

The Director
Environment & Planning
Lancashire County Council
F.A.O. Helen Ashworth

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: LCC/2024/0008/ HA
Our ref: D5/LCC/2024/0008
Date: 17 May 2024

For the attention of Helen Ashworth

Application: LCC/2024/0008

Realignment, reprofiling and improvements to the 4th hole area through the importation of inert material, drainage infrastructure, levels changes, highways works and landscaping.

**Lytham Green Drive Golf Club, Ballam Road, Lytham St Annes
GR: 337515 428564**

Regarding your letter dated the 19th April 2024.

LCC Highways is of the opinion that the proposed realignment, reprofiling and improvements to the 4th hole area through the importation of inert material, drainage infrastructure, levels changes, highways works and landscaping and cannot be supported as presented. LCC Highways has no objection to the principle of the proposed development, however we will need more information regarding the proposed construction route to make an accurate assessment and to recommend appropriate mitigation and conditions.

LCC Highways has no concerns regarding the operation of the site following the completion of the proposed works, however we have concerns regarding the impact on the highway network during the construction phase of the development.

The SCP Transport Statement submitted by the applicant states that the infill operation requires in the region of 188,000m³ of non-waste material. These loads are usually transported on HGV's capable of moving 15 tonnes or 8.5m³ loads which equates to a total of 22,118 loads to complete the works.

Typically, a site will generate around 60 one-way or 120 two-way trips per day, which equates to a construction phase duration of approximately 369 working days or between 20-24 months.

120 two-way vehicle trips per day equates to approximately 11-12 trips per hour or one trip every 5-6 minutes (Based on a 10.5 hour working day).

LCC Highways has concerns regarding the volume of HGV movements during the construction phase of the development and in particular the effect that this would have on highway safety within the Wrea Green area. However, we are satisfied that this could be mitigated by suitable conditions.

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



The Lancashire County Councils five-year data base for Personal Injury Accident (PIA), was checked on the 17th May 2024. The database indicates there have been 2 serious collisions and 5 slight collisions at the mini-roundabout outside Ribby with Wrea Endowed Primary School. There was an additional collision approx. 50m to the north of the roundabout by the junction of the link road Station Road and Ribby Road.

The proposed route from Preston of A583 Blackpool Road / A584 Preston New Road / B5259 Saltcotes Road is acceptable. We would request that any traffic that comes from the M6/M55 from the east would exit at J2 M55, heading south onto A582 Edith Rigby Way before turning right onto A583 Blackpool Road / A584 Preston New Road / B5259 Saltcotes Road.

We have highway safety concerns as detailed above regarding the proposed route from Blackpool of A583 Preston New Road / either the B5260 Fox Lane Ends or B5259 Ribby Road / B5259 Moss Side Lane / B5259 Saltcotes Road.

A preferable route would be A583 Preston New Road / C283 Peel Road / C283 Ballam Road / Park View Road / B5259 Mythop Road / B5259 Saltcotes Road.

At this time there is no information regarding the suppliers or where the materials will be sourced from. LCC Highways are happy to liaise with the applicant regarding the construction traffic route details. When it is known where the materials will be sourced from, LCC Highways would request suitable mitigation measures that are relevant to the specific route proposed.

If the applicant is insistent on using routes B5260 Fox Lane Ends, B5259 Ribby Road and B5259 Moss Side Lane that go through Wrea Green, then LCC Highways would expect the applicant to enter into a S278 agreement for significant highway improvements in the Wrea Green area including but not limited to:

- Speed Cushions
- Renewing/Amending Road Markings
- Junction Tables
- Traffic Calming

We would also request that the gate at the proposed construction vehicle access is left open during hours of site operation. This is to allow construction/delivery vehicles to be accommodated within the site and so they don't have to wait within the adopted highway at the detriment to existing highway users.

If the proposed construction vehicle routes go through Wrea Green, then we would request a condition seeking S278 works and also highway condition surveys of the proposed route.

If the proposed construction vehicle route avoids Wrea Green and follows the preferable routes laid out above then we would request a condition for a highway condition survey of the proposed route.



LCC Highways has no objection to the principle of the proposed development, however we will need more information regarding the proposed construction route to make an accurate assessment and to recommend appropriate mitigation and conditions.

If you have any questions, please do not hesitate to contact me.

Yours sincerely,

Jacob Thompson
Highway Development Control

