

**PROPOSED MINERALS EXTRACTION  
SCHEME**

**BOURBLES FARM. PILLING**

**UPDATED TRANSPORT STATEMENT**

**The Baxter Group**

**December 2024**

**Turner • Lowe • Associates** TRAFFIC ENGINEERING CONSULTANTS

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Proposed Minerals Extraction Scheme.  
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## PROPOSED MINERALS EXTRACTION SCHEME

### BOURBLES FARM PILLING

### UPDATED TRANSPORT STATEMENT

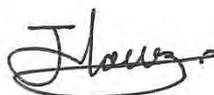
#### The Baxter Group

**Job. No.** 220503

**Authorised By:** J. Lowe

**Position:** Partner

**Signed:**



**Date:** 02 December 2024

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**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Updated Transport Statement**

---

<b>Contents</b>	<b>Page</b>
<b>1. Introduction</b>	<b>1</b>
<b>2. Local Highway Network Details</b>	<b>2</b>
<b>3. Effects of Proposed Development</b>	<b>11</b>
<b>i. Development Traffic</b>	<b>11</b>
<b>ii. Base Traffic Flows</b>	<b>13</b>
<b>4. Access Arrangements and Local Highway Improvements</b>	<b>16</b>
<b>5. Other Matters</b>	<b>20</b>
<b>i. Sensitive Locations Assessment</b>	<b>20</b>
<b>ii. Highway Safety</b>	<b>23</b>
<b>iii. Public Footpaths</b>	<b>24</b>
<b>5. Conclusions</b>	<b>25</b>

**Figures**

**Appendix**

**Drawings**

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

**1. Introduction**

- 1.1 This Statement provides an update of the previously issued September 2023 Statement as the proposed highway works that will support the development have developed since the September 2023 Statement in conjunction with the Highway Authority. It replaces the updated Statement issued in June 2024 as the works which had been agreed with the Highway Authority at that time have been amended. As in the case of the June 2024 Statement, to provide a completed record the original September 2023 has been repeated where appropriate.
- 1.2 This updated Statement supports the proposed minerals extraction scheme at Bourbles Farm, Bourbles Lane, Pilling, Lancashire (Figures 1 and 2). The farm is located on deposits of glacial sand and gravel.
- 1.3 The proposed scheme has been the subject of considerable discussion with the Minerals Authority for the area (Lancashire County Council) and has been the subject of a pre-application consultation.
- 1.4 This Statement considers the effects of the scheme on the highway network.
- 1.5 Various access options have been considered in the development of the scheme. As the aim is to get the extracted materials and the imported fill material for the restoration of the site after the extraction onto or off the strategic highway network with the minimum use of local roads, a direct access onto the B5270 Lancaster Road is considered to be the best and only practical option. Accordingly, the site will be accessed by a new access and access road along the boundary of Pointers Farm.
- 1.6 The site has the capacity to supply around 460,000 tonnes of minerals to the local construction industry, reducing the need for this to be supplied from quarries considerable distances away from the area. Highway improvements will be provided on Lancaster Road to ensure safe passage of the HGV's associated with the scheme.
- 1.7 It is considered that the best extraction rate which would minimise inconvenience to other highway users and local residents would be to adopt a 5 year period, with the site restoration works taking a year after extraction finishes to complete, and these figures have been used in this assessment.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

**2. Local Highway Network Details**

- 2.1 The site lies to the north of Lancaster Road as shown in Figure 2. There are various roads that may be thought could be used to access the site which have been examined and discounted (Figure 3). All HGV's will be directed to use the A588 and therefore need to get to the A588 as direct as possible in order that activity on the local highway network is minimised.
- 2.2 The site's existing access is along Bourble's Lane. This runs from Little Tongues Lane through to At the junction with Little Tongues Lane it is unsuitable for HGV traffic.



View of Bourbles Lane from Little Tongues Lane

- 2.3 Even if Bourbles Lane were to be improved, HGV's from the development would have to use Little Tongues Lane to reach the B5270 Sandy Lane. Little Tongues Lane is a typical rural residential road with on-street parking and high pedestrian activity, unsuitable for HGV use.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---



View of Little Tongues Lane Looking South



View of Little Tongues Lane Looking South

- 2.4 HGV's would then need to use the B5270 Sandy Lane passing numerous properties. They would then have to travel the full length of Lancaster Road to reach the A588.
- 2.5 Accordingly this is not an option that could be considered practical.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 2.6 The site can also be accessed from Gaulter's Lane which serves Nickson's Farm, although there is no vehicle access at present. Gaulter's Lane is also unsuitable for HGV use.



