact, by reviewing the councils internal collision dashboard 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 are 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; and
- 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.

However, to better understand the volume of HGV movements at the two identified pinch points along the A588, the LHA recommends that traffic surveys are conducted at both locations. This data will help assess daily traffic levels and inform a suitable delivery strategy.

The strategy should clearly demonstrate how the site will ensure that two articulated vehicles associated with the development do not meet along the local highway network and how all movements to and from the site will be dynamically managed. It should also identify appropriate waiting areas along the local highway network, should vehicles travelling to and from the site be located in close proximity to each other. **As currently presented, no suitable mitigation measures have been provided to address these concerns.**

Problem – Lack of appropriate 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.



The Agent has also stated that a signage scheme could be provided at the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction.

However, the LHA are concerned that the signs will not be placed 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, the LHA are uncertain as to whether the proposed signs are located within the highway extents. Notwithstanding, a Traffic Sign requires a 0.45m clearance from the carriageway edge to avoid vehicle strikes.

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 landowner and may not be achievable where existing foundations exist.

These issues are present at the Fold House Farm bend along the A588 and at the junction between the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane. Therefore, it remains unclear whether signage schemes in the three 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 would 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 acknowledges that the Agent has made efforts to propose a highway mitigation scheme aimed at addressing the impacts of the development on Lancaster Road, the Fold House Farm bend along the A588 and at the junction between the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane. However, the LHA continues to raise the same concerns outlined in our previous comments dated 14th February 2025, which still remain outstanding.

These concerns include the feasibility of widening Lancaster Road, and the LHA note that no amended swept path drawing has been provided to demonstrate that full vehicles, including articulated HGVs with wing mirrors, can safely pass each other within the carriageway including a suitable factor of safety between vehicles and edge of carriageway. Without this evidence, the LHA do not support the assertion that two-way movements can be safely accommodated, and based on the current submission, it appears this is not achievable. Notwithstanding the issue of significance on vulnerable road users.



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, especially when the carriageway reduces to 5m in width. 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 conflict and subsequent safety concerns as highlighted above.

No suitable strategies have been proposed to improve or mitigate these existing concerns to an acceptable degree. Nor has there been suitable delivery strategies provided highlighting how all movements to and from the site will be dynamically managed to ensure that the proposal will not exacerbate the existing conditions along Lancaster Road and the local highway network.

Therefore, given the significant concerns as detailed the LHA does not support the proposal as presented. Whilst the LHA is willing to have further communication with the Applicant, based on the strategy presented it is unlikely that issues can be resolved within the highway boundary. For the avoidance of doubt based on that proposed the LHA opposes the presented submission.

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).



Appendix D

150m from the site access located along Lancaster Road, adjacent to the access serving Vine House along Lancaster Road.



Photograph 1: A still picture of a northbound HGV using Lancaster Road adjacent to the access serving Vine House (Image from a video sent by Baxter Groups which recorded two-HGVs passing at this location, with the videos sent on an email to the LHA dated 5th September 2025).



Photograph 2: A still picture of a southbound HGV using Lancaster Road adjacent to the access serving Vine House (Image from a video sent by Baxter Groups which recorded two-HGVs passing at this location, with the videos sent on an email to the LHA dated 5th September 2025).

Appendix E

150m from the site access located along Lancaster Road, adjacent to the access serving Vine House along Lancaster Road.



Photograph 1: Picture of a HGV and a bus negotiating the existing carriageway constraints adjacent to the access serving Vine House, located along Lancaster Road (Image from an objection letter received by the Local Planning Authority. Image sent to the LHA by the LPA dated 24/09/2025).

APPENDIX 2

Statutory Comments (14/02/2025)

FAO Jonathan Haine

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

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).

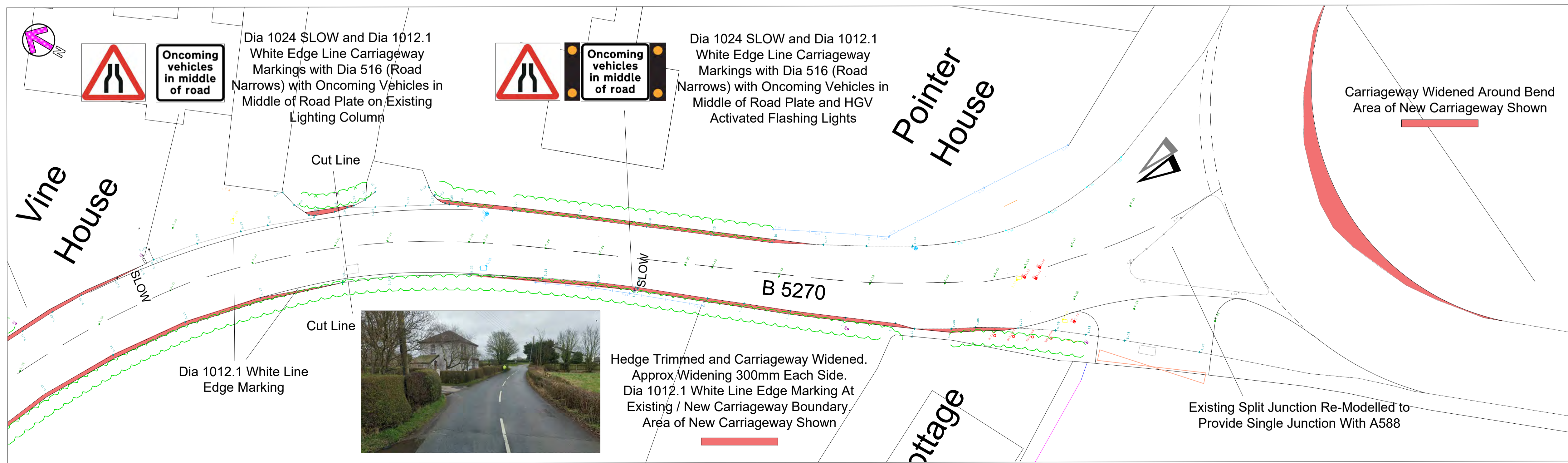
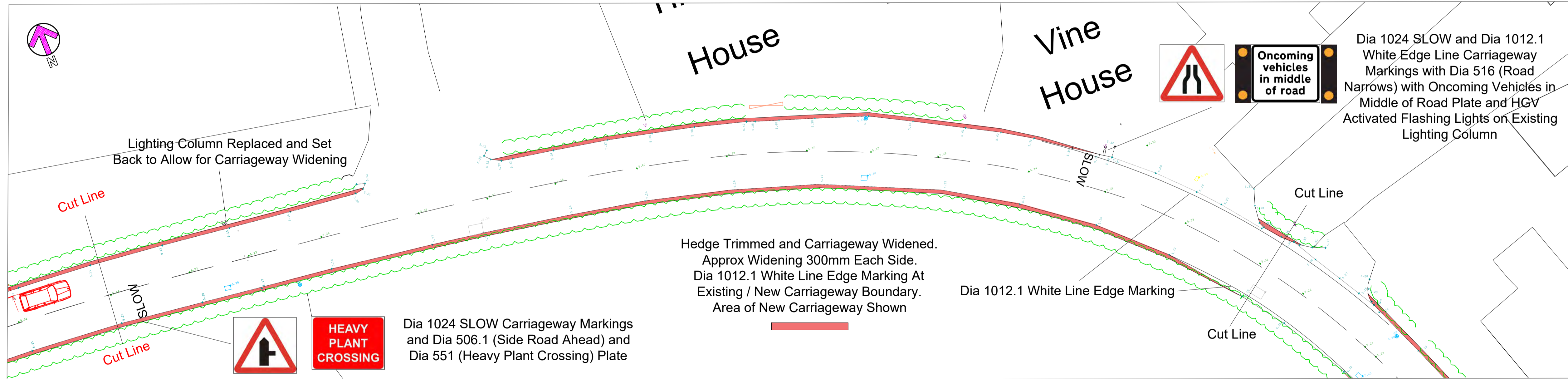
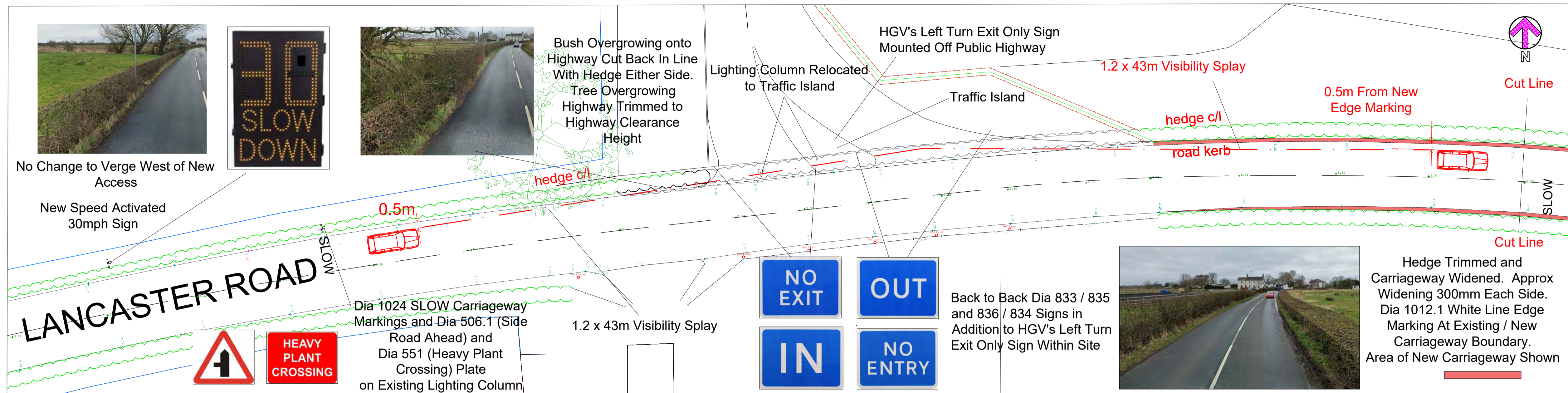
Appendix C**A588 Burned House Lane/ B5377 Park Lane/ U22436 Cemetery Lane junction.**

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).



APPENDIX 3

Turner Lowe (Appellants) Submission



General Notes

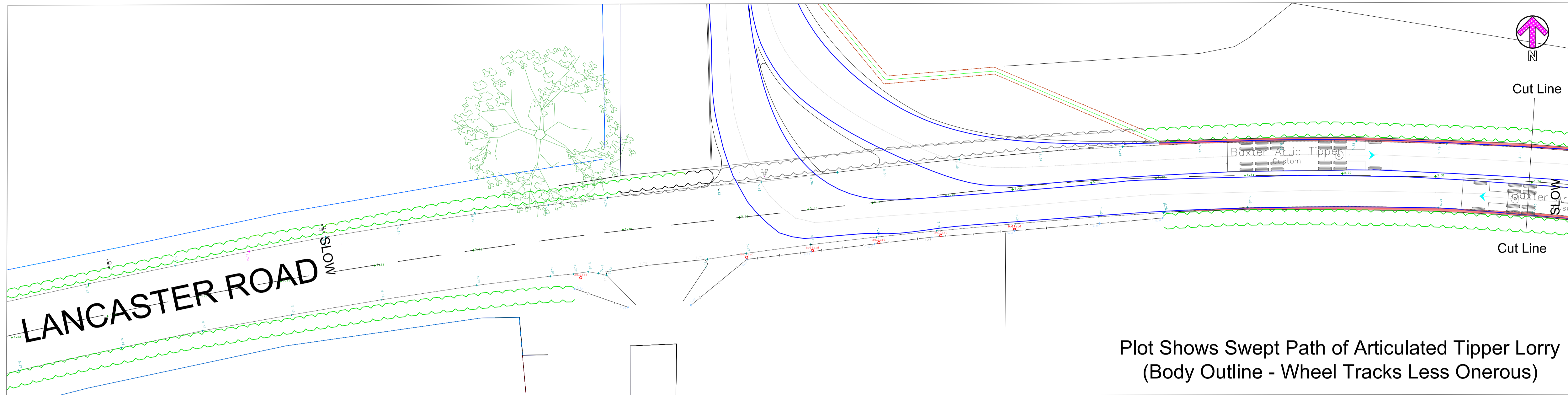
No.	Revision/Issue	Date
C	Flashing Lights Added to Oncoming Vehicles in Middle of Road Signs	11/24
B	Site Access Amended	10/24
A	Proposed Works Amended	10/24

Turner Lowe Associates
 410 Belmont Road
 Bolton BL1 7DH
 Tel: 01204 773 760
 Email: enquiries@turnerlowe.co.uk

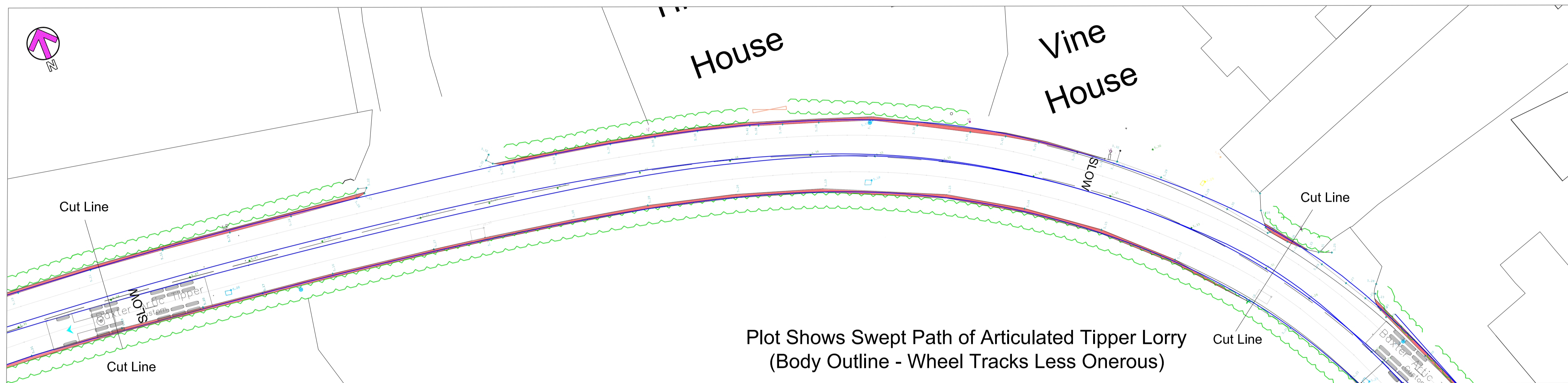
The Baxter Group

Proposed Mineral Extraction
 Bourbles Farm. Presall Highway Works

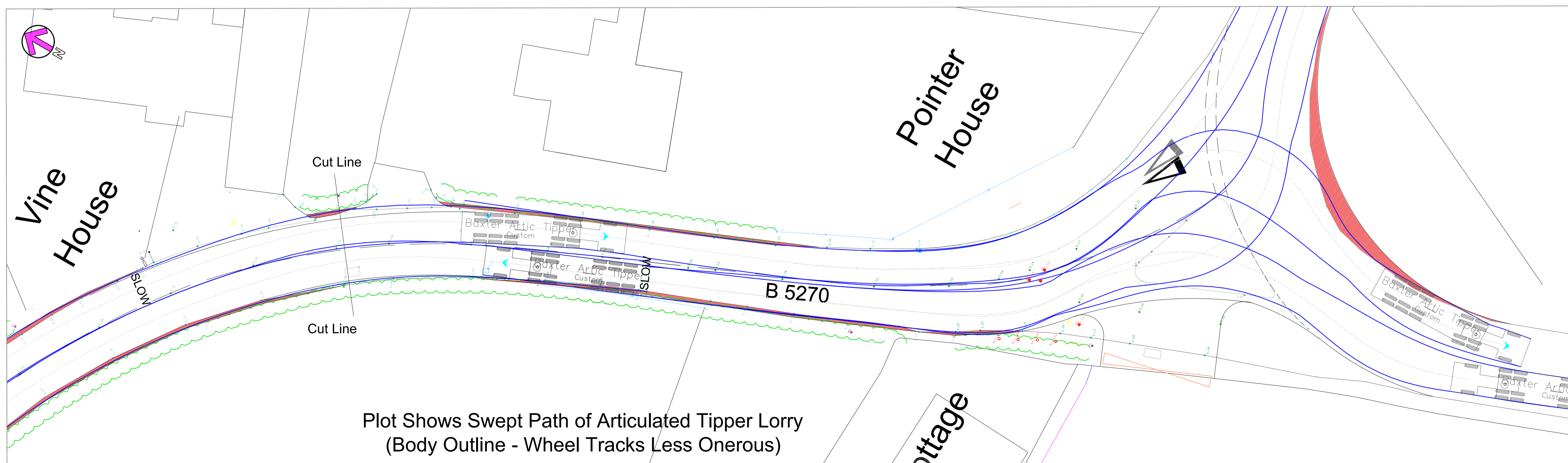
Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 03 / C



Plot Shows Swept Path of Articulated Tipper Lorry
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Articulated Tipper Lorry
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Articulated Tipper Lorry
(Body Outline - Wheel Tracks Less Onerous)

General Notes

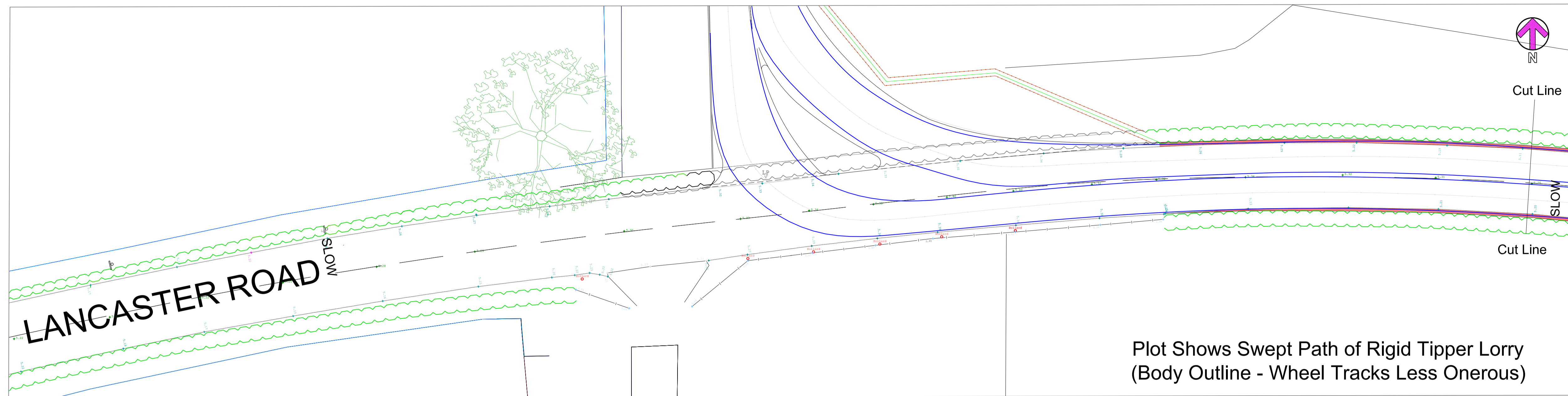
A	Site Access Amended	10/24
No.	Revision/Issue	Date

Turner Lowe Associates
410 Belmont Road
Bolton BL1 7DH
Tel: 01204 773 760
Email:
enquiries@turnerlowe.co.uk

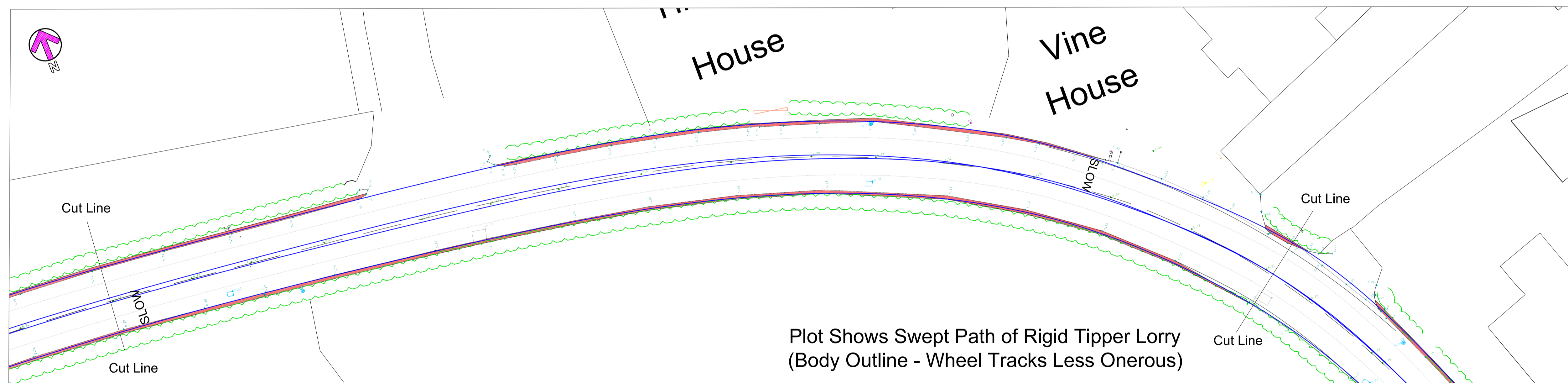
The Baxter Group

Proposed Mineral
Extraction
Bourbles Farm. Presall
Highway Works
HGV Manoeuvres Sheet 1

