

LCC Planning

Phone: 01772 535214

Email: [REDACTED]

Your ref: LCC/2023/0030

Our ref: D2/23/0030/GR

Date: 14 February 2024

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

Application LCC/2023/0030

Proposed 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.

Location Land off Bourbles Lane, Preesall

I refer to the above planning application and would like to thank you for the opportunity to provide comments. Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems have been considered and areas of concern that potentially could cause problems for the public, cyclists, public transport, motorists and other vehicles in and around the area have been identified.

LCC embraces appropriate development within Lancashire in line with local and national policies / frameworks and that which is emerging. This involves working closely with planning authorities, developers and their representatives and also with National Highways. This approach supports the delivery of high quality, sustainable development and an appropriate scale of development that can be accommodated both locally and strategically.

Summary

The principle of the developed is acceptable. However, it is recommended that planning permission is not granted as in its current form it will have an unacceptable impact on highway safety.

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD



Development Proposal.

The development proposal is for sand and gravel extraction from land off Bourbles Lane, Preesall.

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.

The works will be phased over a 7 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. 2 years).

Access for the proposal is from a new access to Lancaster Road.

The developer has submitted a Transport Statement (TS) in support of the proposal.

Background.

Lancaster Road is classified as the B5270, lit by a system of street lighting and subject to a 30mph speed restriction. It is a single carriageway road without footway and where verges exist, they are generally less than 0.5m in width. Hedges, fences, and walls at the highway boundary limit forward visibility, especially on the approach to bends. Carriageway widths are generally around 5.5m.

LCC undertook a traffic count in the vicinity of the proposed site access between 6 – 12 October 2023, which showed that the average daily two-way traffic flows to be around 3,100 vehicles per day, with around 300 vehicles in the busiest hour. The mean speed of traffic is 33mph eastbound and 32mph westbound with the 85th percentile speed being 37mph in both directions.

Traffic Generation.

The developer's TS assumes that a maximum of 100,000 tonnes will be exported each year.

The TS assumes a payload of 20 tonnes per HGV. LCC Highways consider this to be a reasonable assumption. The TS states that this would lead to an average of 5,000 HGV movements per annum.

The TS assumes a 245-day working year and an 8 hour working day, again this is considered reasonable.



For the purposes of assessing the impact of the development the developer has assumed that there would be an average of 5 vehicles arriving and 5 vehicles departing per hour. Given the nature of the development proposal it accepted that vehicle movements will be spread throughout the day rather than concentrated at the start and end of the day.

There will be additional vehicle movements to the HGV movements from staff (start and end of the day) plus occasional visitors, however, these will be relatively low.

Overall, the number of vehicle movements associated with the proposal would not have a significant impact on highway network capacity and as such no highway capacity assessment is considered necessary.

Highway Safety.

The TS provided by the developer shows that Lancaster Road between the proposed site access and the A588 has a relatively good road safety record. However, a recent accident involving a car and a bus highlights the dangers on Lancaster Road due to its limited width.

On a site visit LCC Highways carried out a survey noting the carriageway width of Lancaster Road between the proposed site access and the A588.

The DfT's Manual for Streets (MfS) provides some guidance on what highway widths are required to allow vehicles to pass.

Figure 6.18 from MfS, reproduced below, shows typical vehicle widths.