View of Gaulter's Lane Looking west



View of Gaulter's Lane Looking west

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 2.7 HGV's would then still need to use the B5270 Sandy Lane the full length of Lancaster Road to reach the A588.
- 2.8 Accordingly this is not an option that could be considered practical.
- 2.9 Bourbles Lane continues from Bourbles Farm to the A588 passing Lyndale Farm.



View of Bourbles Lane from A588 east of Lancaster Road Junction.

- 2.10 This is also a route unsuitable for HGV's. The section immediately to the north of the A588 is outside of the development site and the land owners have indicated that they do not wish to be part of the development. This, therefore, is another option that would not be practical.
- 2.11 It has been suggested that a direct access and route be provided from the A588. This would have merits but would involve passing over land outside the control of the development site owners. As above, the land owners have indicated that they do not wish to be part of the development. The site, therefore, cannot be accessed from a direct access onto The A588.
- 2.12 The site does not have direct access onto Lancaster Road but agreement has been reached with the intervening land owner to sell the land needed for a new access and road along the boundary of Pointer Farm.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 2.13 To ensure that HGV traffic cannot turn right on exiting the access and travel west to Preesall and Knott End on Sea (and therefore use roads on which it would be undesirable to run HGV's and defeat the purpose of creating the new access) the access has been designed to make this a physically impossible manoeuvre. There should therefore be no need for any traffic regulation orders but a routing agreement can form part of the Construction Environmental Management Plan (CEMP) which we expect the contractor will be required to complete as a condition of the planning consent if thought necessary.
- 2.14 Only the section of Lancaster Road eastwards from the new access point to the A588 will therefore be used by the HGV traffic generated by the development.
- 2.15 The B270 Lancaster Road is a wide single carriageway, previously subject to the National speed limit but now benefits from a recently introduced 30 mph speed limit. As is the case on many roads in the area there are no footpaths but a narrow verge which provides a boundary to the road, with a low hedgerow behind.



View along Lancaster Road looking East. New Access would be just beyond the trees

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---



View along Lancaster Road looking East. New Site Entrance will be approximately 7m east of existing access on opposite side of Lancaster Road.



View along Lancaster Road looking West. New Site Entrance will be on right just before tree line

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

2.16 Lancaster Road bends slightly before meeting the A588.



View along Lancaster Road looking East. Good visibility over hedge for HGV drivers



View along Lancaster Road looking East. Junction with A588 in distance

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 2.17 At the A588 junction there is very good visibility in both directions.



- 2.18 Lancaster Road is a bus route used by several School Services and the 89 Lancaster to Knott End on Sea service which runs with a 90 min frequency with first and last services passing through Presall at 07.14 and 19.19 going towards Knott End, and at 07.39 and 19.39 on the return to Lancaster. In total 10 services use Lancaster Road. There are stops close to the site on Green Lane to the west (around 450m from the site entrance) and on the A588 to the east (around 300m from the site) so the 89 service may prove useful for on-site employees that do not travel to the site in one of the HGV's.
- 2.19 There are several businesses located along the length of Lancaster Road. Lancaster Road is currently, therefore, already used by HGV's and PSV's.
- 2.20 Lancaster Road has street lighting (although most of the activity at the site will take place during daylight hours).
- 2.21 The A588 connects to Lancaster and the M6 to the north, and to Blackpool and via the A585 Trunk Road to the M55 to the south. It is a wide single carriageway in the vicinity of the Lancaster Road junction.
- 2.22 The A585 is subject to the National Speed limit in the vicinity of the site.
- 2.23 Lancaster Road has recently been resurfaced and the carriageway markings replaced. The condition of the road and markings will be surveyed before the development commences operations and again at regular intervals during the course of the work (to be specified in the CEMP – 3 months is recommended). Any damage caused by

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

the vehicles associated with the extraction and reinstatement will be repaired as part of the CEMP.

2.24 It is clear that the only practical option (and that involves land outside the site, the use of which has had to be agreed with the land owner) is the new temporary access onto Lancaster Road with all HGV's direct to arrive and depart from the east, i.e. the A588.

2.25 With the proposed access arrangements, inconvenience to other highway users and residents will be minimised.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