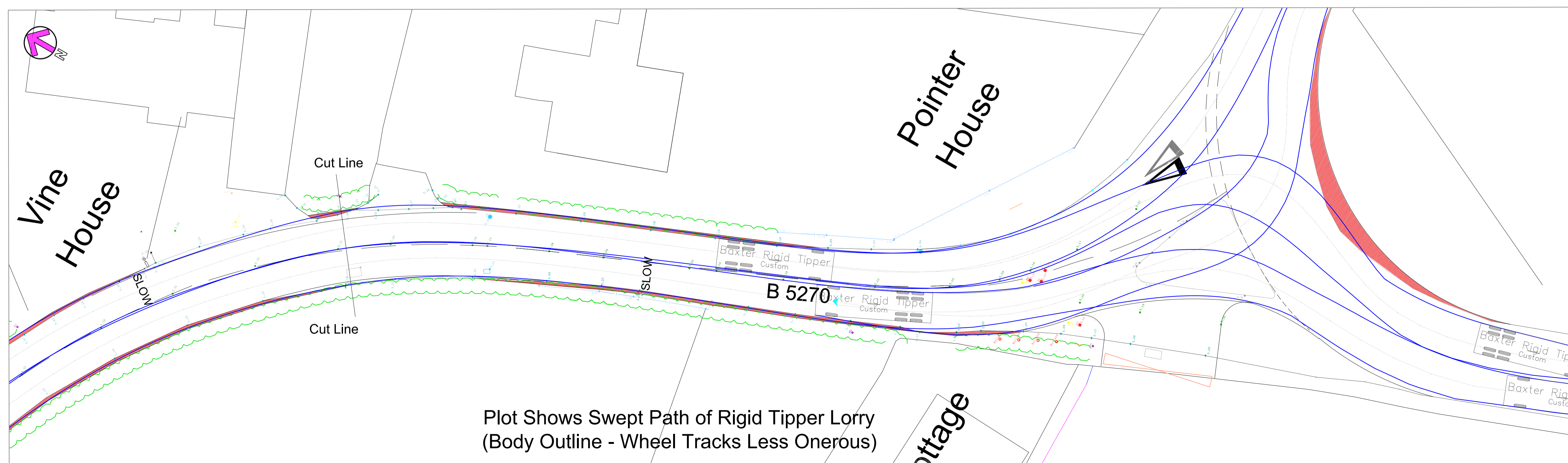
Job No:	220503	Drawn By:	J.L.
Date:	Oct 2024	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 04.1 / A



Plot Shows Swept Path of Rigid Tipper Lorry
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Rigid Tipper Lorry
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Rigid Tipper Lorry
(Body Outline - Wheel Tracks Less Onerous)

General Notes

A	Site Access Amended	10/24
No.	Revision/Issue	Date

Turner Lowe Associates
410 Belmont Road
Bolton BL1 7DH
Tel: 01204 773 760
Email:
enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral
Extraction
Bourbles Farm, Presall
Highway Works
HGV Manoeuvres Sheet 2

Job No:	220503	Drawn By:	J.L.
Date:	Oct 2024	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 04.2 / A



Bush Overgrowing onto Highway Cut Back In Line With Hedge Either Side. Tree Overgrowing Highway Trimmed to Highway Clearance Height

New 1.25m high timber post and rail fence

Hawthorn Hedge

New 1.25m high timber post and rail fence

Hedge Trimmed and Carriageway Widened. Approx Widening 300mm Each Side.
Dia 1012.1 White Line Edge Marking At Existing / New Carriageway Boundary.
Area of New Carriageway Shown



Lighting Column Relocated to Traffic Island

HGV's Left Turn Exit Only Sign Mounted Off Public Highway

1.2 x 43m Visibility Splay

Traffic Island

hedge c/l

road kerb

hedge c/l

General Notes		
B	Site Access Amended	10/24
A	Proposed Works Amended	10/24
No.	Revision/Issue	Date

Turner Lowe Associates
410 Belmont Road
Bolton BL1 7DH
Tel: 01204 773 760
Email: enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral Extraction
Bourbles Farm. Presall Access Arrangements

way side

1.2 x 43m Visibility Splay

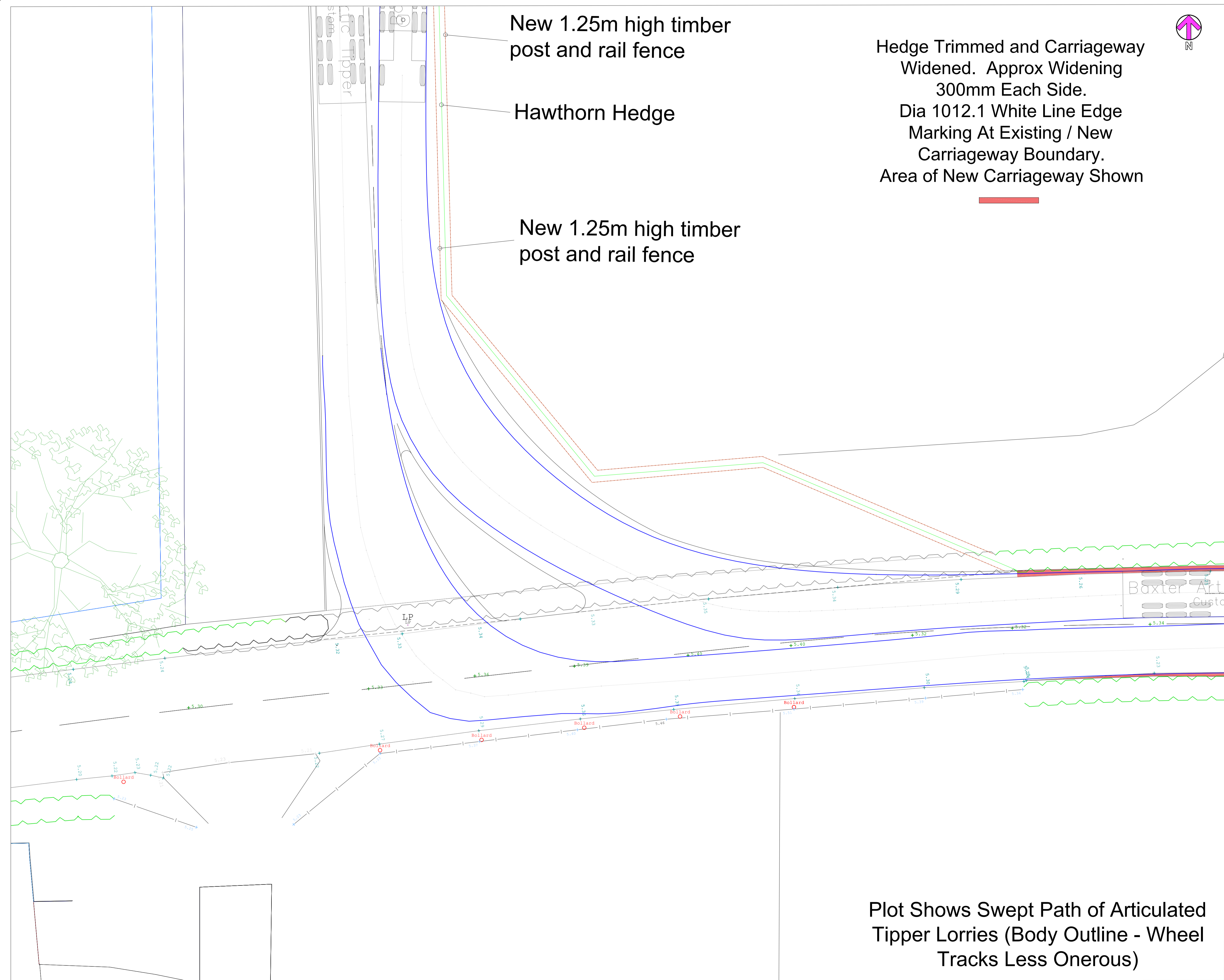


Back to Back Dia 833 / 835 and 836 / 834 Signs in Addition to HGV's Left Turn Exit Only Sign Within Site

Dia 1024 SLOW Carriageway Markings and Dia 506.1 (Side Road Ahead) with Dia 551 (Heavy Plant Crossing) Plate on Both Approaches

mn

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
Scale:	1 / 100 @ A1	Drawing No:	220503 / 05 / B

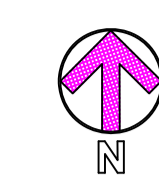


New 1.25m high timber post and rail fence

Hawthorn Hedge

New 1.25m high timber post and rail fence

Hedge Trimmed and Carriageway Widened. Approx Widening 300mm Each Side.
Dia 1012.1 White Line Edge Marking At Existing / New Carriageway Boundary.
Area of New Carriageway Shown



Plot Shows Swept Path of Articulated Tipper Lorries (Body Outline - Wheel Tracks Less Onerous)

General Notes

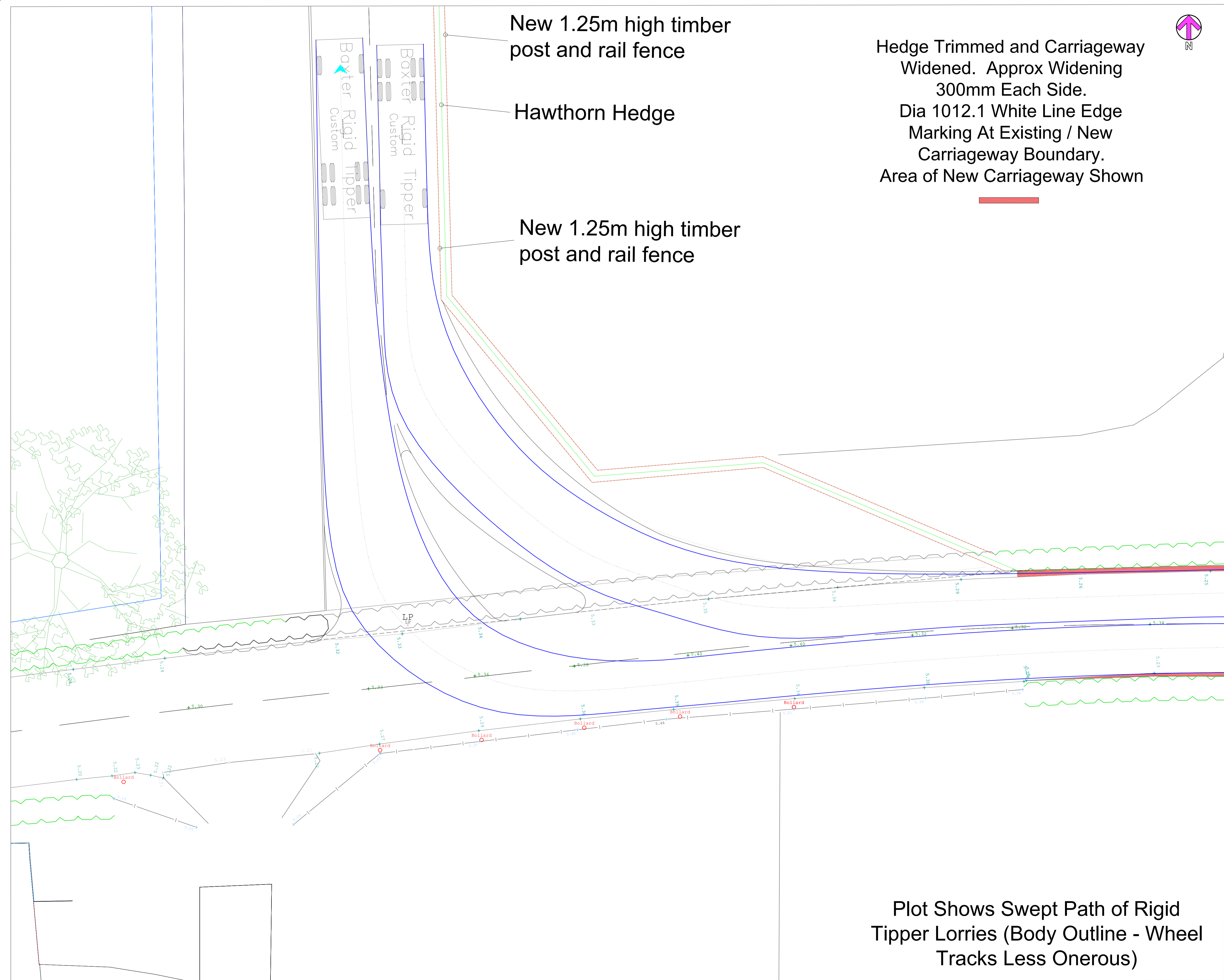
A	Proposed Works Amended	10/24
No.	Revision/Issue	Date

Turner Lowe Associates
410 Belmont Road
Bolton BL1 7DH
Tel: 01204 773 760
Email: enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral Extraction
Bourbles Farm. Presall
Access Arrangements
HGV Manoeuvres Sheet 1

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
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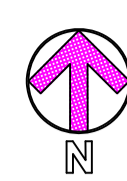


New 1.25m high timber post and rail fence

Hawthorn Hedge

New 1.25m high timber post and rail fence

Hedge Trimmed and Carriageway Widened. Approx Widening 300mm Each Side.
Dia 1012.1 White Line Edge Marking At Existing / New Carriageway Boundary.
Area of New Carriageway Shown



Plot Shows Swept Path of Rigid Tipper Lorries (Body Outline - Wheel Tracks Less Onerous)

General Notes

A	Proposed Works Amended	10/24
No.	Revision/Issue	Date

Turner Lowe Associates
410 Belmont Road
Bolton BL1 7DH
Tel: 01204 773 760
Email: enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral Extraction
Bourbles Farm. Presall
Access Arrangements
HGV Manoeuvres Sheet 2

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
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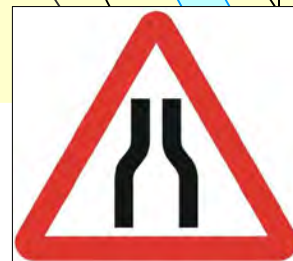


Oncoming vehicles in middle of road

Existing Centreline and Edge Markings to be Re-laid
 New Dia 1024 SLOW Carriageway Marking with Dia 516 (Road Narrows), Dia 512 (Bend) with "Oncoming Vehicles in Middle of Road Plate" on Eastbound Approach

Fold House 5.2m

A 588



Oncoming vehicles in middle of road

Existing Centreline and Edge Markings to be Re-laid
 New Dia 1024 SLOW Carriageway Marking with Dia 516 (Road Narrows), Dia 512 (Bend) with "Oncoming Vehicles in Middle of Road Plate" on Westbound Approach



General Notes

No.	Revision/Issue	Date

Turner Lowe Associates
 410 Belmont Road
 Bolton BL1 7DH
 Tel: 01204 773 760
 Email: enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral Extraction
 Bourbles Farm. Presall
 A588 Fold House Farm Bend
 Proposed Signage

Job No:	220503	Drawn By:	J.L.
Date:	Oct 2024	Checked By:	J.L.
Scale:	1 / 500 @ A3	Drawing No:	220503 / 07

APPENDIX 4

LCC Decision Notice (20/10/2025)

REFUSAL OF PLANNING PERMISSION

Name and address of Applicant

Baxter Group Ltd
Marquis Street
Kirkham
Preston
PR4 2HY

Name and address of Agent (if any)

Greenfield Enviro
1 Commercial Road
Keyworth
Nottingham
NG12 5JS

Part I – Particulars of application

Date of application: **3 August 2023** Application No. **LCC/2023/0030**

Particulars and location of development:

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. Land off Bourbles Lane, Preesall

Part II – Particulars of Decision

The **Lancashire County Council** hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been refused for the carrying out of the development referred to in Part I hereof for the following reasons:

1. The development would have unacceptable impacts on highway safety which cannot be adequately mitigated and therefore conflicts with Paragraph 116 of the National Planning Policy Framework, Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy CDMP6 of the Wyre Local Plan.
2. The development by reason of proximity to residential properties would have unacceptable noise and dust impacts that could not be satisfactorily mitigated contrary to Paragraph 198 of the National Planning Policy Framework, Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy CDMP1 of the Wyre Local Plan.

Heloise MacAndrew

Date: 20 October 2025

**Heloise MacAndrew
LANCASHIRE COUNTY COUNCIL
DIRECTOR OF LAW AND
GOVERNANCE**

Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

NOTE:

1. Appeals to the Secretary of State

- You can appeal a planning decision if any of the following apply
 - You were refused planning permission
 - You were granted planning permission but subject to conditions that you object to

Details of the planning appeals service can be found at the following address
<https://www.gov.uk/appeal-planning-decision>

- If you want to appeal, then you must do so within 6 months of the date of this notice, using a form which you can get from the Planning Inspectorate, Registry/Scanning Room, 3/01B Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

2. Purchase Notices

- If either the local planning authority or the Secretary of State for Communities and Local Government and the Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the District/Borough Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

- 3.** In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the

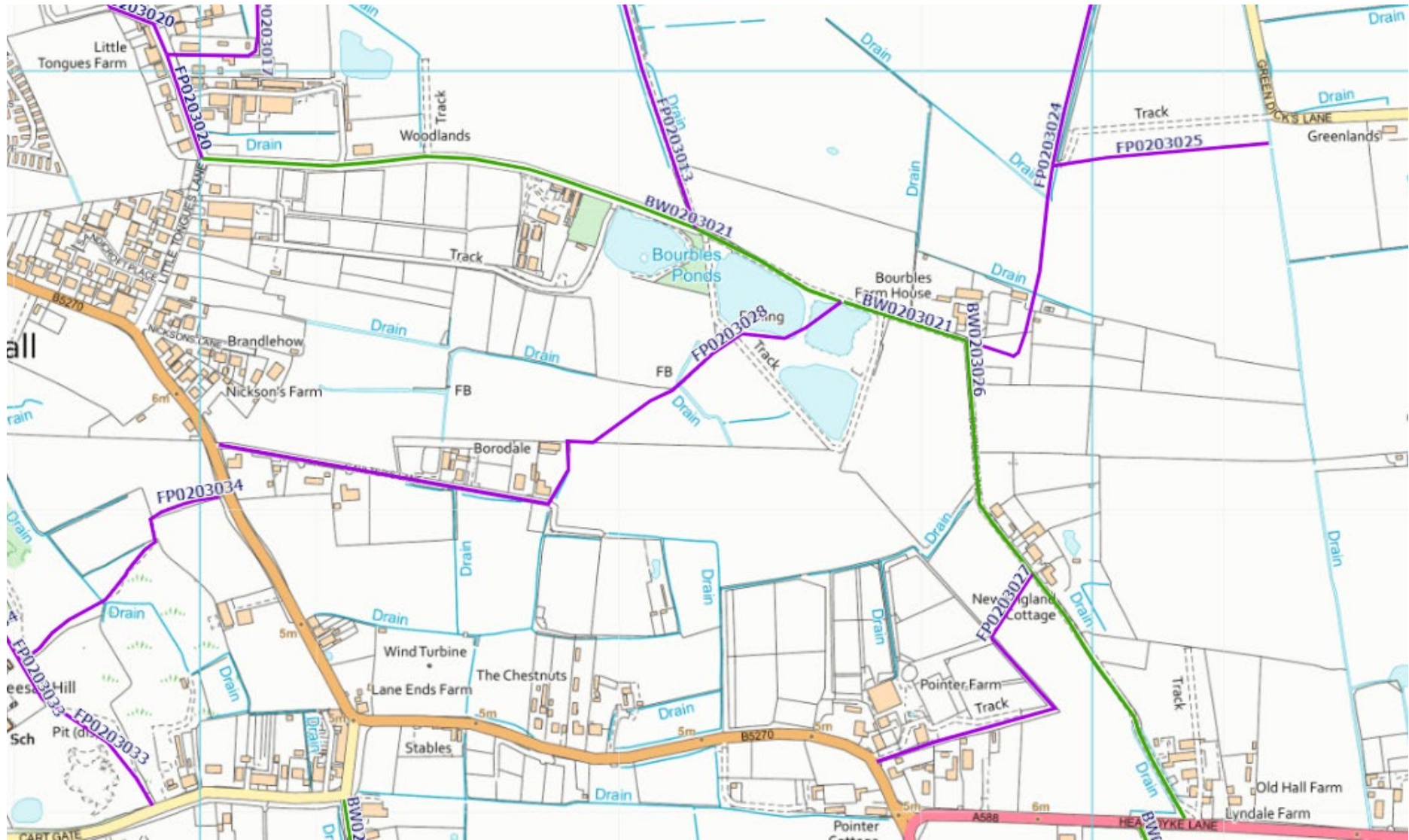
Secretary of State for Communities and Local Government and the Regions on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely sections 70 and 72(1) of the Act.