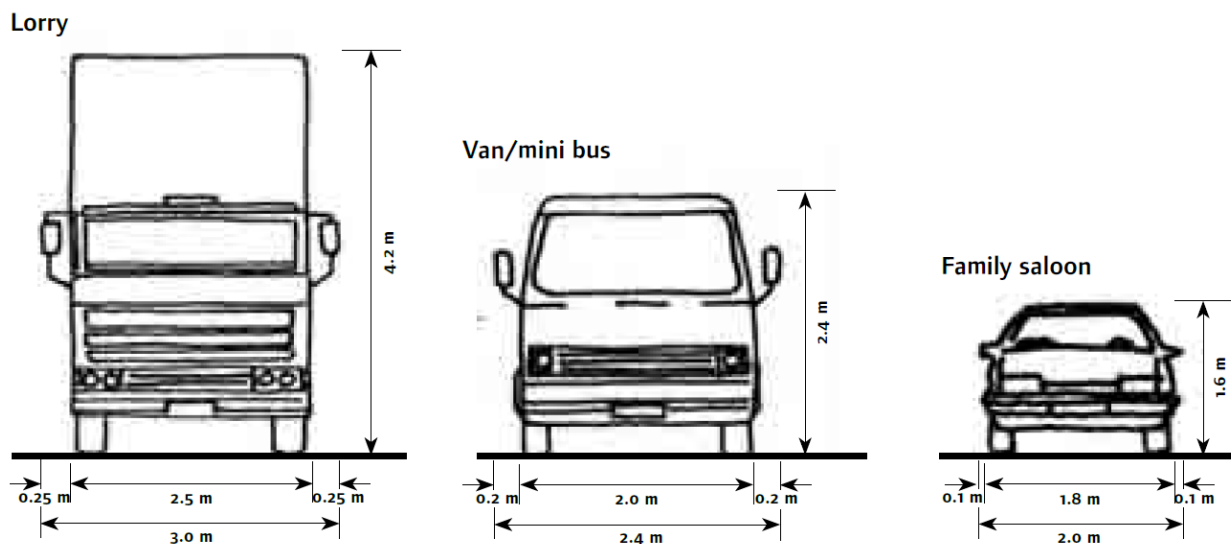
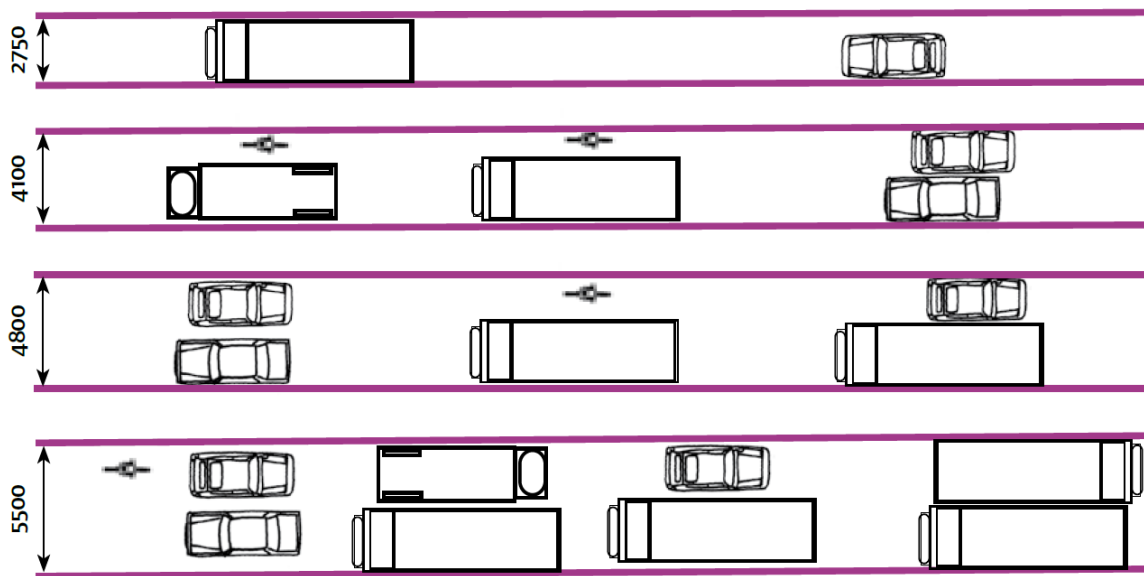


Figure 7.1 from MfS, reproduced below, shows what carriageway width can typically accommodate.



A carriageway of 5.5m can accommodate two-way HGV movements, however, this is on a straight and has minimal clearance between vehicles. Where bends exist greater widths of carriageway would be required. Further, the above does not factor in the needs of pedestrians as it assumes footways adjacent to the carriageway would be available.

On Lancaster Road in the vicinity of the site there are no footways and very narrow verges with hedges which leads to vehicles keeping away from the edge of carriageway, thus narrowing the effective carriageway width.

It should also be borne in mind the negative impact of the lack of footways and very narrow verges has on pedestrian safety, due to the lack of a safe space for pedestrian to step onto when approached by vehicular traffic.

Access.

The proposed means of access to the development is via a priority junction, albeit with an off-set exit, as shown on drawing 22503/01/A.

In terms of highway capacity, a simple priority junction is appropriate.

The access drawing shows sightlines of 2.4m x 43m which are appropriate for a road with a 30mph speed limit. However, from the traffic surveys undertaken in October 2023 the measures 85th percentile speed of traffic is 37mph and as such using the methodology in MfS the sightlines should be 2.4m x 58m.

Sightlines are generally measured to the nearside edge of carriageway, however, an off-set can be acceptable under circumstances where vehicles are extremely unlikely to travel up to the edge of the carriageway. These circumstances may include sites where there is a wall or hedge immediately adjacent to the carriageway. The verge on the northern



side of Lancaster Road in the vicinity of the proposed site access is very narrow and as such 0.5m off-set is not considered unreasonable.

In providing sightlines of 2.4m x 43m the developer has off-set the splay 0.5m from the carriageway edge, presumably because there are limitations in what the developer can provide rather than assuming what may be acceptable.

Due to the measured 85th percentile speed being 37mph the sightlines should be 2.4m x 58m and if the visibility splays for the 2.4m x 43m is projected an additional 15m the off-set into the carriageway would be around 1.5m. Whilst the projected sightline to the east is unlikely to be a major issue due to the curvature of road that to the west is a significant concern as a motorcycle approaching the proposed site access is likely to be within 1.5m of the edge of carriageway.

The swept path plan 22503/02/A shows a 16.5m articulated HGV making a right turn into the site and a left turn out of the site. Whilst both of these manoeuvres are possible it does highlight issues.

Both right in and left out cannot take place at the same time as their swept paths overlap, which could lead to a situation where the vehicle entering the site has to wait until the other vehicle has completely departed.

Further to the above hazard the vehicle making the left turn out crosses into the path of on-coming vehicles.

Whilst the developer has indicated that all HGV's would only turn left out of the development site waste collection vehicles may wish to turn right towards Knott End. No swept path for this manoeuvre have been provided.

Issues

The main issues relate to the following.

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.

Conclusion.

Whilst the anticipated level of traffic from the development proposal is unlikely to have an unacceptable impact on highway capacity there are safety concerns at the site access and on Lancaster Road between the site access and the A588.



Until the access and safety issues are resolved it is recommended that planning permission is not granted.

Yours faithfully



Glenn Robinson
Team Lead Chorley, Fylde and Wyre
Highways Development Control