**3. Effects of Proposed Development**

**i. Development Traffic**

- 3.1 It is estimated that the mineral reserves that can be extracted are just under 0.5 million tonnes (current best estimate 460,000 but 500,000 tonnes have been assumed for this assessment to give a robust assessment). The saleable products will comprise washed concreting and fine sand together with single sized gravels (10mm/20mm/ 40mm).
- 3.2 The timescale for extracting the minerals has been carefully considered. If extracted over just a couple of years the activity per day would clearly increase. If the extraction period was increased then the inconvenience that may be perceived to be caused would be over a longer period. A practical timescale for extracting the mineral would be around 5 years balancing the daily activity with the duration of the works.
- 3.3 Over a 5 year period this would equate to 100,000 tonnes per annum.
- 3.4 Using typical 20 tonne load HGV's this would equate to an average of 5,000 HGV movement per annum.
- 3.5 Assuming no weekend working and a 245 day working year this would equate to an average of around 20 HGV movements per day during the week only.
- 3.6 The total scheme will be implemented in phases (see Phasing Drawings). The work will also involve the importing of fill material for the site's reinstatement as each phase is worked and after the completion of the extraction works. Fill material will be brought on to the site almost continuously over a 6 year period (i.e. allowing a year after the completion of the extraction works to completely reinstate the site. Topsoil and any other useable material will be stockpiled on site to reduce the amount of material to be used for the reinstatement.
- 3.7 Assuming a similar amount of fill material as the minerals extracted, but over a 6 year period would result in another average of 17 HGV movements per day.
- 3.8 The total effects of the development would therefore be an average of 37 HGV movements per day over 5 years and 17 per day for the following year.
- 3.9 It is unlikely that the vehicles taking minerals from the site would be able to return with suitable fill material but if this was possible it would be considered for the obvious benefit of saving cost but to also reduce the number of movements to / from the site, but the worst case would be an average of 37 laden vehicles entering the site and 37 unladen vehicles leaving the site per weekday.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 3.10 The effects of a development are usually considered on an Annual Average basis (AADT). As will be seen later the A588 was carrying a 2-way HGV and Buses AADT flow of 138 vehicles per day in 2023. This is the flow averaged over a 7 day week. For comparison purposes, the above 37 HGVs in the working week would be the equivalent of an AADT flow of 26 HGV's arriving and departing.
- 3.11 These flows will split once they enter / leave the A588. Assuming an equal split (as will be seen below a 60%/40% split has been assumed for individual hours in order to derive whole numbers of vehicles as the numbers are so low), there would be 18-19 arrivals and 18-19 departures via the A588 each side of Lancaster Road or a 2-way flow of 37 HGV's per day.
- 3.12 During a typical 8 hour operational day (times to be agreed as part of the CEMP) it is proposed that there will be no HGV activity on the section of Lancaster Road from the site access to the A588 between school start and finish times in school terms (08.00 – 09.00 and 15.00 – 16.00).
- 3.13 With the working day finishing at around 17.00 (as few construction projects would need deliveries of materials after 17.00 and would not want materials arriving that would have to be handled by on-site staff), there may be some activity in the 16.00 – 17.00 period but this is unlikely to be the same as during the day in the inter-peak period, with little or no activity in the 17.00 – 18.00 period. A likely distribution of the traffic generated on a typical weekday would be as below:

Time	Site Arrivals	Site Departures	A588 Arrivals Each side of Lancaster Road*	A588 Departures Each side of Lancaster Road*
07.00 – 08.00	3	3	2	2
08.00 – 09.00	0	0	0	0
09.00 – 10.00	5	5	3	3
10.00 – 11.00	5	5	3	3
11.00 – 12.00	5	5	3	3
12.00 – 13.00	5	5	3	3
13.00 – 14.00	5	5	3	3
14.00 – 15.00	5	5	3	3
15.00 – 16.00	0	0	0	0
16.00 – 17.00	4	0	2	2
17.00 – 18.00	0	0	0	0

\*In order to achieve whole numbers 60% of the development traffic has been assumed for some hours.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 3.14 After the extraction period the site arrivals and departures would reduce to an average of around 2 vehicles per hour arriving and departing in the final year.
- 3.15 In practice there will be some days when the numbers of vehicles will be less, balanced by days during which there will be more to achieve the total possible extraction in the anticipated time period. The practicalities of loading vehicles leaving the site and unloading vehicles arriving with fill material are such, however, that on days when there will be more movements than the average, the variation will not be extreme and a maximum of around 60 HGV movements per day would be a practical limit, balanced by days when there would be less activity.
- 3.16 At all times, the HGV activity would be well under the level at which an Air Quality Assessment or other Environmental considerations would be required (see below).
- 3.17 It has also been agreed that as the vehicles associated with the development will be totally under the control of the site management, that no departure from the site will occur if there is a vehicle on route to the site which may use Lancaster Road in the following few minutes. Thus there would normally be no possibility of HGV's associated with the development having to pass each other on Lancaster Road.