APPENDIX 5

Public Right of Way Network

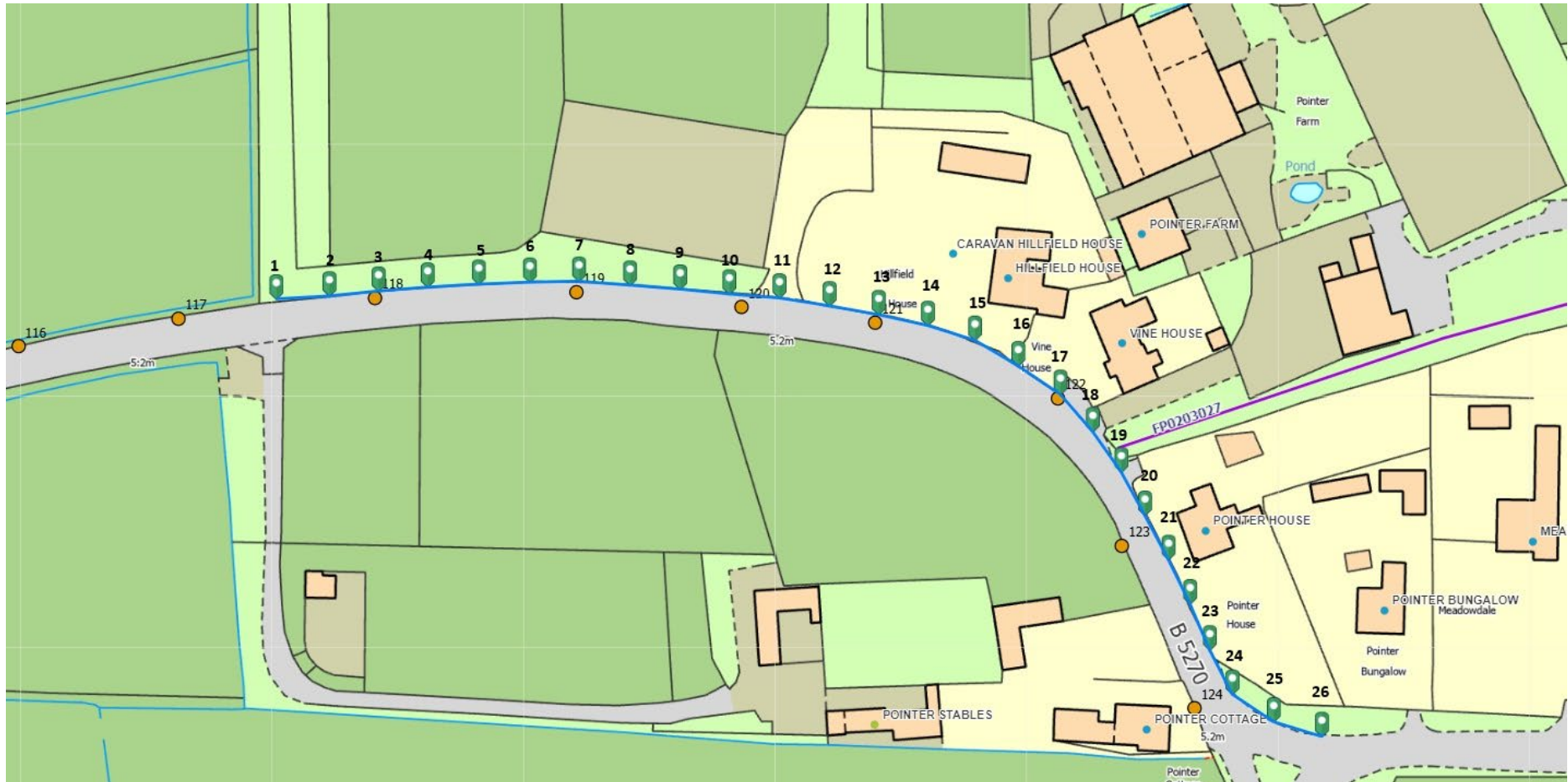
Appendix 5- Public Right of Way Network around site



APPENDIX 6

Existing Carriageway Widths (Lancaster Road)

Locations along Lancaster Road



Carriageway Widths Along Lancaster Road

To provide context, I have undertaken a study along Lancaster Road measuring the existing carriageway extents at 10 metre intervals along the route starting from the proposed site access (Location 1) to the A588/ Lancaster Road junction (Location 26).

Location	Carriageway Width (metres)
1	6.0m
2	5.6m
3	5.6m
4	5.7m
5	5.7m
6	5.4m
7	5.4m
8	5.4m
9	5.4m
10	5.4m
11	5.6m
12	5.6m
13	5.5m
14	5.4m
15	5.4m
16	5.5m
17	5.6m
18	5.8m
19	5.9m
20	5.4m
21	5.0m
22	5.1m
23	5.9m
24	7.5m
25	7.2m
26	7.2m

APPENDIX 7

Aerial Imagery and Position of Street Lighting
Columns along Lancaster Road

Appendix 7 - Aerial Imagery and Position of Street Lighting Columns along Lancaster Road



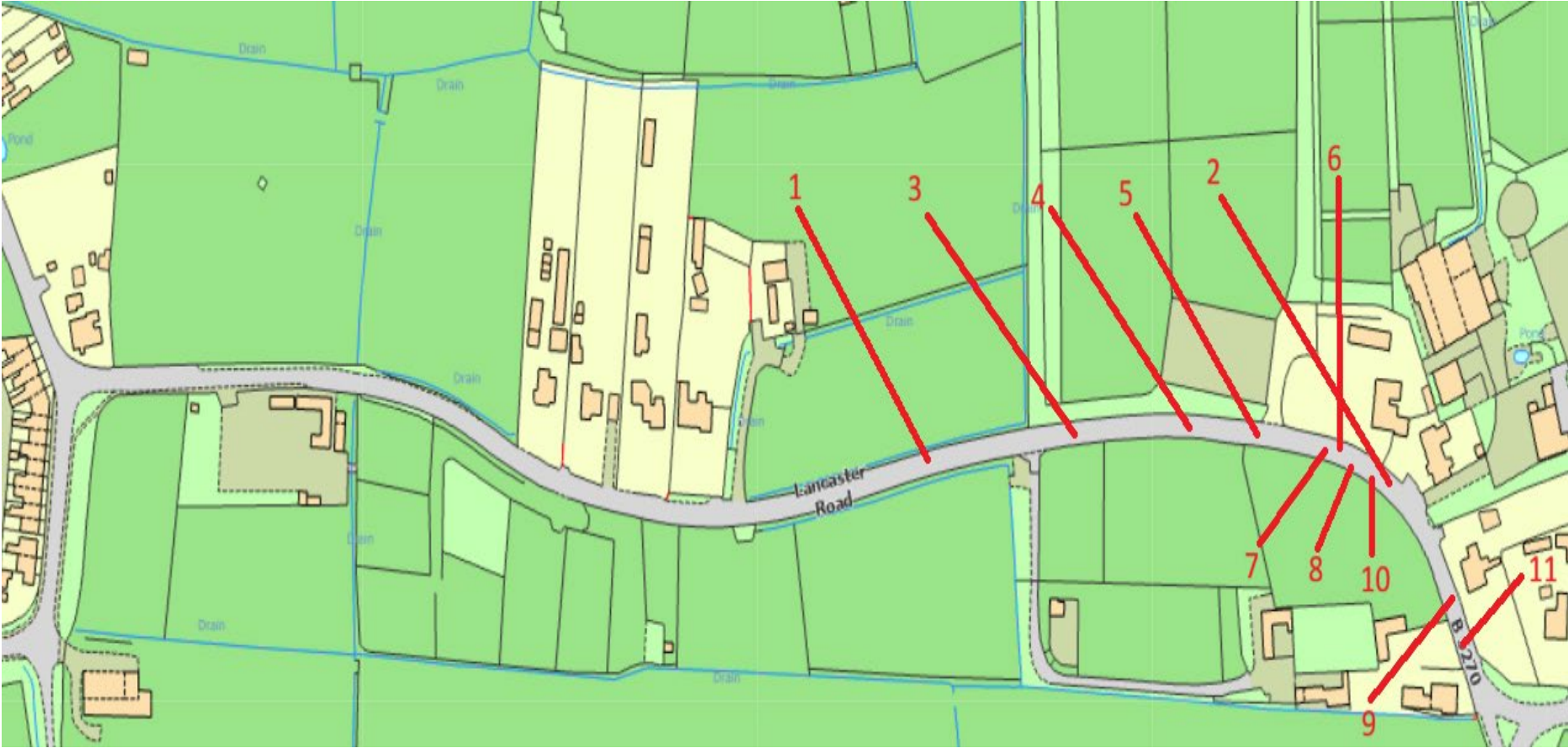
APPENDIX 8

Photographs Illustrating the Existing Constraints along the Route and the Presence of Sustainable Users

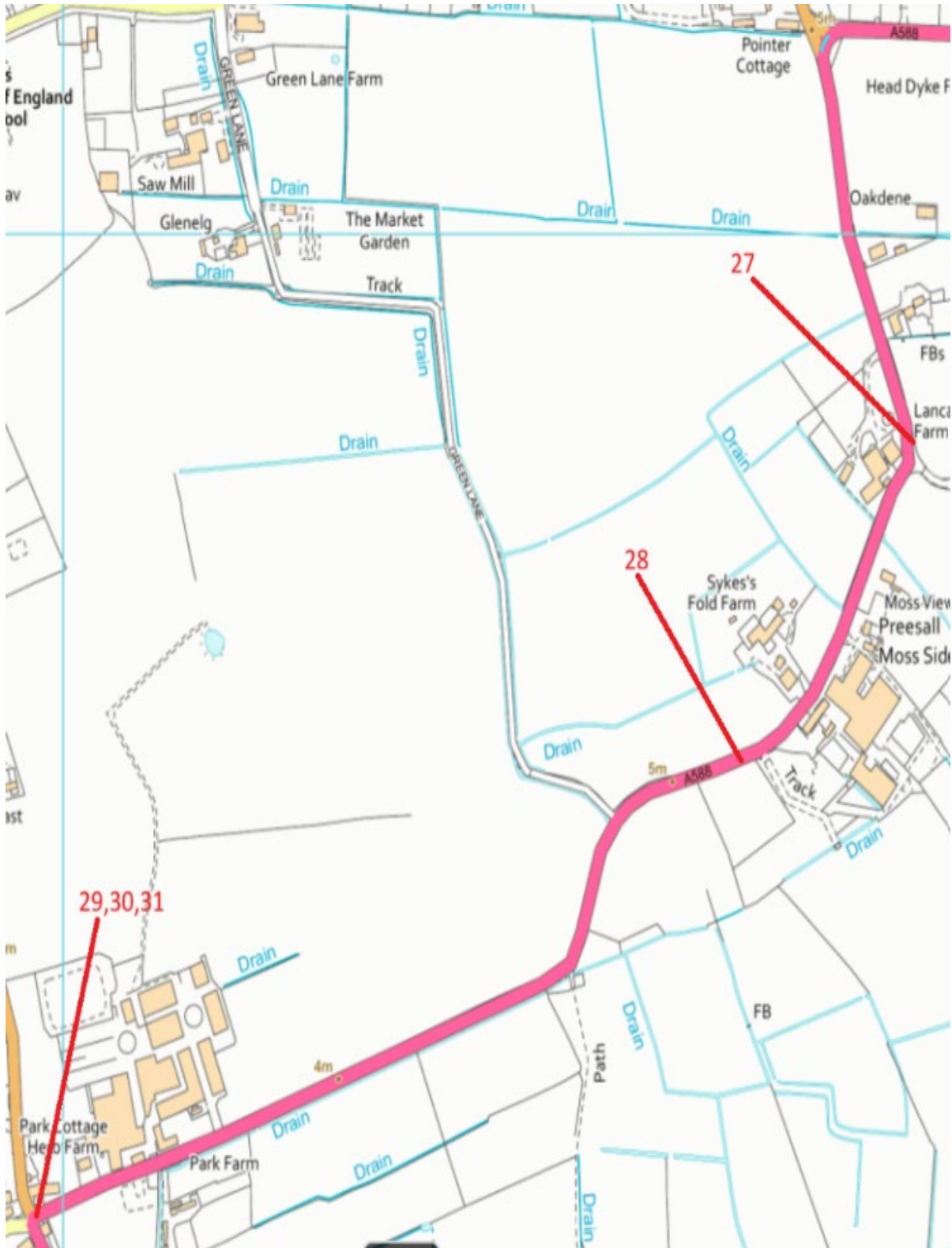
Photographs Illustrating the Existing Constraints along the Route and the Presence of Sustainable Users

Map Locations

Lancaster Road (B5270)



Burned House Lane (A588)



Tables – Location & Description

Lancaster Road (B5270)

Photo Ref	Location	Description	Photo Date	Approx Distance From Site Access
1	Street Lighting Column Unit 116	2 x equestrian travel eastbound	March 2024	50m W
2	Adjacent to the Access serving Vine House	Equestrian rider	November 2024	150m E
3	Street Lighting Column Unit 118	Dog walkers travel eastbound	February 2026	25m E
4	Street Lighting Column Unit 119	Dog walker travel eastbound	February 2026	65m E
5	Street Lighting Column Unit 120	Equestrian rider travel westbound	February 2026	100m E
6	Adjacent to the Access serving Hillfield House	School pupil walking eastbound	February 2026	130m E
7	Adjacent to the Access serving Hillfield House	3 x equestrian ride either side of carriageway holding up vehicles	February 2026	120m E
8	Adjacent to the Access serving Hillfield House	HGV and bus negotiating carriageway constraints	N/A- From neighbour objection dated September 2025	150m E
9	Adjacent to the Access serving Pointer House	Cyclist travel southbound	March 2023- From Google Streetview	190m E
10	Outside the Access serving Pointer House	HGV travel northbound	November 2024	200m E
11	Adjacent to the Access serving Pointer House	Horse and Cart travel southbound	February 2026	220m E

Route A- Head Dyke Lane (A588)- To the East of the A588/ B5270 Junction

Photo Ref	Location	Description	Photo Date	Approx Distance From B5270 Junction
12	Opposite the Bourbles Lane junction	Verge overrun	February 2026	320m
13	Adjacent to the Green Dicks Lane junction	Verge overrun	February 2026	750m
14	Adjacent to the access serving P&R Lambert Timer	Damaged verge master post	February 2026	3.2km
15	Adjacent to the access serving Heyswood House	Carriageway edge deterioration/ pooling	February 2026	3.2km
16	Opposite Street Lighting Column Unit 30	Verge overrun	February 2026	3.25km
17	Adjacent to the Access serving Foxwood	Verge overrun	February 2026	3.35km
18	Adjacent to the Access serving Fold House	Damaged chevron sign	February 2026	3.35km
19	Adjacent to the Access serving Fold House	Damaged wall protector	February 2026	3.35km
20	Opposite the Access serving Heyswood House	Cyclist	February 2026	3.35km
21	Adjacent to the Access serving Fold House Farm	Overrun close to Fold House Farm wall	February 2026	3.35km
22	Opposite the Access serving Fold House Farm	HGV not maintaining lane discipline	February 2026	3.35km
23	Opposite the Access serving Fold House Farm	Verge overrun at bend in road/ damage to verge marker posts	February 2026	3.35km
24	Adjacent to the Access serving Fold House Farm	HGV negotiating bend and car stopping	February 2026	3.35km
25	Adjacent to the Access serving Fold House Farm	HGV not maintaining lane discipline	February 2026	3.35km
26	Adjacent to the Access serving Foxwood	HGV entering bend	March 2009- From Google Streetview	3.3km

Route B – Burned House Lane (A588)- To the South of the A588/ B5270 Junction

Photo Ref	Location	Description	Photo Distance	Approx distance From Lancaster Road Junction
27	Opposite to the Access serving Lancaster's Farm	Verge overrun	February 2026	285m
28	Adjacent to the Access serving Springfield House Farm	Verge overrun	February 2026	670m
29	A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction	HGV not maintaining lane discipline to negotiate the bend	February 2026	1.55km
30	A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction	HGV not maintaining lane discipline to negotiate the bend	February 2026	1.55km
31	A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction	HGV not maintaining lane discipline to negotiate the bend	November 2024	1.55km

Photographs

Lancaster Road

1- Street Lighting Column Unit 116– 2 x equestrian travel eastbound



2- Adjacent to the Access serving Vine House – Equestrian rider



3- Street Lighting Column Unit 118 – Dog walkers travel eastbound



4- Street Lighting Column Unit 119 – Dog walker travel eastbound



5- Street Lighting Column Unit 120 approx. – horse rider travel westbound



6- Adjacent to the Access serving Hillfield House – school pupil walking eastbound



7- Adjacent to the Access serving Hillfield House – 3 x equestrians either side of carriageway holding up vehicles



8- Adjacent to the Access serving Hillfield House – HGV and bus negotiating carriageway constraints



9- Adjacent to the Access serving Pointer House - Cyclist travel southbound



10- Opposite the Access serving Pointer House – HGV travel northbound



11- Adjacent to the Access serving Pointer House – Horse and Cart travel southbound



Route A- Head Dyke Lane (A588)- To the East of the A588/ B5270 Junction

12- Opposite the Bourbles Lane junction – Verge overrun



13- Adjacent to the Green Dicks Lane junction – Verge overrun



14- Adjacent to the Access serving P&R Lambert Timer – Damaged verge master post



15- Adjacent to the access serving Heyswood House - Carriageway edge deterioration/ pooling



16- Opposite Street Lighting Column Unit 30 – verge overrun



17- Adjacent to the Access Foxwood – Verge overrun at bend



18- Adjacent to the Access serving Fold House - Damaged chevron sign on wall



19- Adjacent to the Access serving Fold House – Damaged wall protector



20- Opposite the Access serving Heyswood House – Cyclist



21- Adjacent to the Access serving Fold House Farm - Overrun close to Fold House Farm wall



22- Opposite the Access serving Fold House Farm - HGV not maintaining lane discipline



23- Opposite the access serving Fold House Farm- Verge overrun at bend in road/ damage to verge marker posts



24- Adjacent to the Access serving Fold House - HGV negotiating bend and car stopping



25- Adjacent to the Access serving Fold House - HGV not maintaining lane discipline



26- Adjacent to the Access serving Foxwood - HGV entering bend



**Route B – Burned House Lane (A588)- To the South of the A588/
B5270 Junction**

27- Opposite the Access serving Lancaster's Farm access - Verge overrun



28- Adjacent to the Access serving Springfield House Farm - Verge overrun



29- A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction - HGV not maintaining lane discipline to negotiate the bend



30- A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction - HGV not maintaining lane discipline to negotiate the bend



31- A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction - HGV not maintaining lane discipline to negotiate the bend



APPENDIX 9

Bus Stop Provision on Lancaster Road and the
A588 within vicinity of the Site

Appendix 9- Bus Stop Provision on Lancaster Road and the A588 within vicinity of the Site

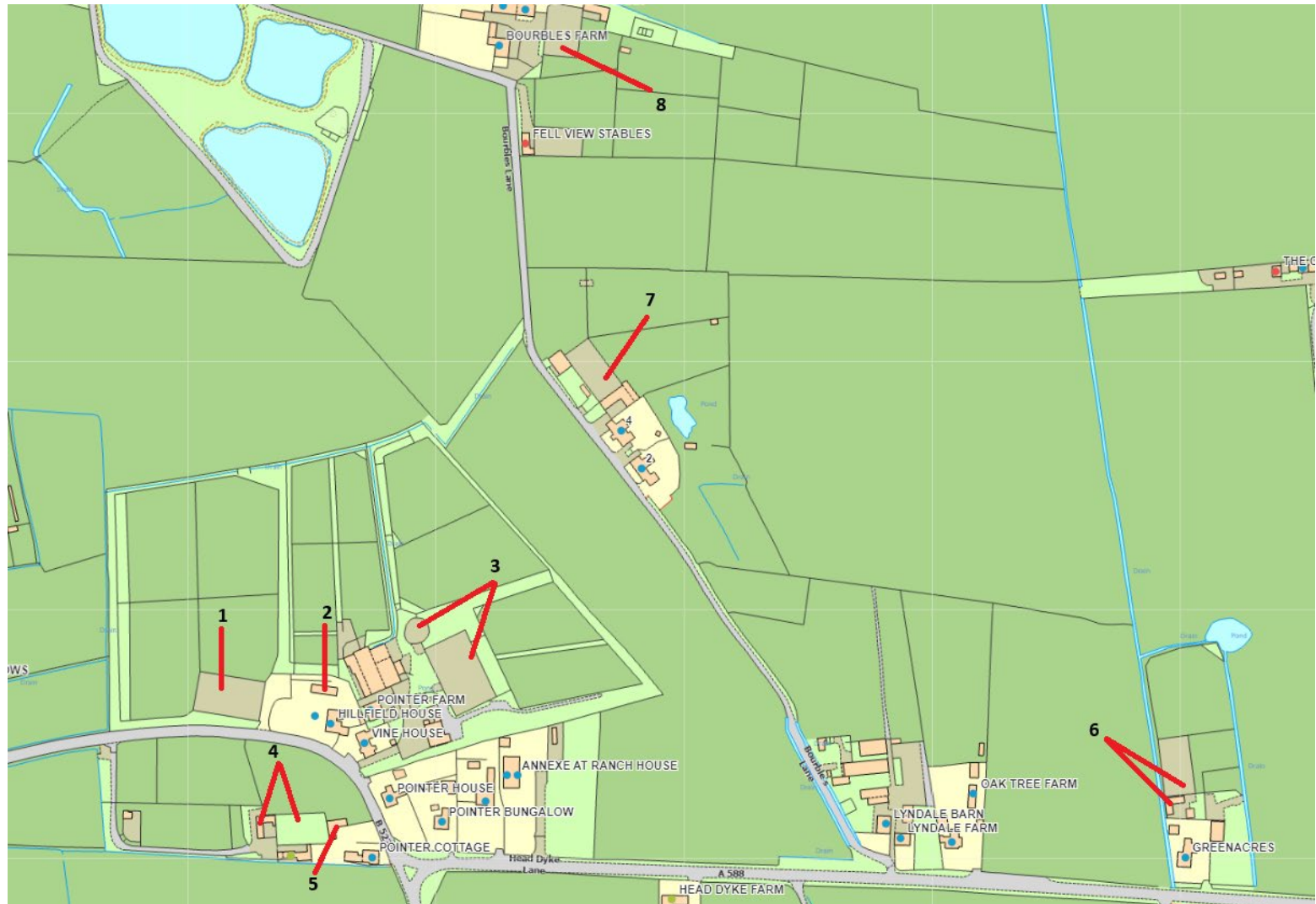


APPENDIX 10

Equestrian Facilities

Map Locations

Map 1- Lancaster Road and the A588



Map 2- Little Tongues Lane



Tables – Location & Description

Phot Ref	Location	Description	Approx Distance From Site Access (metres)
1	Hillfield House, Lancaster Road	Stables	100m east
2	Hillfield House, Lancaster Road	Paddock	100m east
3	Pointer Farm, Lancaster Road	Paddock	170m east
4	Pointer Stables, Lancaster Road	Stables/ Paddock	0m (Opposite the site)
5	Pointer Cottage, Lancaster Road	Stables	220m east
6	Greenacres, A588	Stables/Paddock	780m east
7	Adjacent to Mystax, 4 Bourbles Lane	Stables/ paddock	960m east
8	Bourbles Farm, Bourbles Lane	Paddock	1.2km east
9	Whinmore Fold Farm, Little Tongues Lane	Paddock	1.1 km west
10	Holly Tree Cottage, Little Tongues Lane	Paddock	1.4 km west

Screenshots of Google Earth and Streetview

1 - Hillfield House, Lancaster Road - Stables



2 - Hillfield House, Lancaster Road - Paddock



3 - Pointer Farm, Lancaster Road - Paddocks



4- Pointer Stables, Lancaster Road – Stables/ paddock



5 – Pointer Cottage, Lancaster Road - Stables



6 – Greenacres, A588 – Stables and Paddock



7- Adjacent to Mystax, 4 Bourbles Lane- Stables and Paddock



8-Bourbles Farm, Bourbles Lane- Paddock



9- Whinmore Fold Farm, Little Tongues Lane- Paddock



10-Holly Tree Cottage, Little Tongues Lane- Paddock



APPENDIX 11

Road Safety Schemes along the A588

Appendix 11- Safer Roads Fund programme

Introduction

The Safer Roads Fund was established by the Department for Transport to improve safety on England's 50 most dangerous A-roads.

