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Our Ref: MDE/14/0440  
Your Ref: LCC/2014/0101  
Please Ask For: Mark Evans  
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Date: 19 January 2018

Dear Andrew

**TOWN & COUNTRY PLANNING ACT 1990**

**CONSULTATION ON PLANNING APPLICATION REF LCC/2014/0101 FOR HYDROCARBON EXPLORATION SITE AT ROSEACRE HALL WOOD, ROSEACRE**

1. Thank you for your letter of 29 November 2017 seeking the views of Fylde Borough Council regarding the above development.

2. At the meeting of Fylde's Planning Committee on 18 January 2018, Members considered that the additional information submitted on behalf of the appellant does not adequately address the matters of highway safety raised by the Inspector and the Secretary of State and so resolved to **object** to the revised access proposals.

3. The Inspector and the Secretary of State have previously expressed concern regarding the suitability of the proposed blue route to access the site. It is considered by Fylde Council that the revised proposals have failed to address these concerns and that, even with the provision of localised highway widening, the introduction of large HGVs onto narrow country lanes would conflict with the safety of vulnerable road users. The successful implementation of the proposals set out in the proposed transport management plan would not adequately address the potential conflict as these road users are present throughout the week and found along all sections of the routes at all times of year, but particularly during the summer months.

4. The proposed red and green routes, appear to have been introduced in order to reduce the volume of traffic utilising the originally proposed blue route as it has not been possible to provide adequate mitigation at several key points along that route including, but not restricted to, the Dagger Road/Treales Road/Station Road junction and the Salwick Road/Inskip Road junction.

5. Each of the three identified routes pass along narrow country roads with tight bends and restricted forward visibility and so Fylde Council considers that they are not appropriate to provide access to the appeal site, particularly by HGVs. The fact that a significant number of passing places are required to

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be constructed along the routes indicate how unsuitable these rural roads are in accommodating such large vehicles. Even with the alterations proposed, there are a significant number of points at which HGVs will be required to cross the centre line of the highway. The proposed routes are along highways of such a restrictive width that conflict between HGVs and vulnerable road users will be inevitable at many points along them.

6. It is also considered that the use of part time traffic lights on part of Dagger Road, which are proposed to show green in both directions when not being used by HGV's, would introduce the potential for drivers of light vehicles to falsely assume that they have an unrestricted right of way. This represents a further hazard to highway safety.

7. Finally, Fylde Borough Council is aware that Highways England have previously expressed concern regarding the operation of the A585/Thistleton Road Junction, which is a junction that will be experiencing increasing traffic movements anyway as a consequence of over 100 new dwellings that have been approved around Elswick in 2017. Accordingly, it is recommended that the views of Highways England be obtained in regard to the proposed increase in turning movements at this particular Junction, and are put forward to inform the future decisions on this matter.

8. In conclusion, Fylde Borough Council considers that the revised proposal fails to satisfy the provisions of Paragraph 32 of the National Planning Policy Framework. The development would generate significant amounts of traffic movement without the provision of a safe and suitable access to the site, that is achievable for all people and the residual cumulative impacts of the development would be severe.

Yours sincerely



**Mark Evans**  
**Head of Planning & Housing**