**ii. Base Traffic Flows**

- 3.18 The Department for Transport have a traffic count site on the A588 in the vicinity of the Lancaster Road junction. From this survey site the 2-way 2023 AADT flow on the A588 was 5513 Total Vehicles with 138 HGV's and Buses. The proposed development would add 26 HGV's to this flow each side of the Lancaster Road junction, increasing the HGV percentage from 2.5% to 3.0%.
- 3.19 The individual hour flows on weekdays were as below:

Time	A588 Eastbound		A588 Westbound	
	Total Vehicles	HGV's & Buses	Total Vehicles	HGV's & Buses
07.00 – 08.00	151	5	247	9
08.00 – 09.00	223	8	256	9
09.00 – 10.00	175	3	176	4
10.00 – 11.00	145	3	155	6
11.00 – 12.00	139	8	167	9
12.00 – 13.00	159	7	170	8
13.00 – 14.00	170	6	157	4
14.00 – 15.00	197	8	228	9
15.00 – 16.00	191	8	204	6
16.00 – 17.00	233	5	334	8
17.00 – 18.00	190	5	317	4

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

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3.20 The local highway authority also carried out a survey in October 2023. The results of that survey are shown in Appendix A. This showed the following traffic flows for the same periods:

Time	A588 Eastbound		A588 Westbound	
	Total Vehicles	HGV's & Buses	Total Vehicles	HGV's & Buses
07.00 – 08.00	202	3	187	3
08.00 – 09.00	273	2	234	6
09.00 – 10.00	188	2	190	5
10.00 – 11.00	190	3	171	4
11.00 – 12.00	197	4	188	3
12.00 – 13.00	179	4	189	2
13.00 – 14.00	194	4	190	3
14.00 – 15.00	203	4	218	3
15.00 – 16.00	227	4	267	4
16.00 – 17.00	236	2	293	3
17.00 – 18.00	222	2	312	3

3.21 The local highway authority showed higher total traffic flows than the DfT survey, but considerably lower HGV content. The Total HGV content with the development traffic would therefore be even less than the 3% above. To provide a very robust assessment, the total vehicles from the LHA survey and the HGV content from the DfT survey have been used as the base to which the development traffic would be added.

3.22 The effects of the development can therefore be put into perspective as below.

Time	A588 Eastbound			A588 Westbound		
	Total Vehicles	HGV's & Buses	Development HGV's	Total Vehicles	HGV's & Buses	Development HGV's
07.00 – 08.00	202	5	2	187	9	2
08.00 – 09.00	273	8		234	9	
09.00 – 10.00	188	3	3	190	4	3
10.00 – 11.00	190	3	3	171	6	3
11.00 – 12.00	197	8	3	188	9	3
12.00 – 13.00	179	7	3	189	8	3
13.00 – 14.00	194	6	3	190	4	3
14.00 – 15.00	203	8	3	218	9	3
15.00 – 16.00	227	8		267	6	
16.00 – 17.00	236	5	2	293	8	2
17.0 – 18.00	222	5		312	4	

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 3.23 Even with the development HGV's and the worse case DfT survey HGV's, the total HGV percentage would still be well under 10% which is a common percentage of HGV's on Classified roads such as the A588.
- 3.23 The A588 will have no difficulties accommodating the development traffic. Particular locations along the A588 are considered in section 5.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

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**4. Access Arrangements and Local Highway Improvements.**

- 4.1 The access has been designed to ensure HGV's cannot depart to, or arrive from, the west along Lancaster Road.
- 4.2 The access has been developed in conjunction with the Highway Authority and the form which addresses any potential concerns is shown on Drawing 220503/05 Rev B, a copy of which is reproduced in the Drawings section of this report.
- 4.3 Swept Path plots of Rigid and Articulated tipper lorries entering and exiting the site are shown on Drawings 220503/06.1 Rev A and /06.2 Rev A, copies of which are also reproduced in the Drawings section.
- 4.4 To achieve good visibility for departing vehicles, the bush which currently overgrows onto the highway just to the west of the proposed access would be cut back to match the hedge each side of this bush.



- 4.5 The lighting column which would be in the entry side of the new access will be moved to the central island between the entry and exit lanes. The mirror which has been erected to assist drivers of vehicles leaving the access on the south side of Lancaster Road opposite the proposed access will be relocated to the access road boundary fence.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

4.6 There will be several signs and SLOW carriageway markings provided on each approach to the new access as shown on the overall highway works drawing 220503/03 Rev C. To encourage compliance with the recently introduced 30 mph speed limit on Lancaster Road a speed activated warning sign will also be provided as part of the development.