In 2018 we received £7.9m to deliver improvements on the five 'high risk' routes which had been identified within the county.

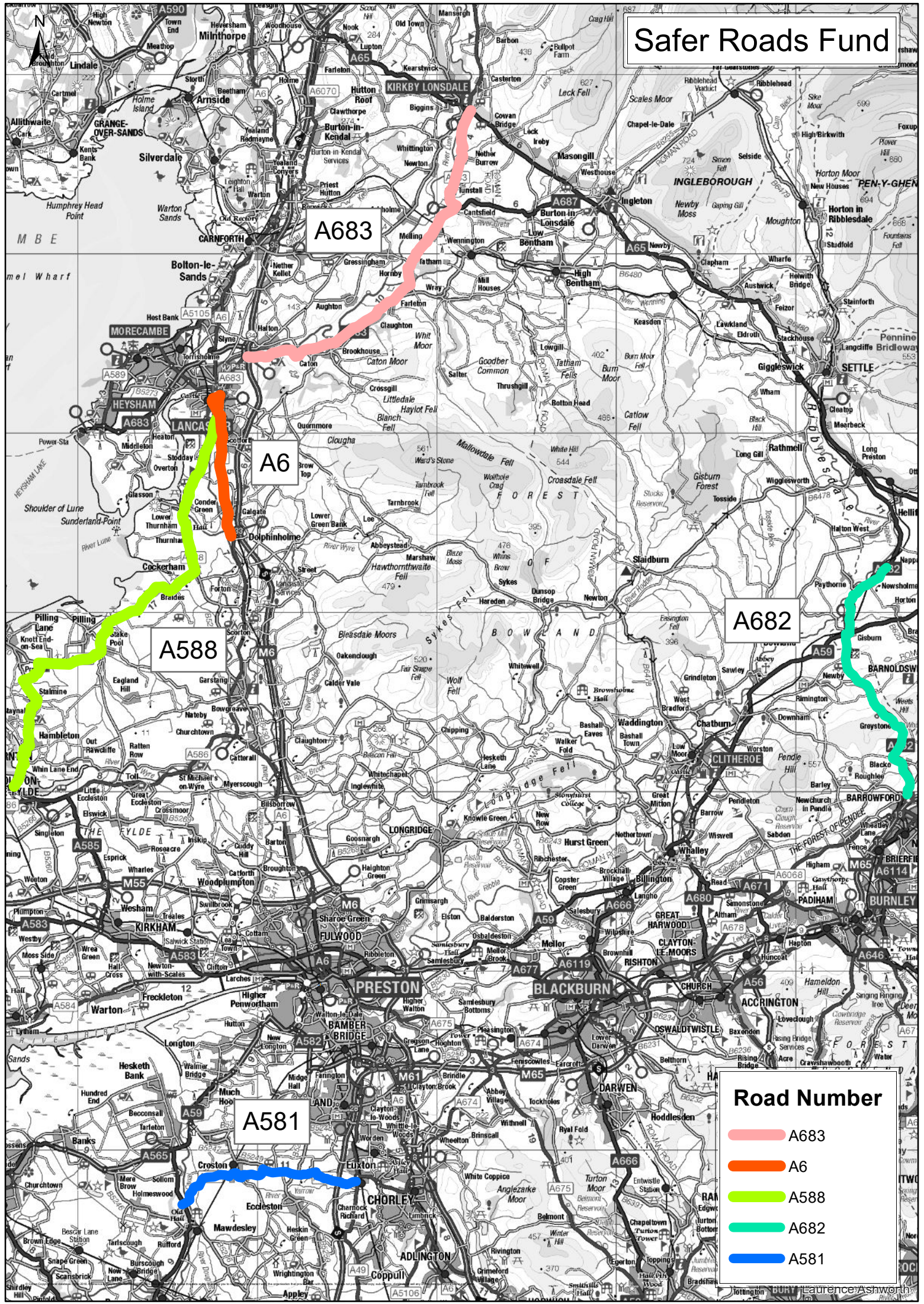
The fund is specifically targeted at delivering road upgrades and improvements with the aim of reducing the number and severity of fatal and serious injury collisions.

A588

- £1.9m for the A588 from Lancaster's Pointer roundabout to Skippool – including average speed cameras over 26km, and measures to highlight the centreline and edge of the road, and cycle safety measures at the Pointer Roundabout¹.

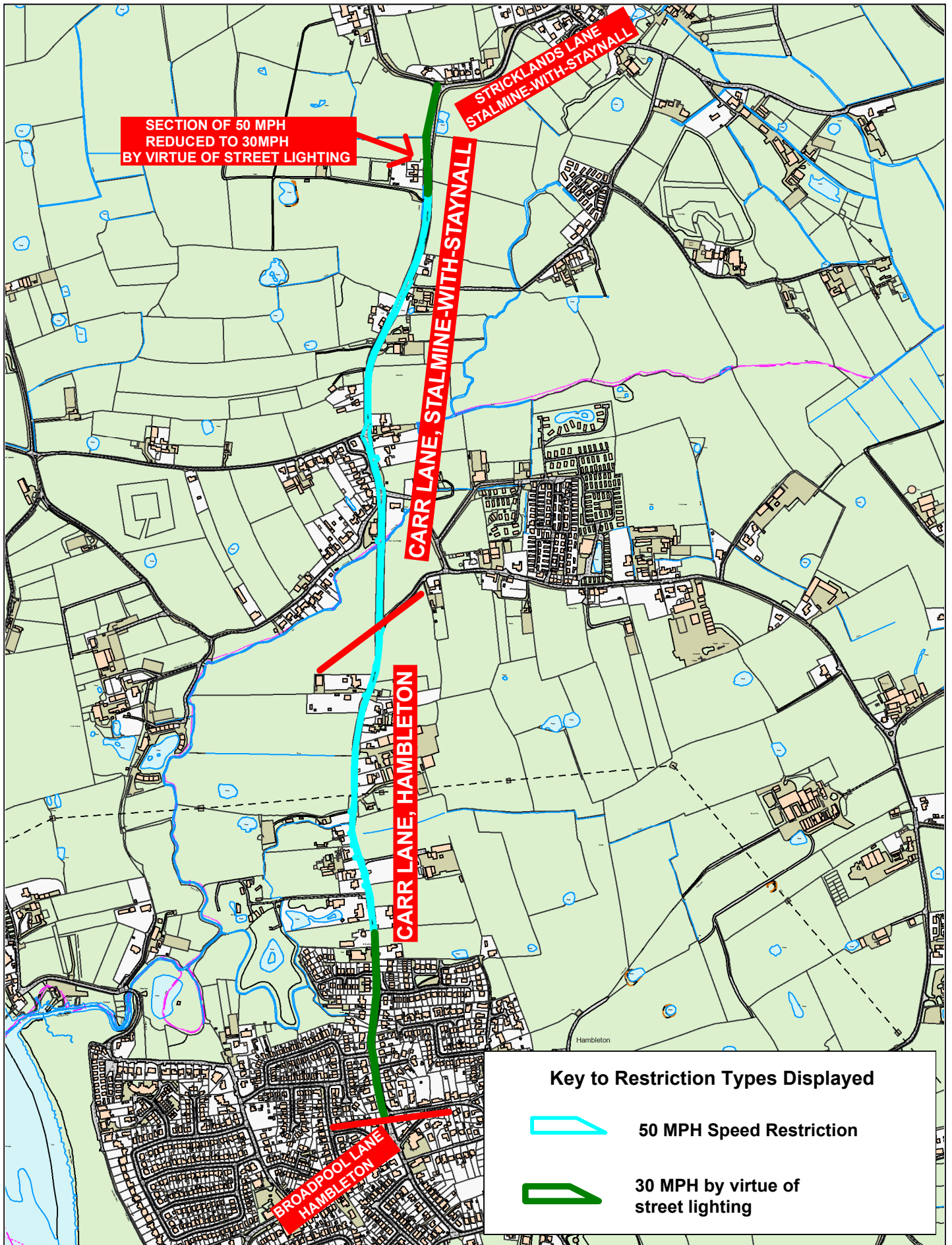
¹ <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/major-transport-schemes/safer-roads-fund-programme/>

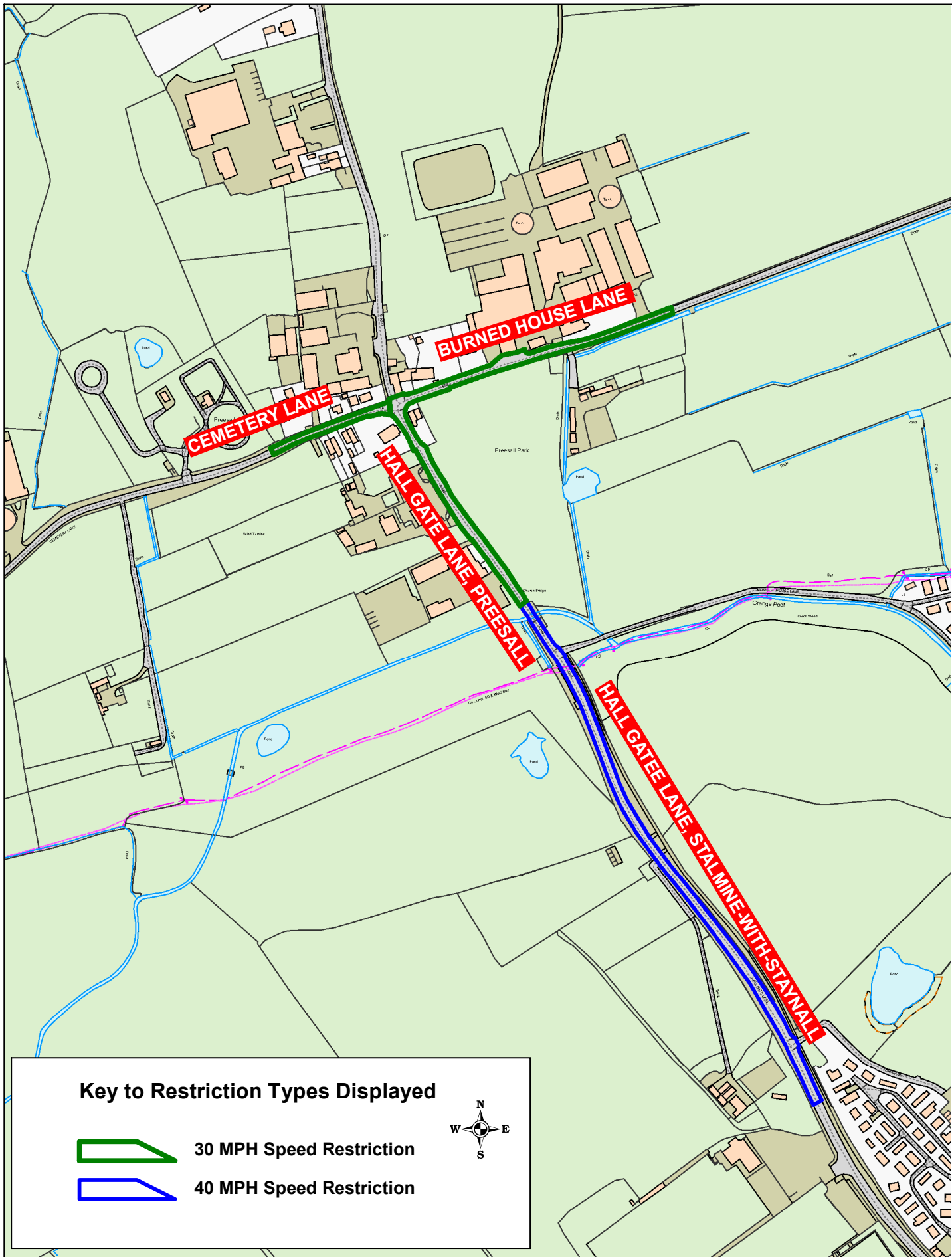
Safer Roads Fund



Road Number

- A683
- A6
- A588
- A682
- A581





A588
Hall Gate Lane
Stalmine- with-Staynall
Hall Gate Lane, Preesall
Burned House Lane, Preesall
Cemetery Road, Preesall

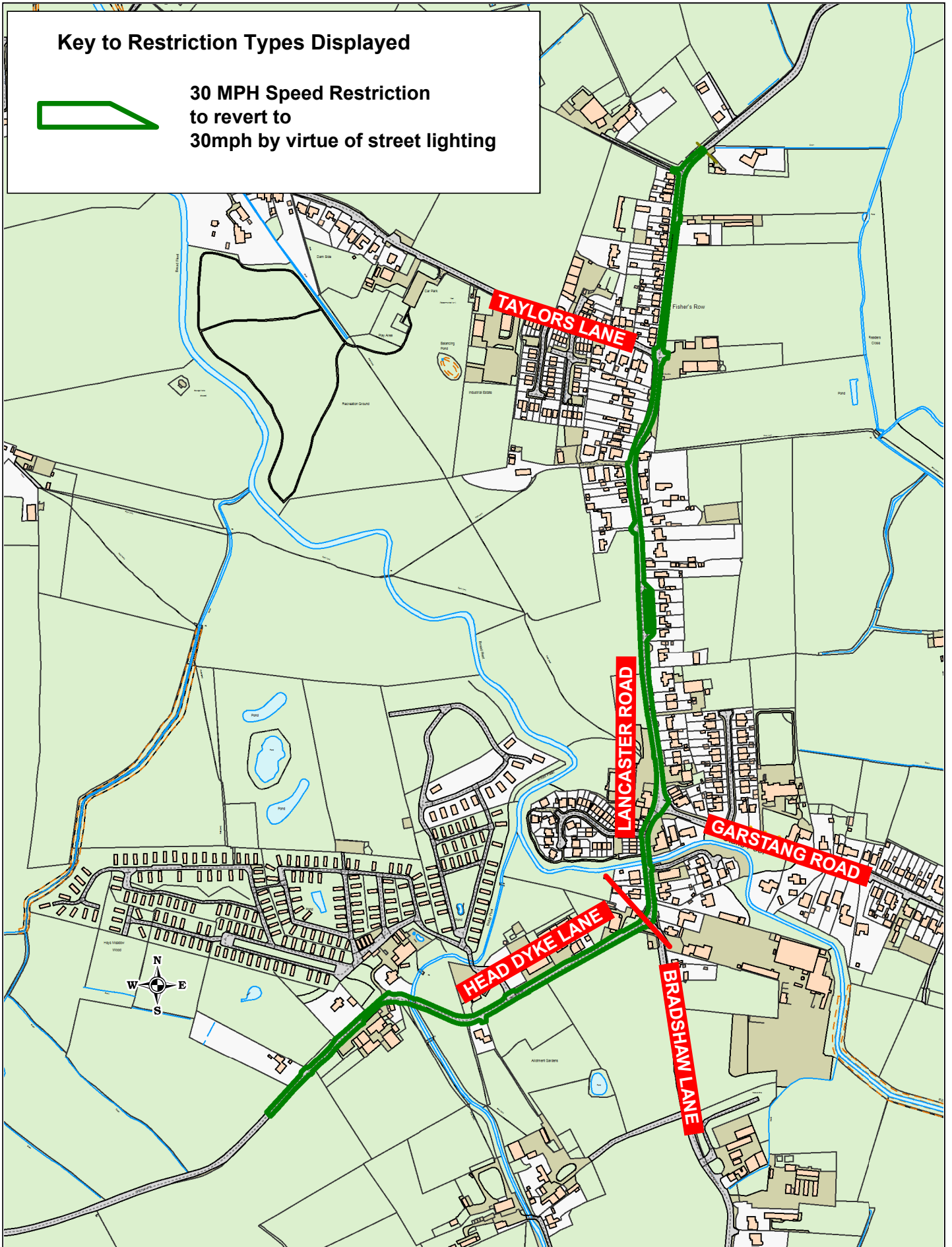
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 Director of Highways
 and Transportation
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 PRESTON PR1 0LD

SCALE	1 : 4000
DATE	07/04/2022
DRAWING No.	SRF/A588/WY2
DRAWN BY	Chris Nolan
	Scale with care as distortion may occur

Key to Restriction Types Displayed



**30 MPH Speed Restriction
to revert to
30mph by virtue of street lighting**



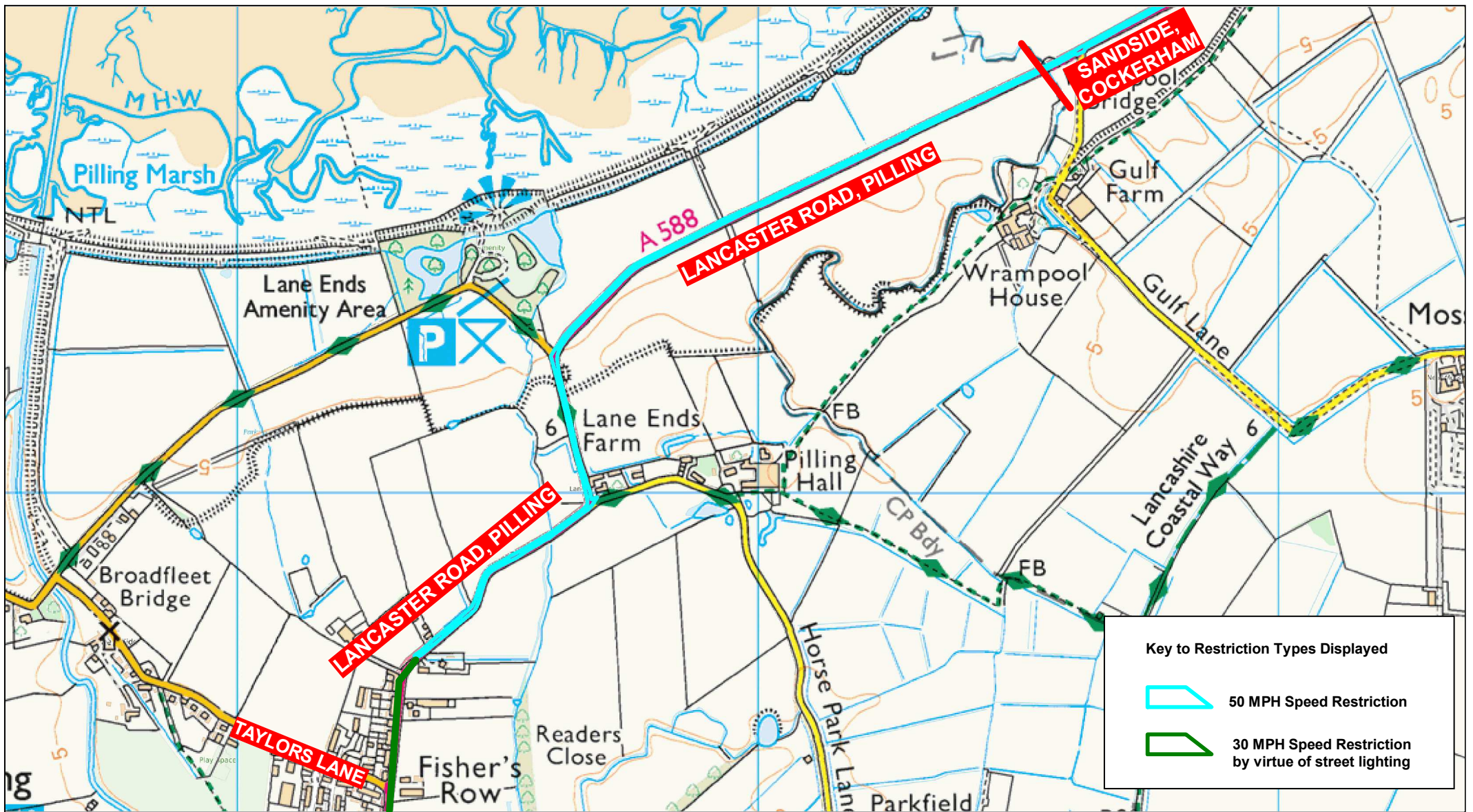
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A588
**Head Dyke Lane, Pilling
Lancaster Road, Pilling**

