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To: [Haine, Jonathan](#)
Cc: [Development Management](#); [LHS Planning Applications](#)
Subject: LCC/2021/0012 EXTRACTION OF SAND AND GRAVEL LOWER HALL FARM, SAMLESBURY
Date: 04 January 2024 17:56:28

**Application: LCC/2021/0012
EXTRACTION OF SAND AND GRAVEL INCLUDING CONSTRUCTION OF
NEW ACCESS ROAD AND NEW JUNCTION WITH A59 PRESTON NEW
ROAD, CREATION OF PLANT SITE, WEIGHBRIDGE AND STOCKPILING
AREA, SILT PONDS, LANDSCAPING INCLUDING SCREEN MOUNDING, WITH
PROGRESSIVE RESTORATION TO WETLAND AND PASSIVE FLOOD
MANAGEMENT FACILITY, WOODLAND AND AGRICULTURE
LOWER HALL FARM, SAMLESBURY**

Hello Jonathan

Further to your re-consultation of 05 December 2023, I make the following highway observations on the amended scheme.

As previously stated the submitted Highway Statement – V03 is dated September 2015, this is now approaching 9 years old and notwithstanding the submitted Response to Regulation 25 Request dated October 2023 (by Mineral & Resource Planning Associated Ltd) LCC highways are still of the opinion this cannot be considered a valid support document. This needs to be updated to reflect recent infrastructure changes, current traffic flow, traffic speeds and accident data.

As previously stated some of the original submissions make reference to an incinerator, the Response to Regulation 25 Request also implies an incinerator, but no detail is include regarding traffic generation in connection with this element of the application. This incinerator is likely to result in additional trips to import fuel (waste) for combustion, please can you clarify with the applicant the likely traffic generation.

With regard to the site access detail, visibility splays should be in accordance with DMRB and from a 'x' distance of 4.5m. This would appear to be achievable, but this is a minor point when considering the overall safety of the access. I note that the applicants mitigate the deficiencies of the access by indicating, *'most drivers accessing the quarry access road will be contracted drivers and very familiar with the junction, although all drivers on the A59 eastbound will be advised of the quarry access approach by suitable signs to be erected.'* However, there is no indication what regulatory highway signs they are proposing for road safety, and how the can be sure the laden haulage vehicles (even with drivers familiar to the access) will be able to accelerate into the traffic flow without causing drivers to moderate their speed or direction?

The developer has totally overlook the gradient of the A59 and traffic speeds. I am still of the opinion that to deliver a safe and suitable access for all (as required by NPPF), that diverging/deceleration tapers are required at the access. But I am willing to review further information from the applicant that documents existing vehicle speeds on A59, together with HGV vehicle type/performance data that would support that a laden haulage vehicle can acceleration into the traffic flow without affecting traffic. If there is an incinerator using refuge for fuel, I would

expect the delivery vehicles to also have no affect on the existing traffic flow.

I note from the access plans that the proposed internal access road is level or near level as it approaches the A59 for in excess of 20 metres. However, this may change with amendments to the access.

Regards
Dave

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