4.7 Between the site access and the A588, the CEMP will require that any departing HGV to wait if an arriving HGV is likely to be using Lancaster Road. Thus there will not be any 2-way HGV traffic associated with the development on Lancaster Road at the same time. The only traffic that will pass a development associated HGV will be the existing non-development HGV traffic. The local Highway Authority undertook a survey in 2023 (Appendix A) which showed the existing use of Lancaster Road to be as below:

Time	A588 Eastbound		A588 Westbound	
	Total Vehicles	HGV's & Buses	Total Vehicles	HGV's & Buses
07.00 – 08.00	111	1	71	0
08.00 – 09.00	160	0	142	1
09.00 – 10.00	104	1	97	1
10.00 – 11.00	103	1	91	2
11.00 – 12.00	104	1	102	2
12.00 – 13.00	95	0	94	0
13.00 – 14.00	104	1	102	1
14.00 – 15.00	103	2	129	0
15.00 – 16.00	148	1	139	1
16.00 – 17.00	126	1	156	0
17.00 – 18.00	113	0	183	0

4.8 The site arrivals and departures from para 3.13 will, therefore, experience little opposing HGV traffic. Nevertheless, improvement of Lancaster Road is proposed as detailed below.

4.9 Between the access and the A588 there is a narrow verge between the edge of the carriageway and the hedgerow. It was previously agreed with the Highway Authority that the highway boundary is at least the front face of the hedge although the highway records show that a lot more of the hedge, and in places all of the hedge, is within the highway. We do not want to become involved in long discussions over where the highway boundary is, and, therefore, it is proposed that the hedges be trimmed as much as possible without affecting the stability of the hedge, and the carriageway be widened up to the face of the hedge. Should it be determined that greater widening is possible this will be incorporated at the detailed design stage.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---



- 4.10 This will, over much of the length of Lancaster Road, result in at least a 300 mm widening of the carriageway surface on each side, which will assist HGV's using Lancaster Road (as detailed above, the site will be managed so that a HGV does not depart if another is likely to be on Lancaster Road on-route to the site so the passage of 2 HGV's allowed for in the design is a site vehicle and a HGV's not associated with the development, of which there are only a few using Lancaster Road).
- 4.11 To prevent the widened carriageway encouraging light vehicles to travel at faster speeds, an edge marking will be provided along the existing edge of carriageway. Thus light vehicles will travel as they currently do with the additional width available for the occasional HGV use.
- 4.12 The areas of widened carriageway are shown on Drawing 220503/03 Rev C. Plots of the swept paths of HGV's are shown on Drawing No 220503/04.1 Rev A and 04.2 Rev A. Again, as a result of the management of the site, two-way HGV movements would be the unlikely event of a HGV arriving at, or departing the site at the same time as a HGV not associated with the development was using Lancaster Road.
- 4.13 As can be seen, with the widened carriageway, there would be clearance between 2 HGV's passing over virtually all of the length of Lancaster Road from the site access to the A588. The exception is the bend at Vine House. It is not proposed to take the carriageway up to the boundary of the property, and previously a priority over oncoming traffic system was proposed and agreed in principle with the Highway Authority which resulted in the issue of the June 2024 Updated Transport Statement.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 4.14 The Highway Authority have now advised that upon reflection and considering the proposed management of arrivals and departures to / from the site, traffic calming in the form of signage and warning of the narrow section of highway and that HGV's may need to cross the centreline would be a better option. Such measures are now proposed in the highway works package shown on Drawing 220503/03 Rev C. To make the signage more effective it is suggested that HGV activated flashing amber warning lights be provided to emphasise the "Oncoming Vehicles in Centre of Road" signs. These will be considered further at the detailed design stage.
- 4.16 The Highway Authority have also requested an improvement of the A588 / Lancaster Road junction, in the form of combining the current two slip road arrangement into a single junction and widening of the A588 carriageway around the bend utilising the wide verge on the southeast side. These works are also shown on Drawing 220503/03 Rev C.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

**5. Other Matters**

**i. Sensitive Locations Assessment**

5.1 The Institute of Environmental Management and Assessment (IEMA) have produced guidelines: Environmental Assessment of Traffic and Movement (2023). These replace advice issued in 1993 by the Institute of Environmental Assessment: Guidelines for Environmental Assessment of Road Traffic but some advice from the 1993 guidelines is still widely used.

5.2 The 2023 guidelines define population groups that may be “sensitive” to changes in traffic conditions as:

- Non-motorised users
- Public Right of Way users
- Motorists and freight vehicles
- Public Transport
- Emergency services.

5.3 It goes on to identify special interests that should be considered in deciding if a location fell into the “sensitive” category:

- People at home
- People at work
- Sensitive and / or vulnerable groups (including young age; older age; income; health status; social disadvantage and access and geographic factors)
- Locations with concentrations of vulnerable users (e.g. hospitals, places of worship and schools)
- Retail areas
- Recreational areas
- Tourist attractions
- Collision clusters and routes with road safety concerns
- Junctions and highway links at (or over) capacity.