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Key to Restriction Types Displayed

-  50 MPH Speed Restriction
-  30 MPH Speed Restriction by virtue of street lighting



Lancashire
County Council

A588
Lancaster Road, Pilling

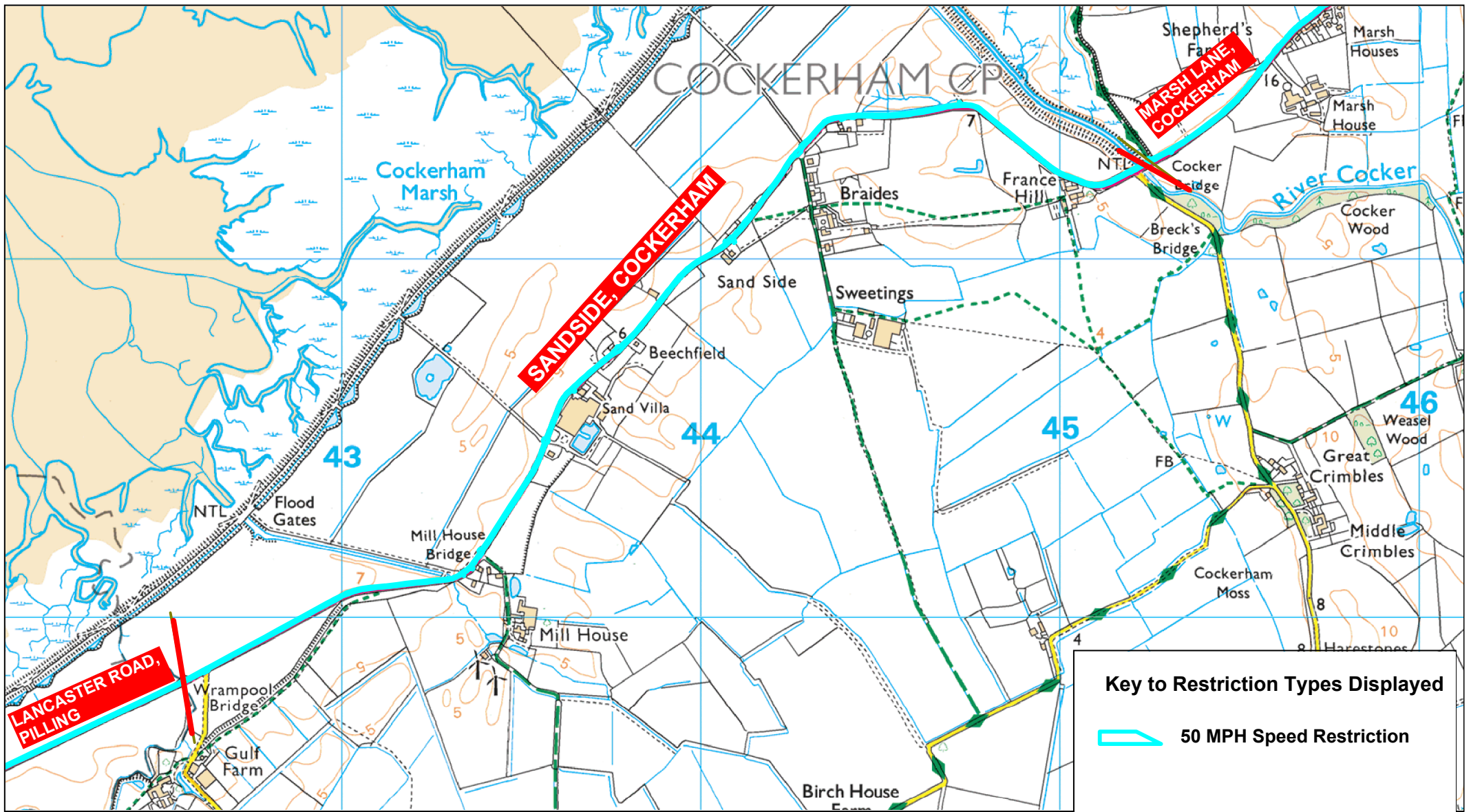


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Key to Restriction Types Displayed

 50 MPH Speed Restriction



A588
Sandside, Cockerham

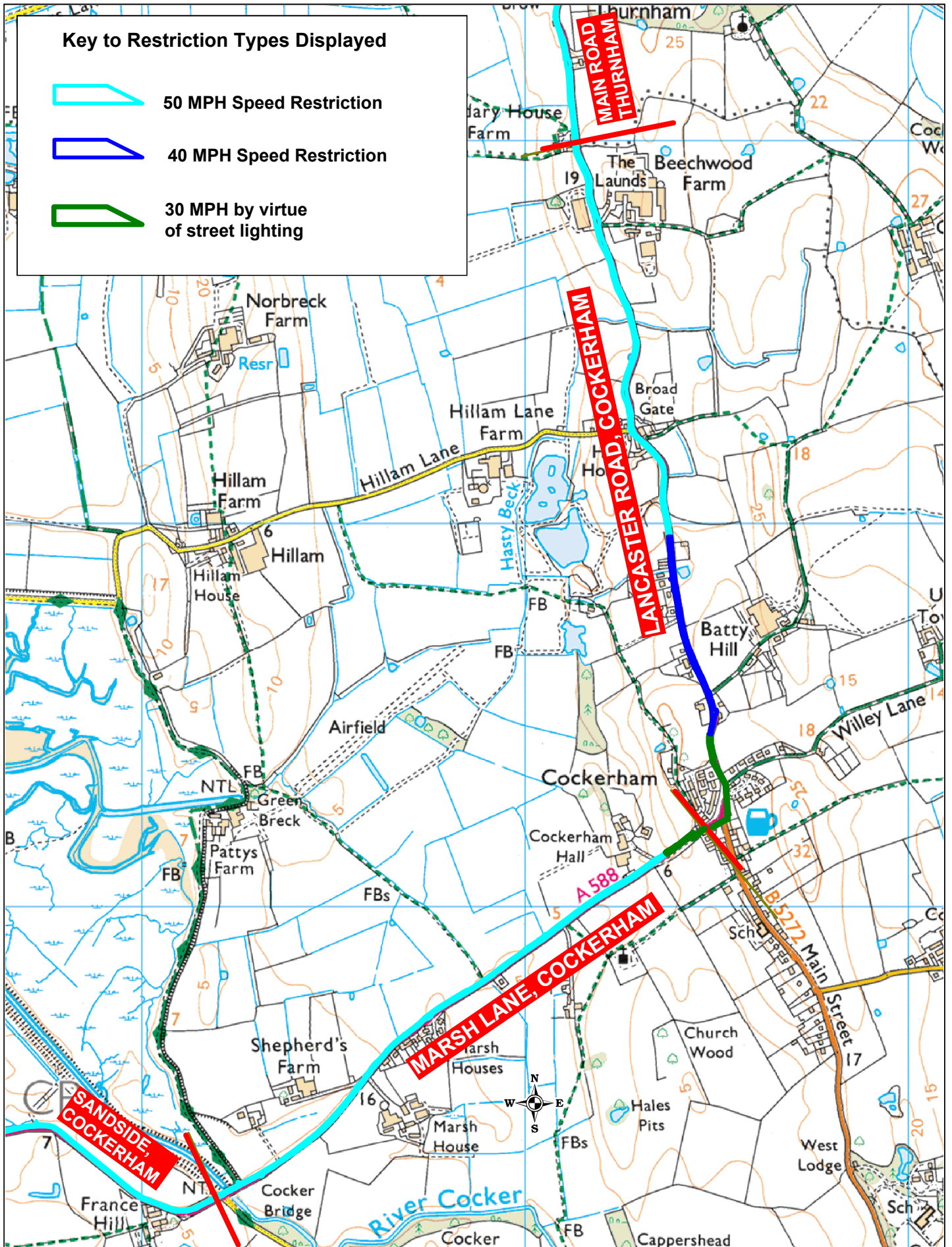


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Key to Restriction Types Displayed

-  50 MPH Speed Restriction
-  40 MPH Speed Restriction
-  30 MPH by virtue of street lighting

Lancashire
County Council



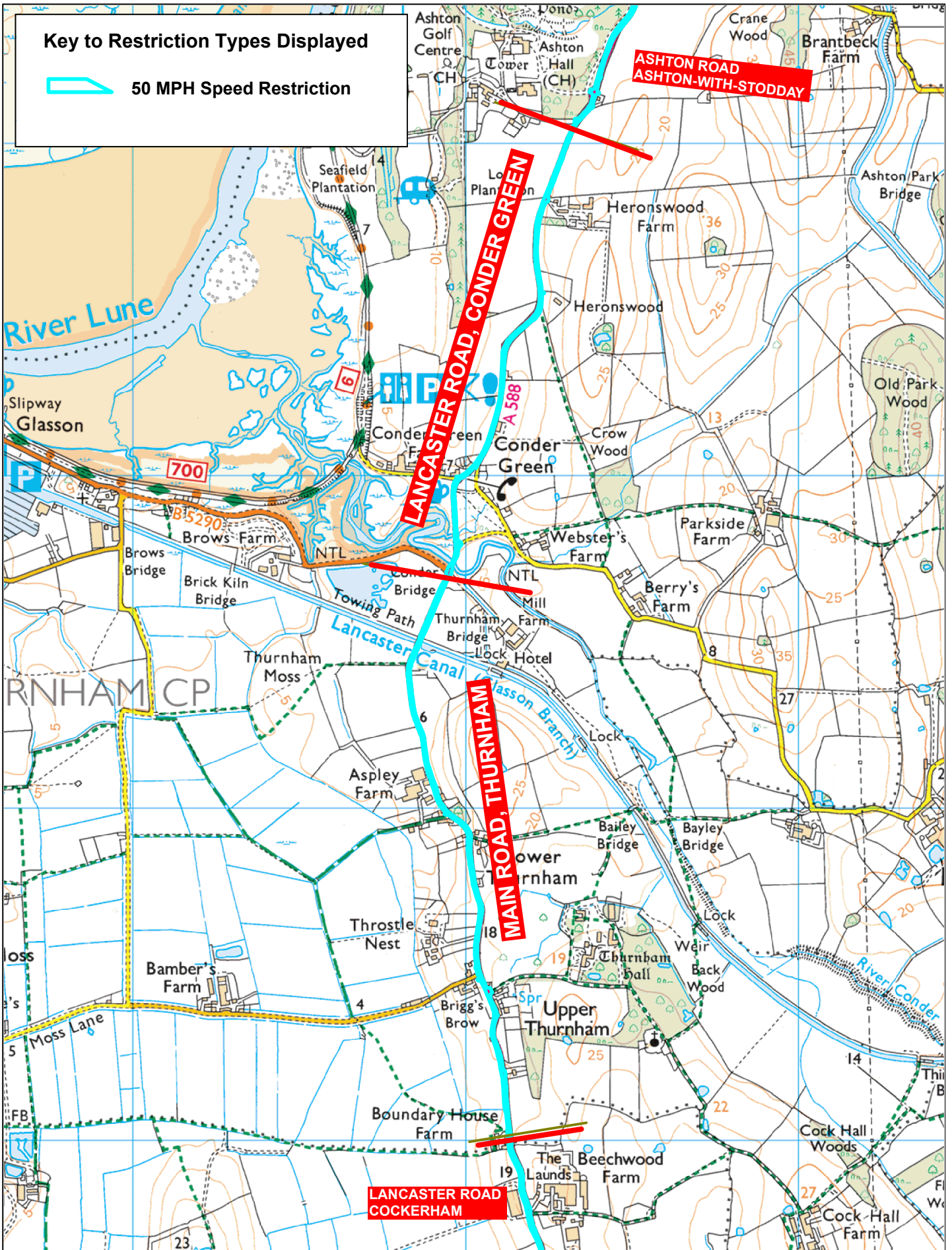
A588
Marsh Lane, Cockerham
Lancaster Road, Cockerham

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SCALE	1 : 13000
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A588
Main Road, Thurnham
Lancaster Road,
Conder Green

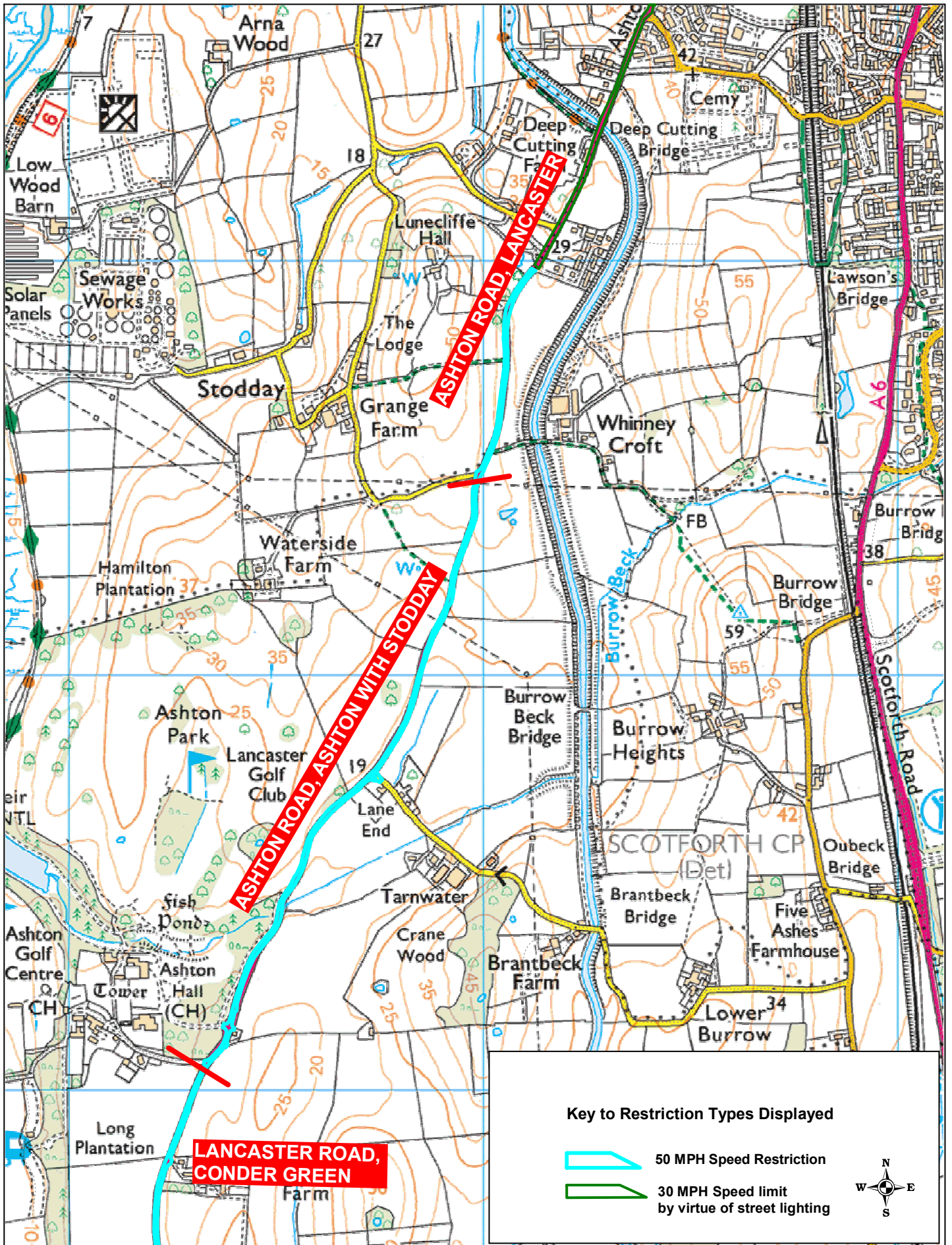


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DRAWING No.	SRF/A588/LA3
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Key to Restriction Types Displayed

 50 MPH Speed Restriction

 30 MPH Speed limit by virtue of street lighting



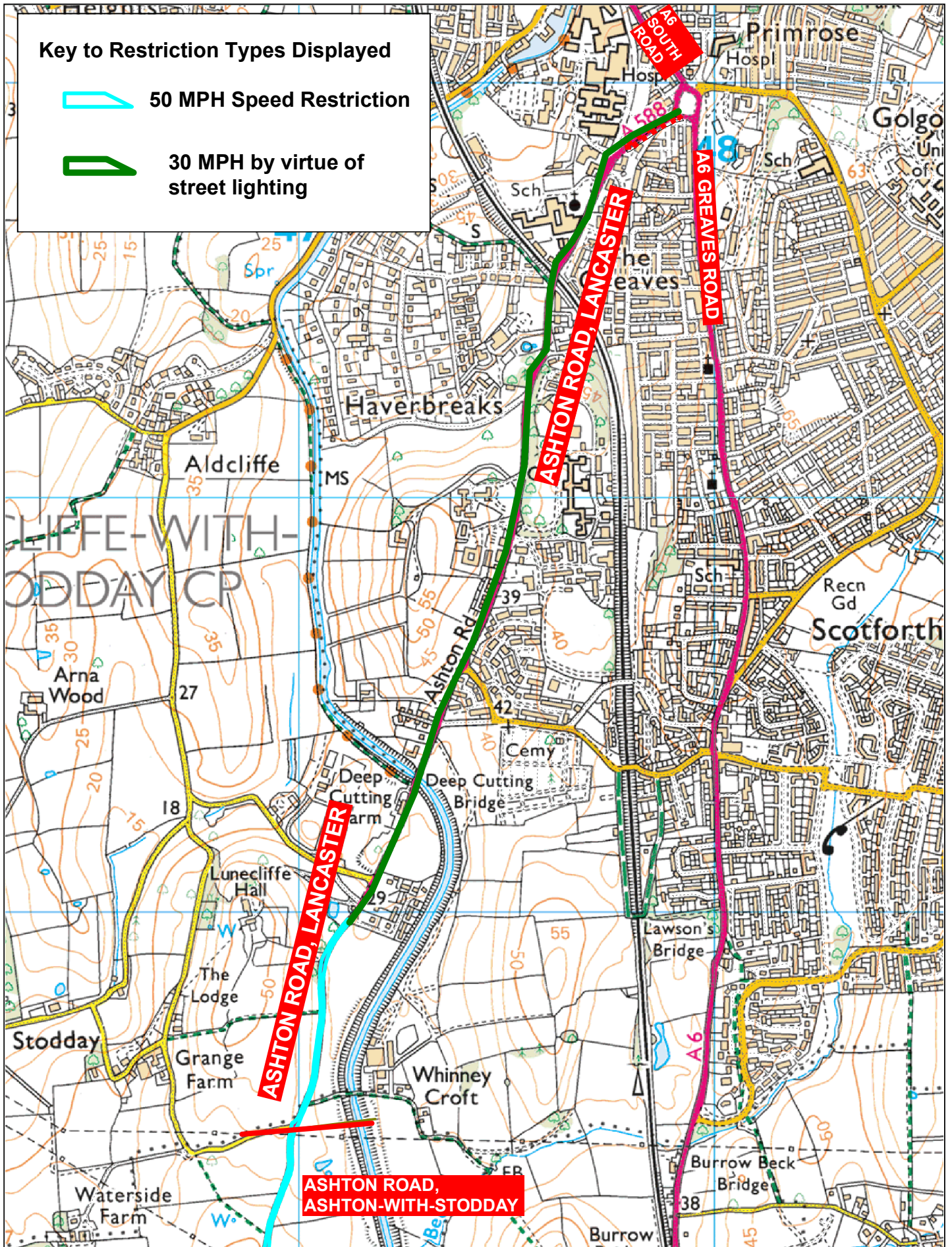

A588
Ashton Road,
Ashton-with-Stodday
Ashton Road, Lancaster

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Key to Restriction Types Displayed

-  50 MPH Speed Restriction
-  30 MPH by virtue of street lighting

Lancashire
County Council



A588
Ashton Road, Lancaster



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SCALE	1 : 12000
DATE	22/11/2021
DRAWING No.	SRF/A588/LA5
DRAWN BY	TJP
	Scale with care as distortion may occur


A588 SLO
Statement of Reasons

The purpose of this proposed Order is to ensure consistent and accurate descriptions for the lengths of road contained herein as part of the average speed camera works on the A588 in order to improve road safety.

This proposal will, as part of this work, seek to reduce some present lengths of road to a lower speed limit where this is considered necessary to improve road safety.

In addition, the proposal will, remove the existing 30mph and 30mph (restricted road) Orders and where necessary install additional street lighting to revert the existing 30mph section of road to 30mph by virtue of street lighting under Section 82 of the Road Traffic Regulation Act 1984.

The proposal includes a 30mph speed limit on lengths of A588 Hall Gate Lane, A588 Burned House Lane and Cemetery Lane, Preesall to improve road safety at this location. Cemetery Lane was previously advertised however was unable to be completed within the statutory timescale therefore has been included within this proposal.

