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Your ref: 3/2026/0153
Our ref: 3/2026/0153/HDC/KW
Date: 18 June 2026

Location: Land off B6478 Wigglesworth Road Slaidburn
Proposal: Formation of a stone access track and improvements to an existing access.
Grid Ref: 371520 452238

Dear Ben Taylor

With regard to your consultation letter dated 1 June 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed formation of a stone access track and improvements to an existing access at Land off B6478 Wigglesworth Road, Slaidburn.

Site Access

The LHA are aware that the site has an existing agricultural access onto Wigglesworth Road, classified as the B6478, subject to a national speed limit. The existing access features double timber gates measuring 7.3m in width.

The amendments to the existing access will result in the access gates retaining the width of 7.3m, however they are proposed to be set back 10m from the carriageway edge, allowing for the gates to be operated with an agricultural vehicle stopped within the access, removing conflict from the carriageway.

The access from the carriageway will also be widened and feature a radius providing smoother turning into and out of the site as well as reducing the risk of overrunning. The widening of the existing access at the carriageway edge will need to be undertaken as part of a Section 278 agreement with Lancashire County Council.

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The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into legal agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into agreements at a very early stage.

The first 10m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to prevent loose surface material from being transferred onto the adopted highway. The applicant also puts forward visibility splay improvement with the boundary walls proposed to be reduced to 900mm, allowing for a 100m sight line to the west and 200m to the east.

It is understood that an Automated Traffic Count (ATC) was undertaken from Saturday 16th to Friday 22nd May 2026, in close proximity to the access. The results of the survey show that the 85th percentile of traffic speeds is 39.9 westbound and 40.5 Eastbound.

As such, visibility splays in both directions should be 2.4m back extending for 120m in line with recorded traffic speeds. It is understood at this time that updated visibility splays has not been provided.

The proposed site plan shows that 100m to the West of the access and approximately 172m can be achieved to the East of the access. This presents a short fall of 20m to the West, and as such, the LHA would request that the applicant undertake a further visibility assessment following the ATC to consider if an improved splay can be achieved in this direction.

It is understood that to achieve the currently proposed splays, boundary walls in both directions will be reduced to a maximum of 900mm height to provide clear sightlines along the network.

Event management

Given the information provided to date, the LHA is of the opinion that any future events held in this location shall continue to require traffic management. Traffic management measures currently used on show days include traffic marshals who direct traffic on and off the field, as well as supervising parking within the site. As well as on show day and for 1 week prior to and after the show, signage is in place warning of show traffic and requesting vehicles to travel at 15mph. Three signs will be in place in each direction at 50m, 75m and 100m.

Conclusion

In conclusion, following the ATC the applicant is requested to re-evaluate the visibility to the West of the access and provide a clear, detailed visibility splay of 2.4m back from the carriageway edge extending 120m in both directions. Any obstructions within the visibility splay, such as walls or vegetation, will need to be reduced to 0.9m above the carriageway level.

Yours sincerely

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