5.4 The 1993 guidelines advised that traffic changes could have an environmental effect depending upon two criteria:

Rule 1

Highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)

Rule 2 (for “sensitive” areas)

Highway links where traffic flows have increased by 10% or more.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

---

- 5.5 Traffic flows for these criteria are Annual Average Daily flows, albeit the guidelines advise that for some locations (quoting a development that generates HGV activity at 05.00 am) a specific time analysis may be more appropriate. There will be no evening, nighttime, and early morning traffic generated by the development. All Environmental, Air Quality and Noise Assessments we have provided traffic data for have used AADT flows (in the case of Noise Assessments these being split into 16 hour daytime and 8 hour night time periods).
- 5.6 The 2023 guidelines repeat the same criteria but add additional criteria for Air Quality, Noise, Road Safety, and Driver delay matters.
- 5.7 For Air Quality matters, light vehicle increases of more than 500 vehicles AADT traffic and HGV increases of 100 vehicles AADT would warrant further consideration in general areas, as would increases of 100 light vehicles and 25 HGV's in an Air Quality Management Area (AQMA). The routes that would be followed by HGV's associated with the development do not pass through an AQMA.
- 5.8 For Noise matters, an increase of 1 decibel in the mean of the noise level exceeded for 10% of the time for each hour from 06.00 to midnight (or  $L_{A10.18h}$ ) is required to warrant further examination regardless of location. To achieve a 1db increase traffic must increase by 25% with no change in HGV percentage. As the HGV percentage will increase from 2.5 to 3.0% (para 3.18), a slightly less increase in overall traffic may achieve the 1db increase but 25% would still be a good indicator.
- 5.9 The proposed development would add (on a weekday basis, not AADT basis where the increase would be less) 44 additional vehicles to the 4384 vehicles using the A588 between 07.00 and 18.00 (and to an even higher flow in the 06.00 to midnight period). Even on this basis the development would result in only a 1% increase, far below the threshold of 25%
- 5.10 Road Safety is considered below.
- 5.11 Driver delay would only be relevant where a proposed development resulted in congestion and drivers being caught up in queues that would not be there were it not for the development, or queues that were made materially worse as a result of the development. There is no criteria for this category and whether the development had a material effect or not would depend upon the local highway situation. This category could also be considered to apply to non AADT periods such as the peak hours.
- 5.12 With the proposed development adding an average 3 HGV's to any existing flow, there will be no noticeable change in driver delay.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

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- 5.13 The DfT Design Manual for Roads and Bridges standard LA 105: Air Quality advises changes in AADT flows of 1000 total vehicles or 200 HGV's would warrant further consideration.
- 5.14 From para 3.10 above, on an AADT basis, the proposed development would add 26 HGV arrivals and departures, split approximately equal at the Lancaster Road junction giving a 2-way flow of 26 HGVs each side of Lancaster Road, to a base flow of 138 HGV's and 5513 total vehicles (para 3.18).
- 5.15 Compared to the traffic increases to warrant further assessment the proposed development would be far below the criteria / thresholds as below:

	IEA 1993		IEMA 2023*		DMRB		Increase Due To Development			
	Total Vehs.	Heavy Vehs.	Total Vehs.	Heavy Vehs.	Total Vehs.	Heavy Vehs.	Total Vehs.	Heavy Vehs.	Total Vehs.	Heavy Vehs.
General Location	30%	30%	500	100	1000	200	0.5%	26	18%	26
Sensitive Location	10%		100	25			0.5%	26		

\*Same as 1993 except for Air Quality. Air Quality criteria above match advice in the Institute of Air Quality Management (IAQM) Land Use Planning & Development Control: Planning for Air Quality 2017.

- 5.16 The increase in traffic would be far below any threshold or criteria for further assessment. That said, the routes to and from the site to south and through Hambleton to the A585 Garstang New Road and M55 beyond, and to the east and north through Stake Pool (thereafter any traffic will be un-noticeable within the existing flows to Lancaster) have been examined using the above definition of sensitive locations. The routes and local features are shown in Appendix B.
- 5.17 In the case of the route to the north (Diagrams 1 to 4, Pages 1 to 2) the only sensitive location would be the bend at Fold House Farm where there is evidence of vehicle damage to boundary walls. Whilst this section of highway is currently carrying HGV's and Buses, and the development traffic will still not result in even the sensitive location threshold for action being reached, additional signage has been suggested by the Highway Authority. This should improve the situation for all highway users and is, therefore, proposed as part of the development. The proposed works are shown on Drawing 220503/07, a copy of which is reproduced in the Drawings section of this report.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

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5.18 In the case of the route to the south (Diagrams 5 to 12, Pages 3 to 6), the only sensitive location would be outside the St. Almine Primary School on the Mill Lane section of the A588 to the north of the Moss Side Lane junction.