Signature: 

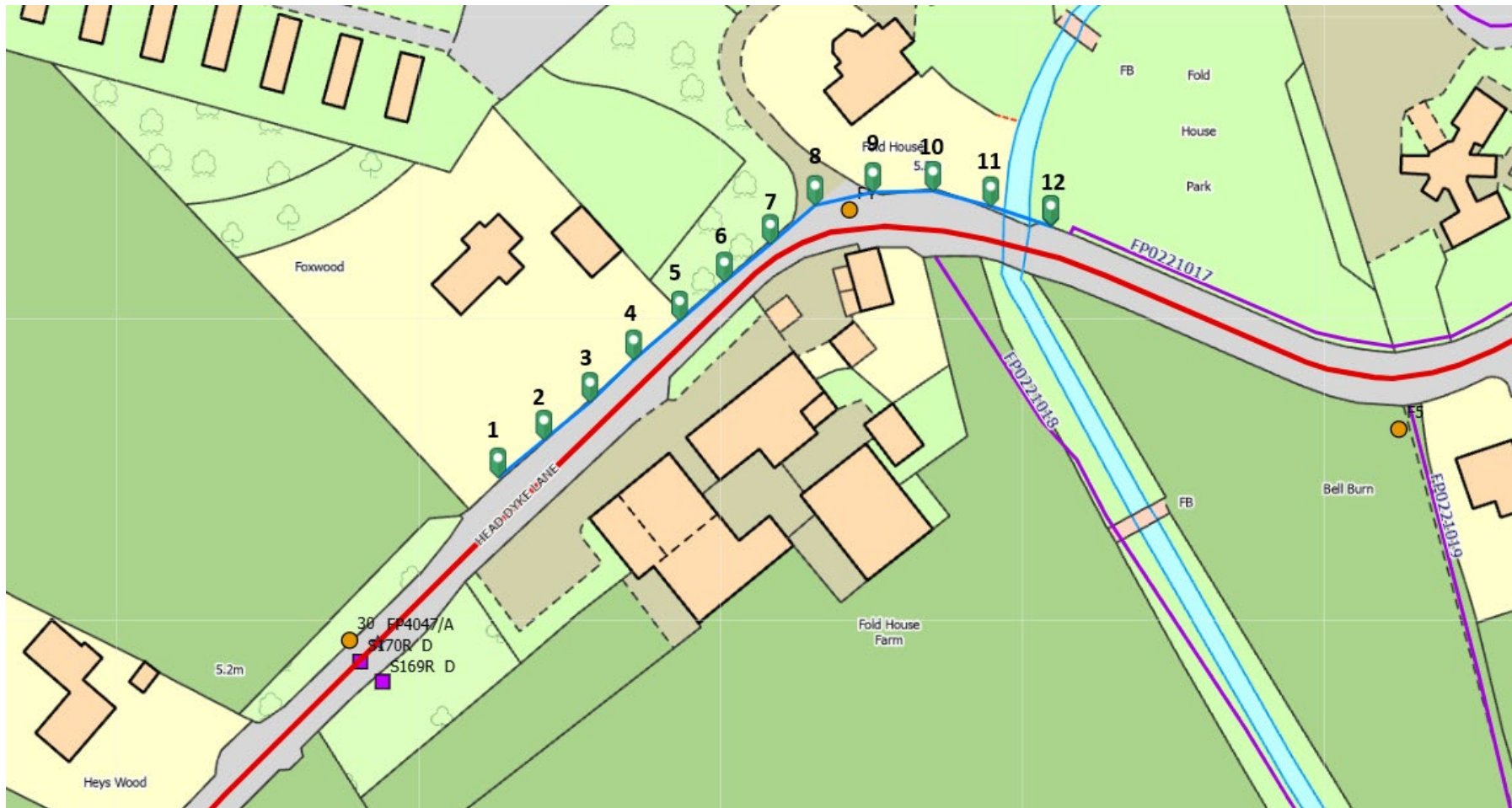
Date: 4th March 2022

Print Name:Christopher Nolan.....

APPENDIX 12

Existing Carriageway Widths along the A588 at the Fold House Farm bend and at the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction

Locations measured at the Fold House Farm bend (A588)



Carriageway Widths Along the Fold House Farm bend (A588)

To provide context, I have undertaken a study along the Fold House Farm bend (A588) which is located approximately 3.3 km east of the A588/B5270 Lancaster Road junction. I have measured the existing carriageway extents at 10 metre intervals along the route starting from the east of the access serving Foxwood (Location 1) to approximately 4 metres from Public Footpath FP0221017 (Location 12).

Location	Carriageway Width (metres)
1	5.5m
2	5.3m
3	5.7m
4	5.4m
5	5.3m
6	5.6m
7	5.7m
8	8.0m
9	6.9m
10	5.4m
11	5.1m
12	5.8m

Locations measured at the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction



Carriageway Widths at the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction

To provide context, I have undertaken a study at the A588 Burned House Lane/B5377 Park Lane/U22436 Cemetery Lane junction which is located approximately 1.5 km south of the A588/B5270 Lancaster Road junction. I have measured the existing carriageway extents at 10 metre intervals along the route starting from a field gate access opposite Prospect House (Location 1) to the access serving Parklands (Location 12).

Location	Carriageway Width (metres)
1	6.1m
2	6.4m
3	5.4m
4	5.7m
5	10.0m
6	9.2m
7	6.8m
8	5.9m
9	5.2m
10	5.4m
11	6.4m
12	6.2m

APPENDIX 13

Vehicular visibility splay guidance

Vehicular Visibility Splay Guidance

Traffic survey along Lancaster Road

As provided within Appendix B of the SoCG, is a traffic survey which was conducted along Lancaster Road between 6-12th October 2023, within the vicinity of the proposed site access. The traffic survey found that the recorded 85th percentile dry speeds along Lancaster Road were 37mph in both directions.

To comply with paragraph 10.1.4 within Manual for Streets 2, for existing streets the 85th percentile wet weather speed should be used. To calculate this, as stated within paragraph 3.1.1 of the Design Manual for Roads and Bridges, CA 185 document, the recorded 85th percentile speeds should be deducted by 4kph (or 2.5 mph). This means that the wet weather 85th percentile speeds will be 34.5mph, in the instance for this traffic survey.

Formula used (Manual for Streets 2 paragraph 10.1.5)

The basic formula for calculating Stopping Sight Distance (in metres) is:

$$SSD = vt + v^2/2(d+0.1a)$$

where:

v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

a = longitudinal gradient (%)

(+ for upgrades and - for downgrades)

Data Inputted into the Formula

$$v = 15.33333 \text{ (55.2 km/h * 1000) / (60*60)}$$

$$t = 1.5 \text{ seconds}$$

$$d = 4.4145 \text{ m/s}^2 \text{ (0.45 * 9.81)}$$

$$a = 0\%$$

Formula

$$\begin{aligned} SSD &= vt + v^2/2d \\ &= 23 + 235.1111111 / 8.829 \\ &= 23 + 26.62941569 \end{aligned}$$


=50m + 2.4m (Bonnet Length)

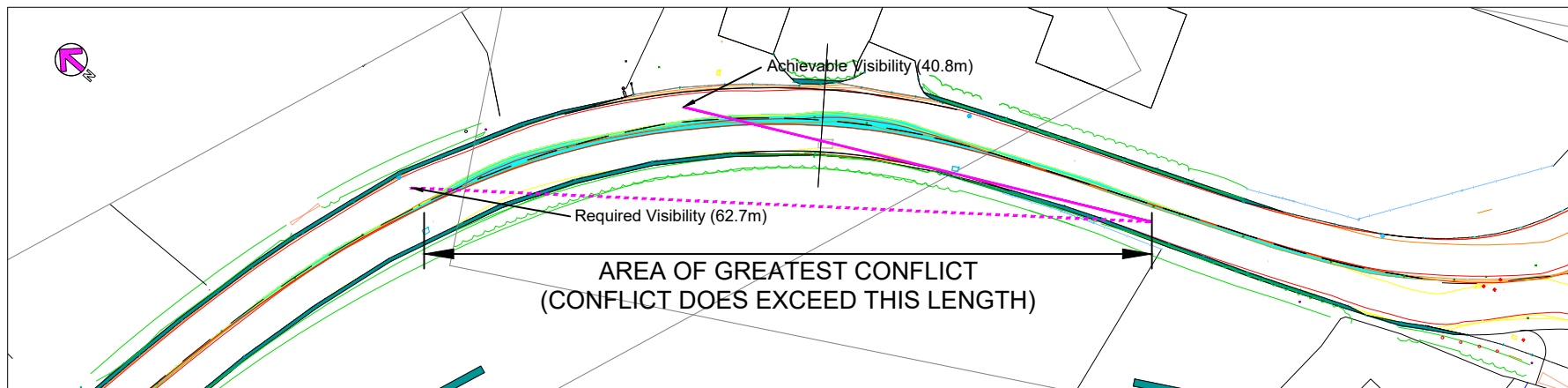
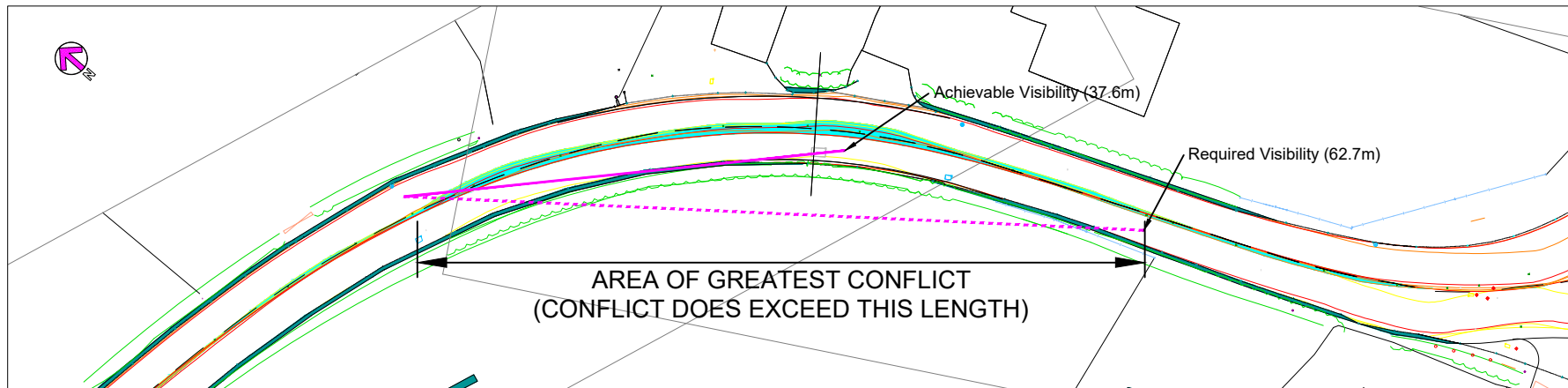
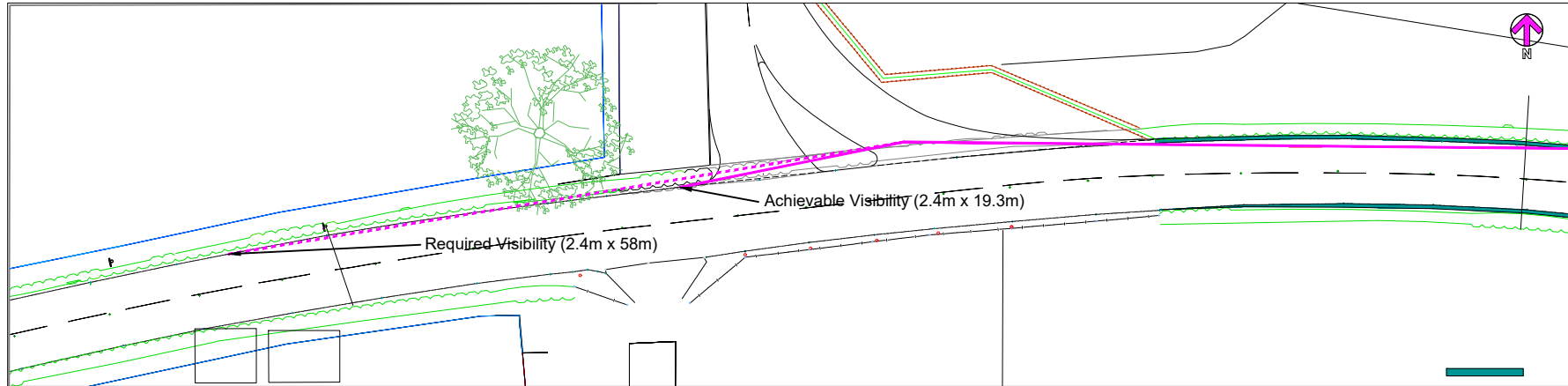
=52m (Y distance)

APPENDIX 14


Lancashire County Council Vehicular Visibility
Splay Drawing at the Site Access and Forward
Visibility Splays along Lancaster Road

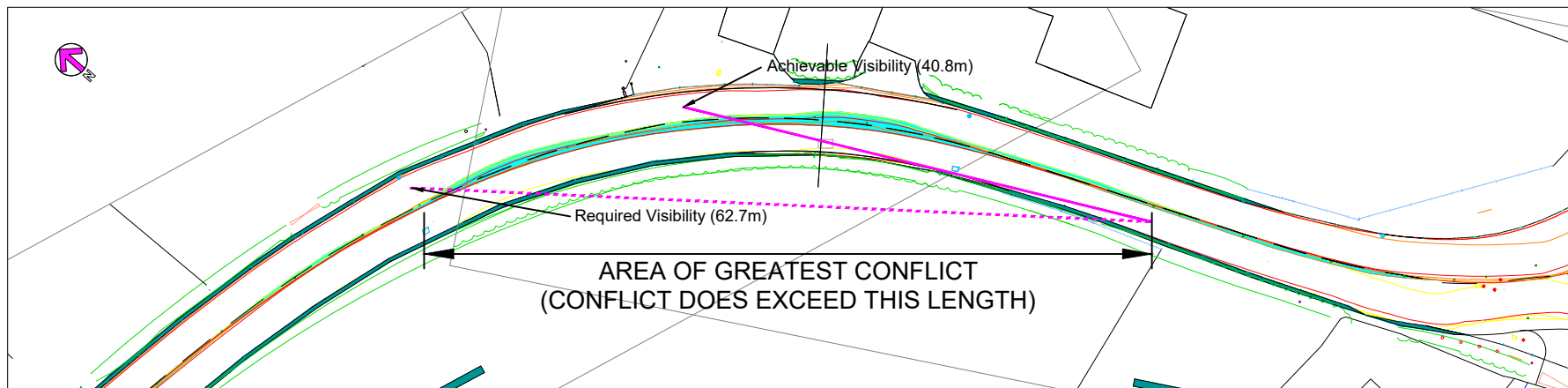
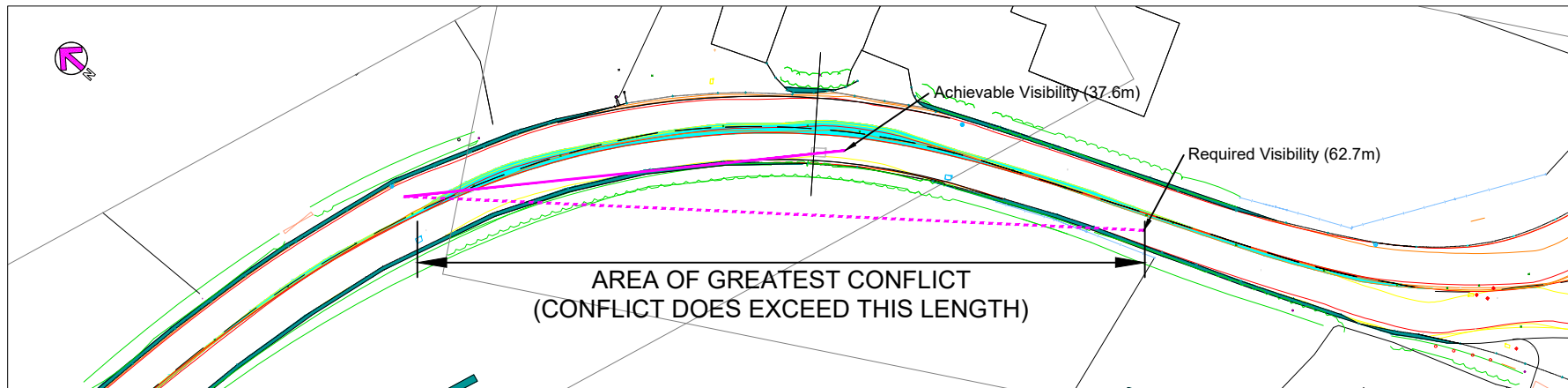
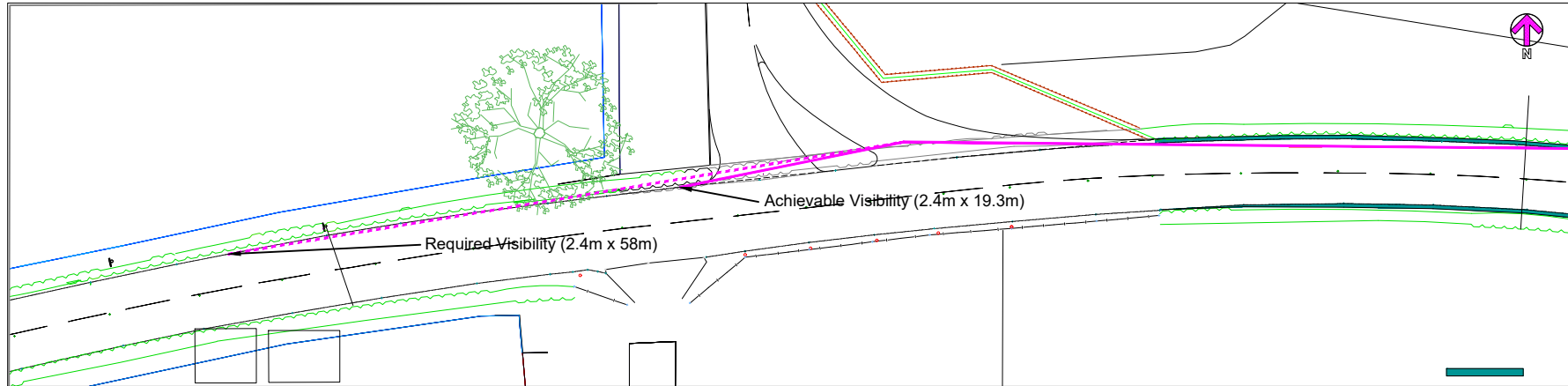
Achievable Visibility

 **Area of Conflict**



Achievable Visibility

 **Area of Conflict**



APPENDIX 15

Stage 1 Road Safety Audit of the proposed mitigation strategy along Lancaster Road and the A588



Bourbles Farm, Pilling

Stage 1 Road Safety Audit

Road Safety Engineering
Lancashire County Council
Cuerden Mill
Bamber Bridge
Preston
PR5 6BS



**Name of road: Lancaster Road, Head Dyke Lane,
Pressall, Pilling**

District: Wyre

Audit Reference: 779/1/MRS

PPMS ID: N/A

Author	Reviewer	Date
David Taylor	Karen McAuley	25/02/2025



1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on Highway Access scheme at the request of Ryan Derbyshire on the 23rd January 2026.

1.2 The Road Safety Audit Team membership was as follows:

Audit Team Leader, David Taylor, Road Safety Engineer, Lancashire County Council.

Audit Team Member, Karen McAuley, Senior Road Safety Engineer, Lancashire County

Audit Team Member, Suzi Fielding, Road Safety Engineer, Lancashire County

1.3 The Auditors have the appropriate experience in terms of qualifications/ previous experience and involvement in a number of road safety audits in the previous 12 months as required in the Design Manual for Roads and Bridges (DMRB) GG119.

1.4 The terms of reference of the audit are as described in GG119. The Road Safety Auditors have examined and reported only on the road safety implications of the scheme and have not examined or verified the compliance of the design to any other criteria. Reference may be made to Design Standards in order to clarify specific problems and subsequent recommendations. However, this is not and should not be taken for a Technical Audit.

1.5 All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on a plan supplied with the Road safety Audit request.

1.6 A daytime visit was carried out on the 2nd February 2026 by the Road Safety Audit Team. Road user movements on the existing road network were observed between 10:00 and 12:00 at which time the road surface was dry and the weather was overcast. Traffic movements were low.

1.7 The documents detailed within Appendix A were provided by Ryan Derbyshire and were considered when the audit report was completed on 25th February 2026.

1.8 Prior to the road safety audit, the Audit Team was not made aware of any departures from standards set out in the Highways Agency Design Manual for Roads and Bridges (DMRB) documentation as of the date of the audit request.

1.9 The recommendations included within this RSA report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem; alternative methods should be considered by the design organisation.



2. Items raised at the previous road safety audit

2.1 No previous audits have been conducted for this scheme.

3. Site description and brief

3.1 Site description

Lancaster Road is a secondary distributor road connecting Knott End to the A588 at the junction with Burned House lane and Head Dyke Lane. The A588 is a main distributor route between Poulton le Fylde and Lancaster, this section of the A588 runs between Pressall and Pilling

3.2 Scheme description

The scheme proposes highway improvements to facilitate additional large vehicle traffic from the Bourbles Farm quarry development.