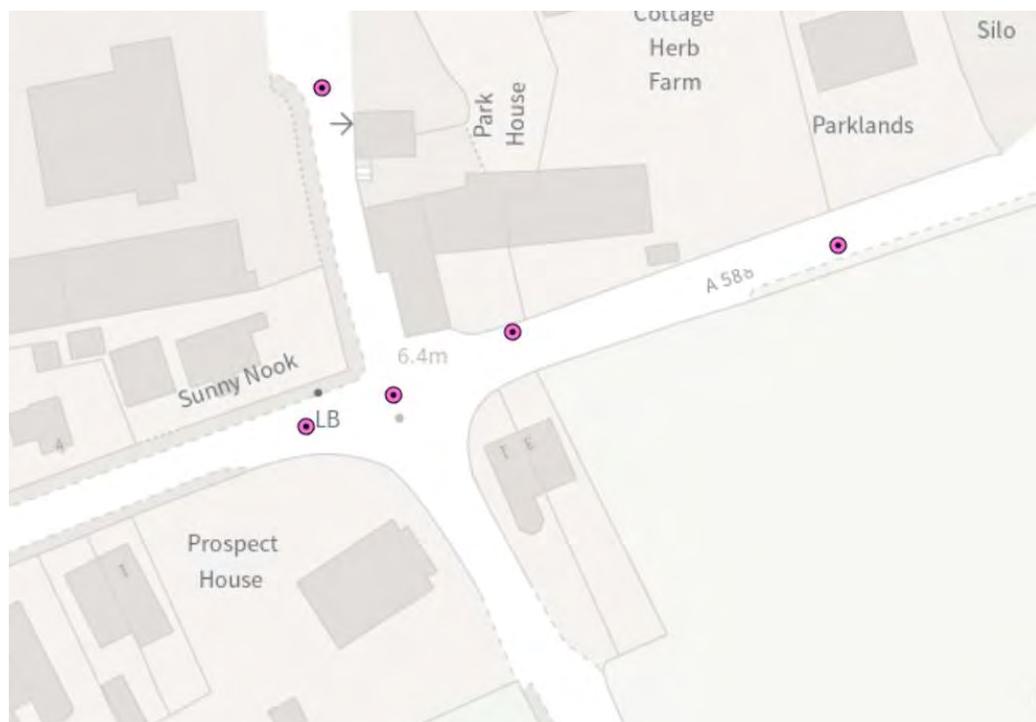
5.19 It has been agreed that there would be no activity on site which could result in traffic travelling on Lancaster Road during a 60 minute period covering school start and finish times. The precise times can be arranged such that this would cover traffic passing the St Almine school.

**ii. Highway Safety**

5.20 The Road traffic accident data for the area in the vicinity of the site was examined as part of the original assessment.

5.21 The IEMA guidelines advise that accident clusters over the wider surrounding area should be considered. These have therefore been considered along the same routes as considered in the sensitive location assessment above. The accident locations are shown in Appendix C.

5.22 As can be seen there is only one location that could be considered to be an accident cluster site, this being the bend at the Burned House Lane / Cemetery Lane / Park Lane junction. Upon closer examination it can be seen that there is no common location of the accidents with two being located on the side roads which would not experience any increase in traffic as a result of the development.



**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

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- 5.23 The accident in the centre of the junction occurred on a Saturday afternoon in September 2019. The collision involved a motorcycle and a car at a time when the speed limit on this stretch of the A588 was 60 mph (and also when there would be no traffic generated by the proposed development). This was one of the accidents which lead to the reduction in the speed limit on the A588.
- 5.24 As can also be seen, there have been no recorded accidents at the Fold House Farm bend.
- 5.25 The proposed development is unlikely to have any effect on the road safety record of the area.

**iii. Public Footpaths**

- 5.26 There are a number of public footpaths which cross the total site.
- 5.27 Where possible these will be kept open to the public. If it is necessary to close a particular section for a phase of the works an alternative will be provided and the necessary temporary closure or diversion order agreed with the Highway Authority.