The main components of the proposal include:

- Widened carriageway
- Provision of additional warning signs
- Provision of additional carriageway markings

4. Collision Data

The collision data for Lancaster Road and Head Dyke Lane is as follows:

The most recent 5 year collision data indicates that there have been a total of 13 collisions recorded by the police over this period, comprising of 5 serious and 8 slight collisions, resulting in 20 casualties. 9 of the collisions occurred during daylight hours and 4 in darkness. The most common causation factors were:

- Failed to look properly
- Failed to judge another person's path speed



5. Items raised at this Stage 1 Audit

5.1 General

5.1.1 Problem

Location: Lancaster Road, Vine House bend and approaches

Summary: Insufficient carriageway width for large vehicles to pass each other

Detail: Despite the proposed increase in carriageway width detailed, there may still be insufficient width for large vehicles to pass each other. The vehicle tracking data provided shows little or no room for any error or deviation which may lead to collisions as large vehicle pass each other. Additionally vehicles meeting each other at the bend may have insufficient room to pass which may lead to one or both vehicles reversing to create room with limited rear vision at a location frequented by cyclists and equestrians as there is also no verge room provision for pedestrians whilst vehicles are passing or reversing. These factors may result in collisions with other road users.

These issues are also present at the Fold House Farm bend in Pilling where there is evidence of damage to properties and street furniture, and the Burned House Lane junction with Park Road Hall Lane and Cemetery Road which has a severe 90-degree bend with poor intervisibility between road users on the A588. This is a location where large vehicle movements necessitate encroaching into the opposing carriageway therefore the existing issues at this location may be exacerbated by increased potential for large vehicles to meet each other at the bend.

Recommendation: It is recommended that the carriageway is further widened to facilitate the safe passing of large vehicles, or if there is no possibility of widening the carriageway sufficiently, alternative routes to the site offering separated access and egress routes are provided to avoid large vehicles meeting on Lancaster Road.

5.1.2 Problem

Location: Lancaster Road, site access

Summary: Poor visibility for right turning vehicles

Detail: The proposed site access details a prohibition of right turns for large vehicles egressing the site and the junction geometry guides vehicles to the left to enter Lancaster Road. This may lead to other road users having poor or reduced visibility of oncoming vehicles whilst attempting to turn right or may lead to them being unable to complete the right turn manoeuvre in one movement which may result in collisions.

Recommendation: It is recommended that all vehicles egressing the site are prohibited from turning right.



5.1.3 Problem

Location: Lancaster Road, Vine House bend and approaches

Summary: Lighting columns and BT poles present strike hazard

Detail: Widening the carriageway through the Lancaster Road, Vine House bend may lead to the existing street furniture being struck.

The existing BT poles and lighting column are located at the rear of the existing verge, therefore widening the carriageway and effectively removing the verge could result in an insufficient lateral clearance and present a strike hazard to the street furniture, particularly for large vehicles passing each other.

This could also be an issue at the Fold House Farm bend in Pilling where there is evidence of damage to existing street furniture which may be exacerbated by increased potential for large vehicles to meet each other at the bend.

Recommendation: It is recommended that sufficient lateral clearance between the edge of carriageway and the existing street furniture is maintained through the bend and throughout the scheme.

5.1.4 Problem

Location: Throughout the scheme

Summary: Proposed signs may present strike hazard

Detail: The reduction of the verge width on Lancaster Road may lead to proposed sign locations presenting strike hazards. Throughout the scheme there is evidence of damage to existing signs and the reduction of the verge to facilitate the proposed carriageway widening on Lancaster Road may further result in signs being struck, of particular concern is the proposed interactive sign to be mounted on lighting column 122 on Lancaster Road, outside Vine House. The Lighting column itself could already present a strike hazard as noted in problem 5.1.2 and mounting a sign at this location could further exacerbate this issue.

Recommendation: It is recommended that all signs are mounted with sufficient lateral clearance to prevent strikes, however existing vegetation would need be removed to allow permanent clear forward visibility and to prevent future vegetation growth obscuring all signs.

5.1.5 Problem

Location: Throughout the Scheme

Summary: Signs damaged or obscured by vegetation

Detail: Existing warning signs on the A588 are obscured by vegetation and show signs of being struck. The increase in large vehicles may exacerbate the existing potential for vehicle strikes.

Damaged, missing or obscured signs may lead to road users being unaware of oncoming potential hazards and not appreciating the need for proceeding with additional caution which may result in collisions.



Recommendation: It is recommended that all existing and proposed signs are mounted with sufficient lateral clearance to prevent strikes and with clear forward visibility.

Audit Team Statement

I/We certify that documents and drawings detailed in this report have been examined and that this road safety audit has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) GG119.

Name:- David Taylor

Signed:- *D S Taylor*

Position:- Road Safety Engineer

Name:- Karen McAuley

Signed:- *K. McAuley*

Position:- Senior Road Safety Engineer

Date:- 25th February 2026

The road safety audit report was carried out on behalf of:

Lancashire County Council
PO Box 100
County Hall
Preston
PR1 0LD

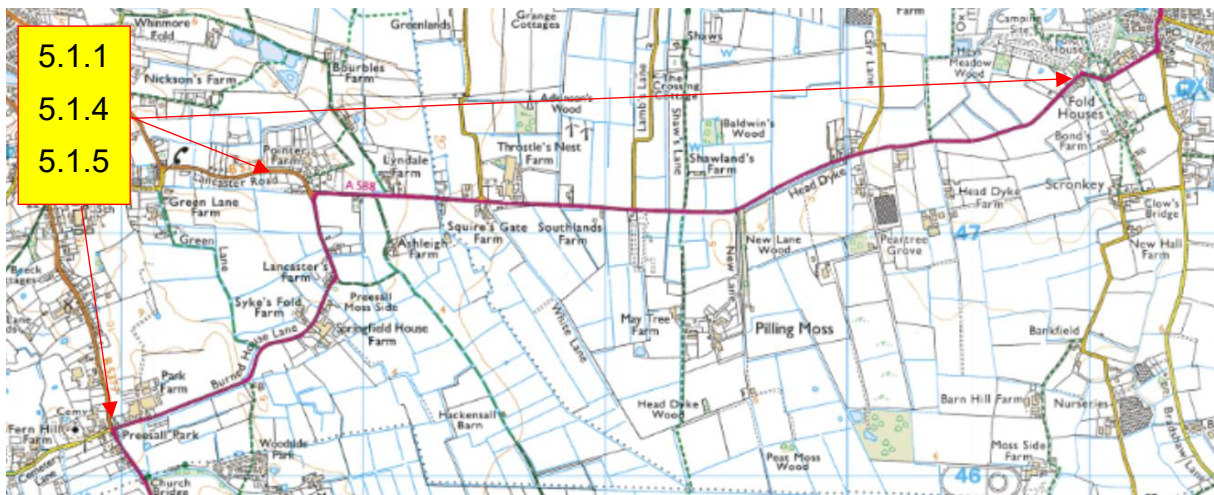
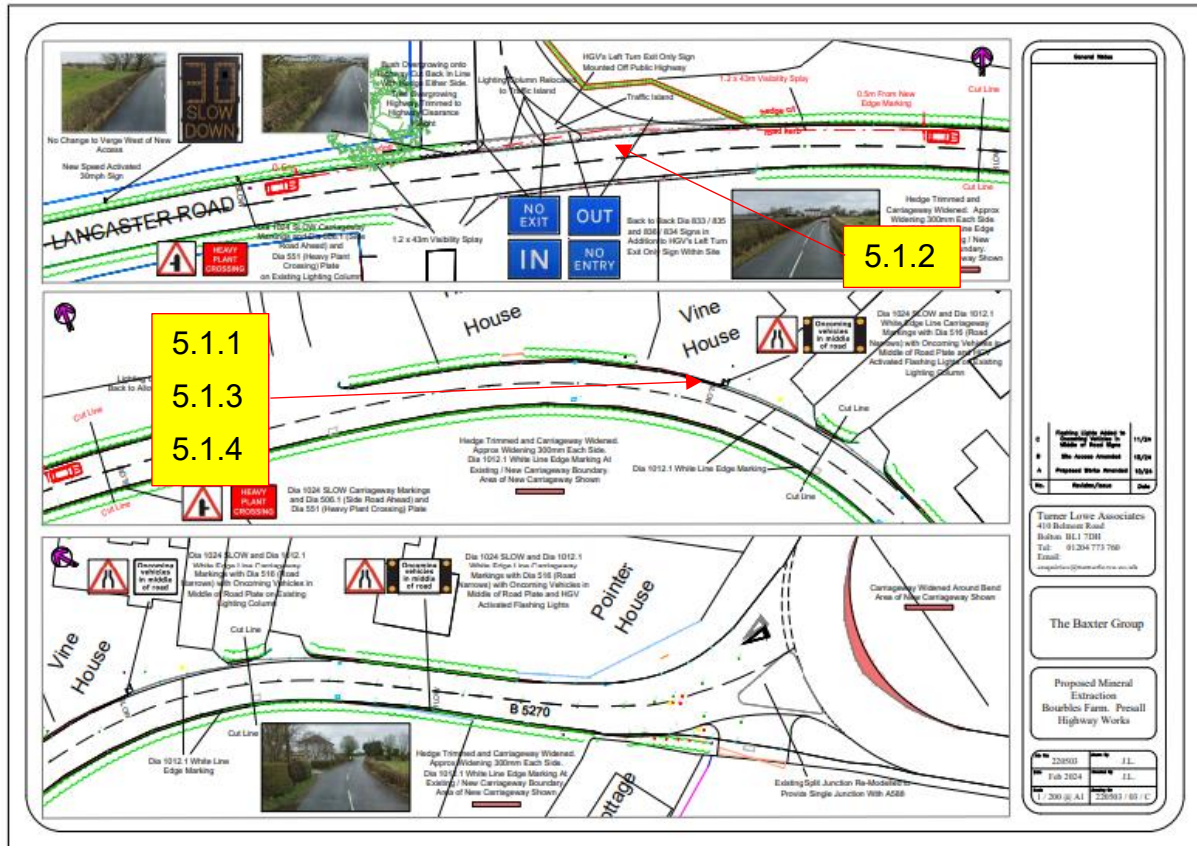


Appendix A – Review Documentation

DWG No.	Revision No.	Sheet No.	Drawing Title
220503/03/C	-	-	Highway Works
220503/05/B	-	-	Access Arrangements
220503/04.1/A	-	-	HGV Manoeuvres Sheet 1
220503/04.2/CA	-	-	HGV Manoeuvres Sheet 2
220503/07	-	-	A588 Fold House Farm Bend Proposed Signage
-	-	-	Indicative signage locations for the Fold House Farm bend which is located along the A588 (p13) and at the A588/Park Lane/ Cemetery Lane junction (p14).



Appendix B – Location Plan



APPENDIX 16

HGV and Carriageway Widths

2-way HGV Movement Accommodation

When identifying the suitability of routes for HGV movements, consideration should be given to the available usable highway width, having regard to vehicle widths wing mirrors. While the applicant may be able to control the direction of their HGVs to ensure their HGVs do not meet in opposing directions on the public highway (this suggestion and detail has not been provided and is only an assumption), the applicant cannot control other large vehicles on the public highway, such as:

- tractors (and trailers)
 - other commercial vehicles related of agriculture (livestock, milk tankers etc.),
 - deliveries,
 - collections,
 - coaches,
 - public transport
- (note; this excludes sustainable users such as pedestrians, cyclists and equestrians)*

To assist with the review of the suitability of routes to accommodate HGV movements, the following table includes examples of vehicle widths for typical vehicles that use the roads.

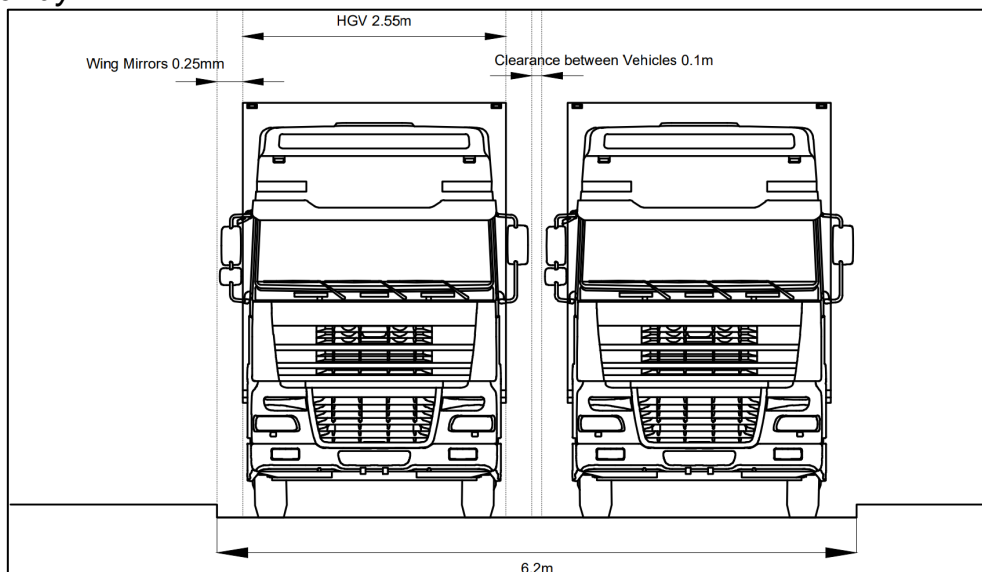
Table 1 – Typical Vehicle Widths

Vehicle type	Body Width, no wing mirrors	Total width of vehicle
Commercial vehicle (including tractors)	2.50m	3.00m
Ford Transit	2.06m	2.47m
Renault Master	2.07m	2.47m
Tesla Model X	2.27m	2.27m
Range Rover	2.07m	2.22m
Tesla Model Y	1.92m	2.13m
Volkswagen Golf	1.79m	2.07m
Ford Fiesta	1.72m	1.97m
Bicycle (single file)	distance from kerb/verge 0.75m distance from cyclist to vehicle 1.5m	2.25m (kerb/verge to overtaking vehicle)

Note: the above table excludes tolerance between vehicles (in each direction)

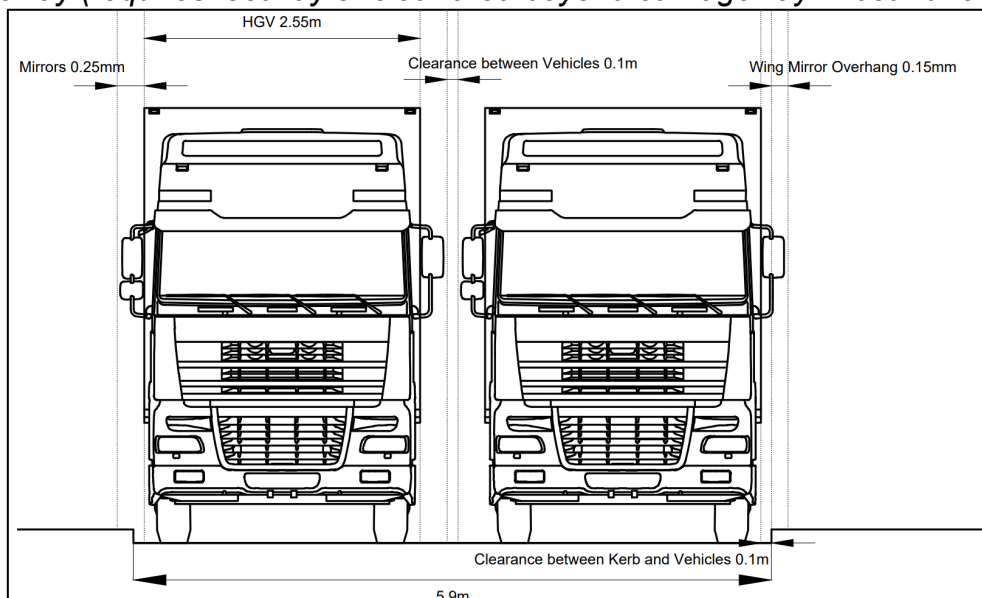
With consideration for the lateral tolerance / clearance between the vehicles, and lateral tolerance / clearance between the vehicle and the edge of the carriageway, a straight section of carriageway, where vehicle wing mirror do not overhang beyond the carriageway, would require a minimum width of 6.2m to accommodate 2-way HGV movements. This is demonstrated within Figure A below.

Figure A - 6.2m carriageway – not requiring overhang of wing mirrors beyond the carriageway



Where vehicle wing mirrors can overhang beyond the carriageway on both side (requiring sufficient area, for example, hedge cannot be present), the required width of the carriageway would be a minimum of 5.9m. This is shown in Figure B below.

Figure B - 5.9m carriageway – requiring overhang of wing mirrors beyond the carriageway (requires footway or clear area beyond carriageway in both directions).



The above dimensions are indicative and apply **ONLY** to straight sections. Any variation in the horizontal alignment of the road will require greater carriageway widths, which is typically identified through the provision of swept path analysis of the route. Whilst the above identified minimum carriageway widths include a limited factor of safety for clearance between the vehicles and between the edge of carriageway, they are not recommendations based on absolutes and are theoretical. In reality, vehicles

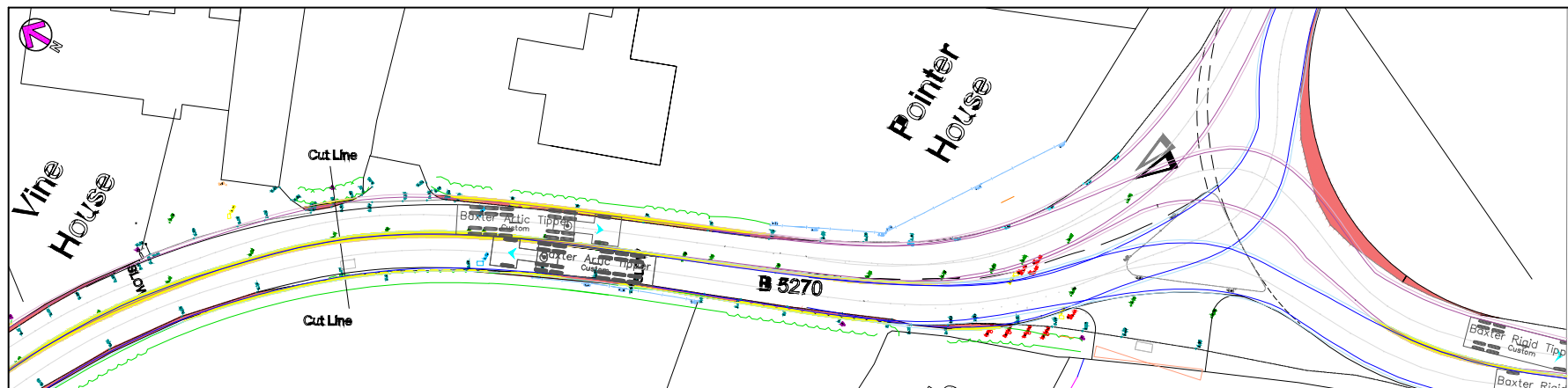
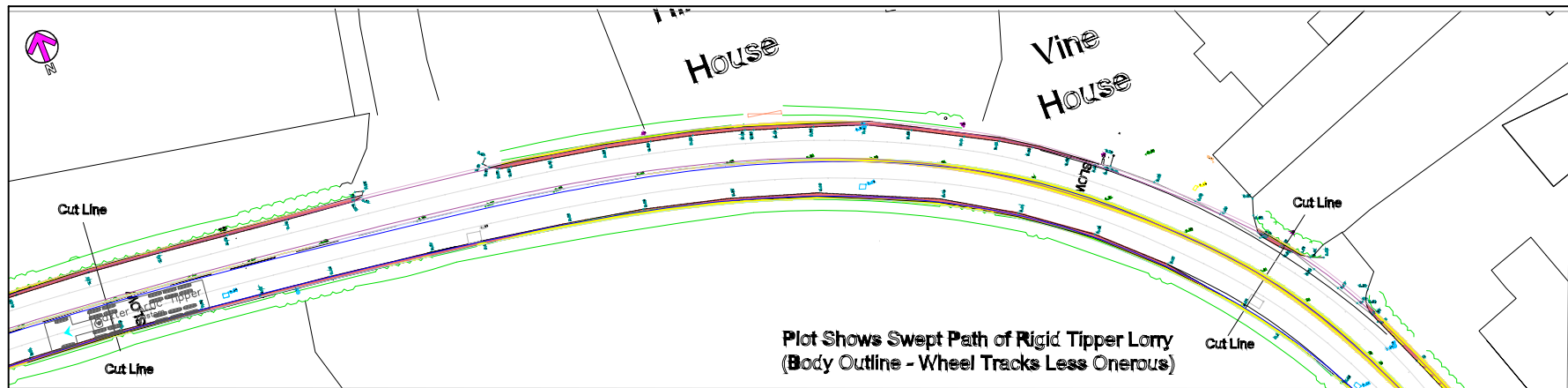
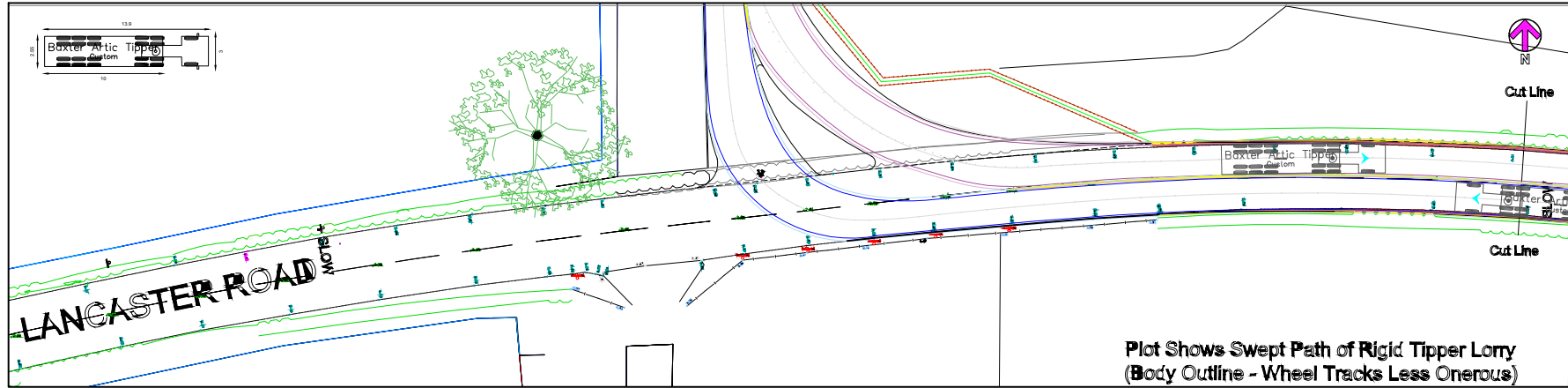
may be further offset from the edge of the carriageway impacting upon the required carriageway width for 2-way movements.

APPENDIX 17

Lancashire County Council Swept Path Drawings
(Lancaster Road)

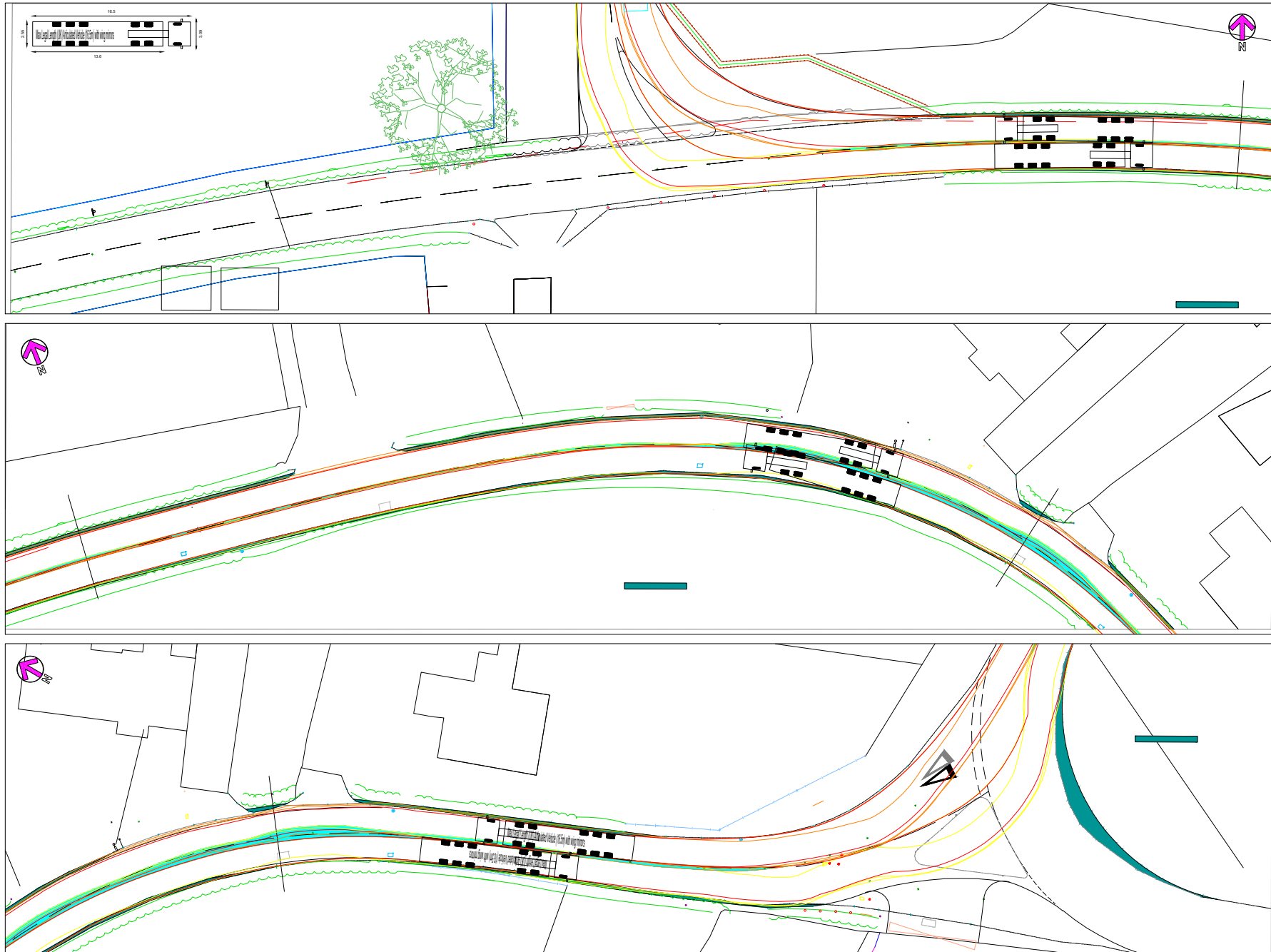
Drawing 1 - 13.9m Tipper Swept Path with Wing Mirror Offset

Area of Conflict (vehicle with vehicle or wing mirror with hedge)



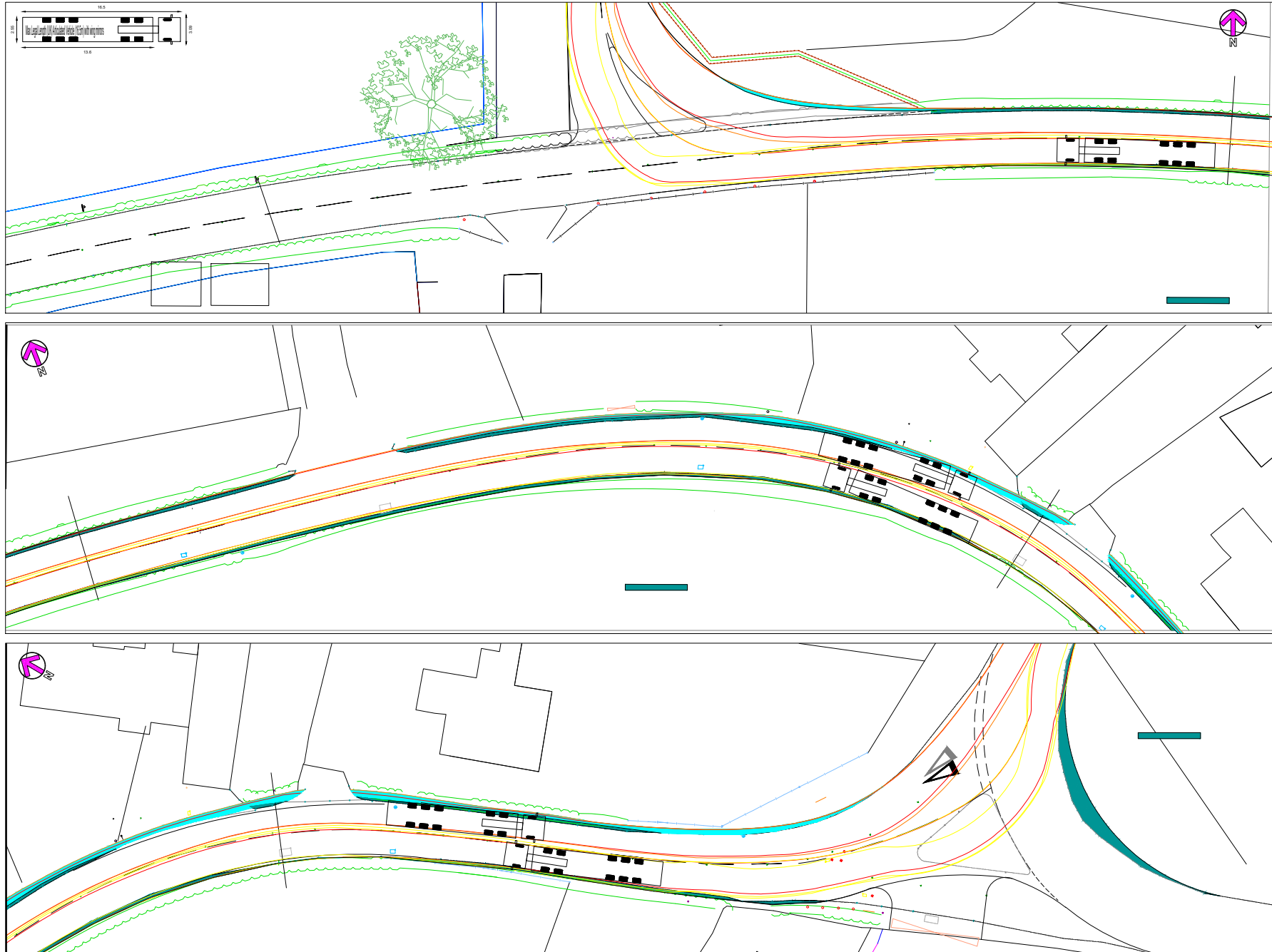
Drawing 2 - Max Artic Vehicle Swept Path - Vehicle within Highway Extents (conflict at centre of Carriageway)

Area of Conflict



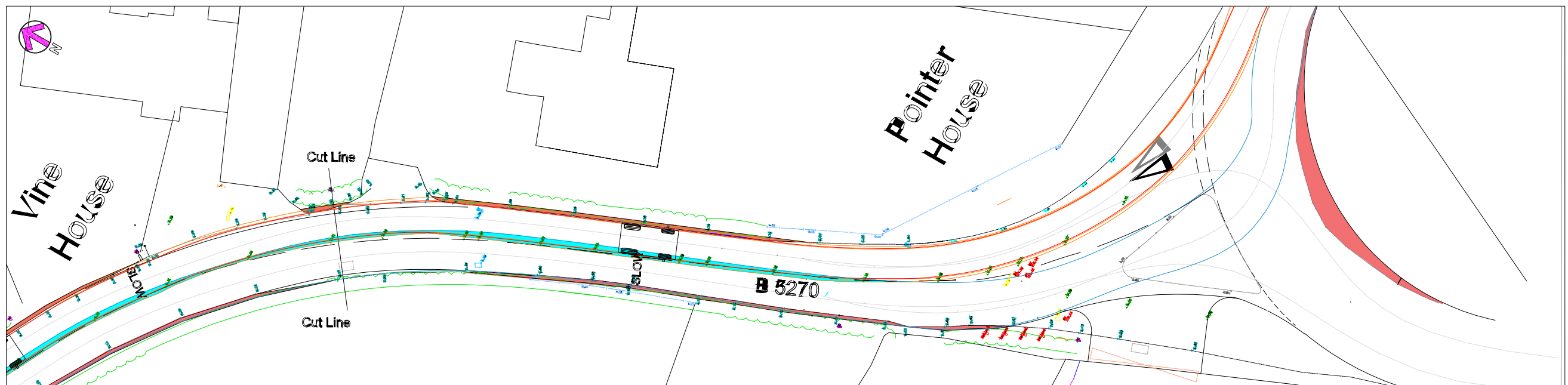
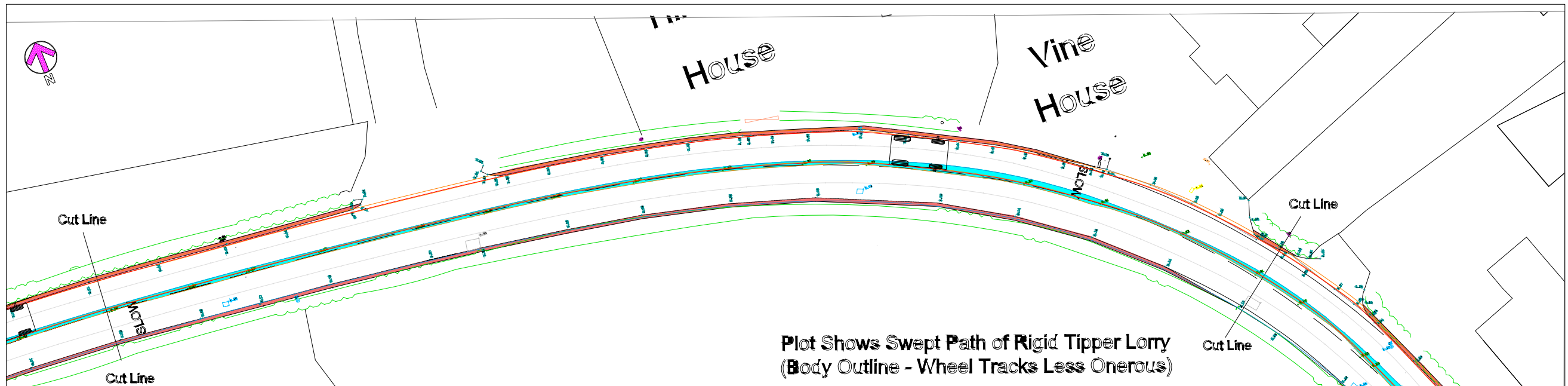
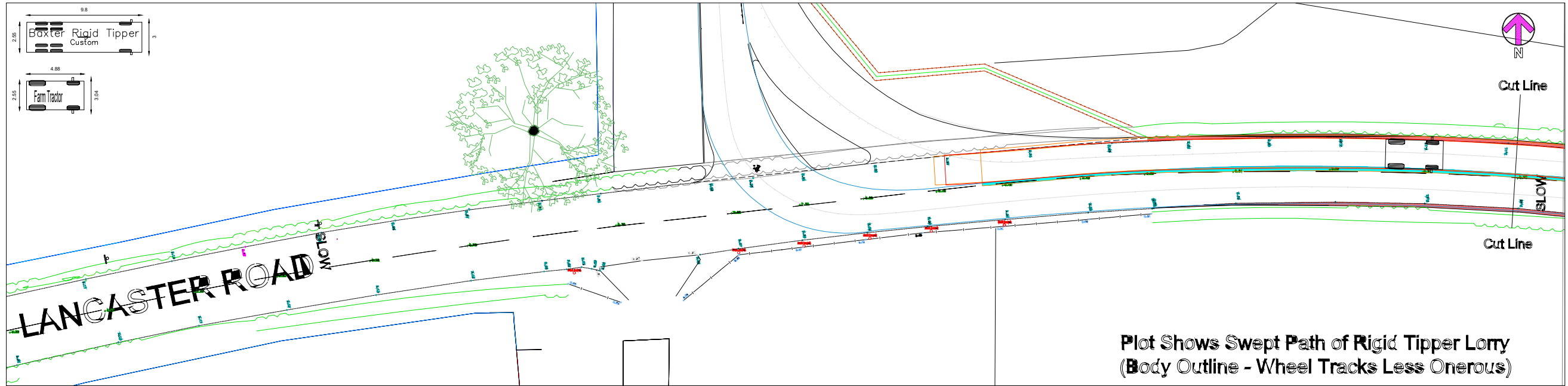
Drawing 3 - Max Artic Vehicle Swept Path - No conflict at centre of Carriageway (Vehicle beyond Highway extent)

Area exceeding Highway



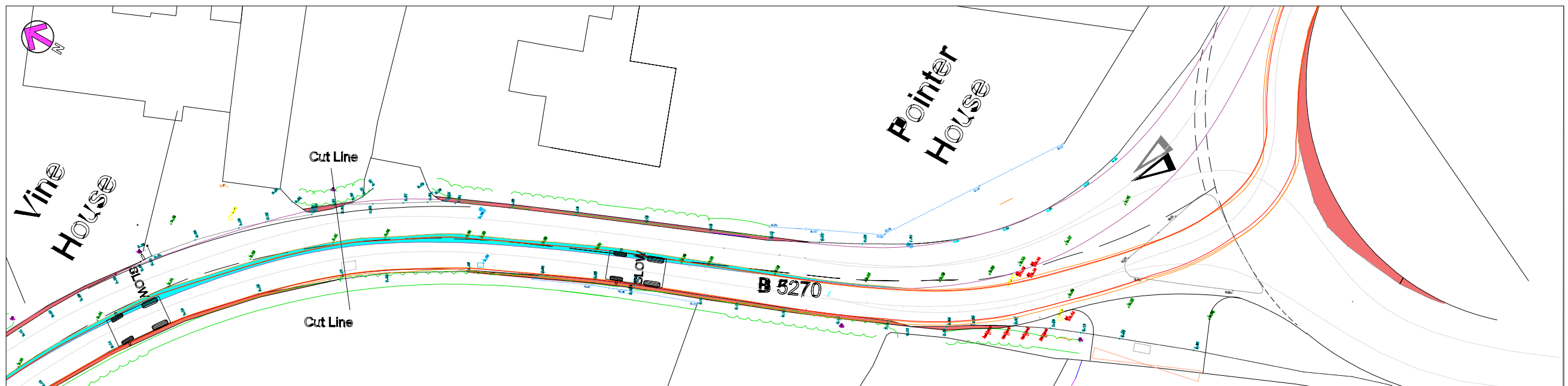
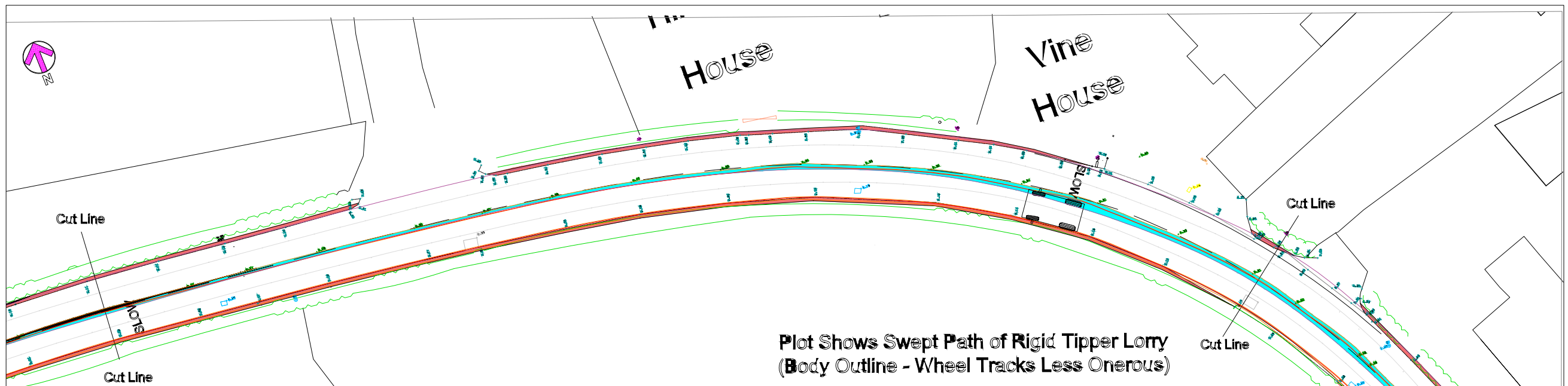
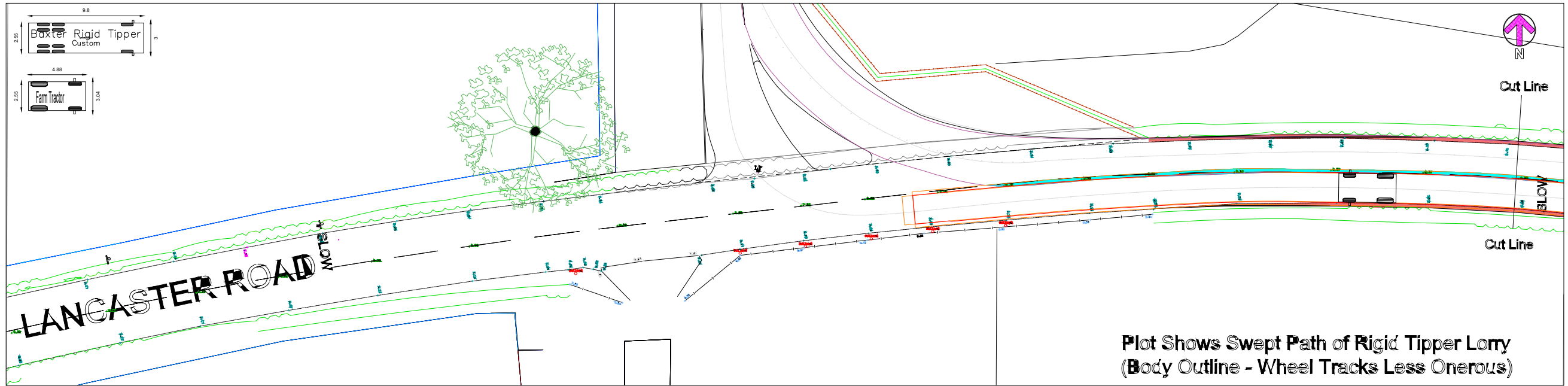
Drawing 4 - Rigid Tipper with Tractor - A

Area of Conflict



Drawing 5 - Rigid Tipper with Tractor - B

Area of Conflict



APPENDIX 18

Types of Articulated Tipper Trucks

Different Types of Articulated Tipper Trucks UK

Heidelberg Materials' Aggregates Articulated Tipper

(<https://www.heidelbergmaterials.co.uk/en/products/aggregates/truck-information>)

- 14.2m long and 3.0m wide including wing mirrors

MQPs Articulated Tipper (<https://www.mqp.co.uk/en/customer-support/transport-and-vehicle-information>)

- 14.2m long and 3.0m wide including wing mirrors.