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Transport Statement**

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**5. Conclusions**

- 5.1 The proposed development will not result in a high level of HGV traffic generation in comparison to other mineral extraction sites. The extraction and remediation work will take place at the same time with the remediation work carrying on for another year after the carefully considered anticipated 5 year extraction program and after 6 years there will be no further HGV traffic generated by the site (with considerable reduced activity in year 6).
- 5.2 Various access options have been considered. The only practical option is a new access on Lancaster Road. All HGV traffic will arrive from and depart to the east along Lancaster Road. This is already used by HGV's buses and farm vehicles. There will be no HGV's using the section of Lancaster Road to the west of the site passing the residential properties and going through Presall or Knott End on Sea.
- 5.3 At the A588 the development will result in around a 0.5% increase in daily traffic with HGV composition increasing from 2.5% to 3%, well below the level expected on A class roads.
- 5.4 There would be no traffic generated in the school start and finish times.
- 5.5 On average there would be around 3 HGV's per hour arriving and departing on the A588 each side of the Lancaster Road junction in the inter-peak hours with no evening, night time or early morning use.
- 5.6 The development will provide a package of highway works involving the widening of the Lancaster Road carriageway, new signs and carriageway markings, and improvements to the A588 / Lancaster Road junction. Additional signage will also be provided at the A588 Fold House Farm bend.
- 5.7 The recorded accident record for the area is very good. Slow moving HGV's with very good visibility for the drivers at a high level should not affect the accident records.
- 5.8 It is concluded that there are no highways reasons to oppose the proposed development.

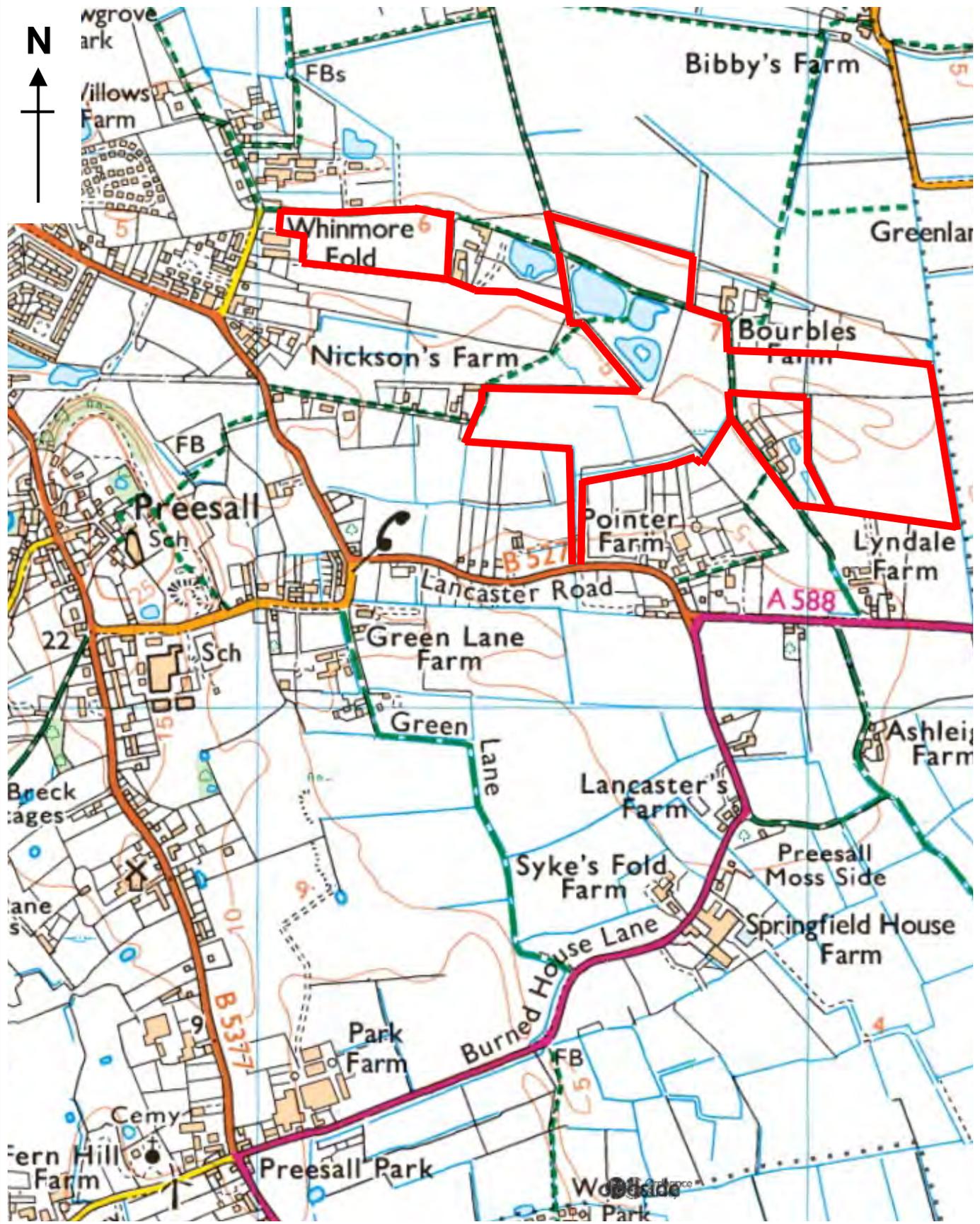
**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Updated Transport Statement**

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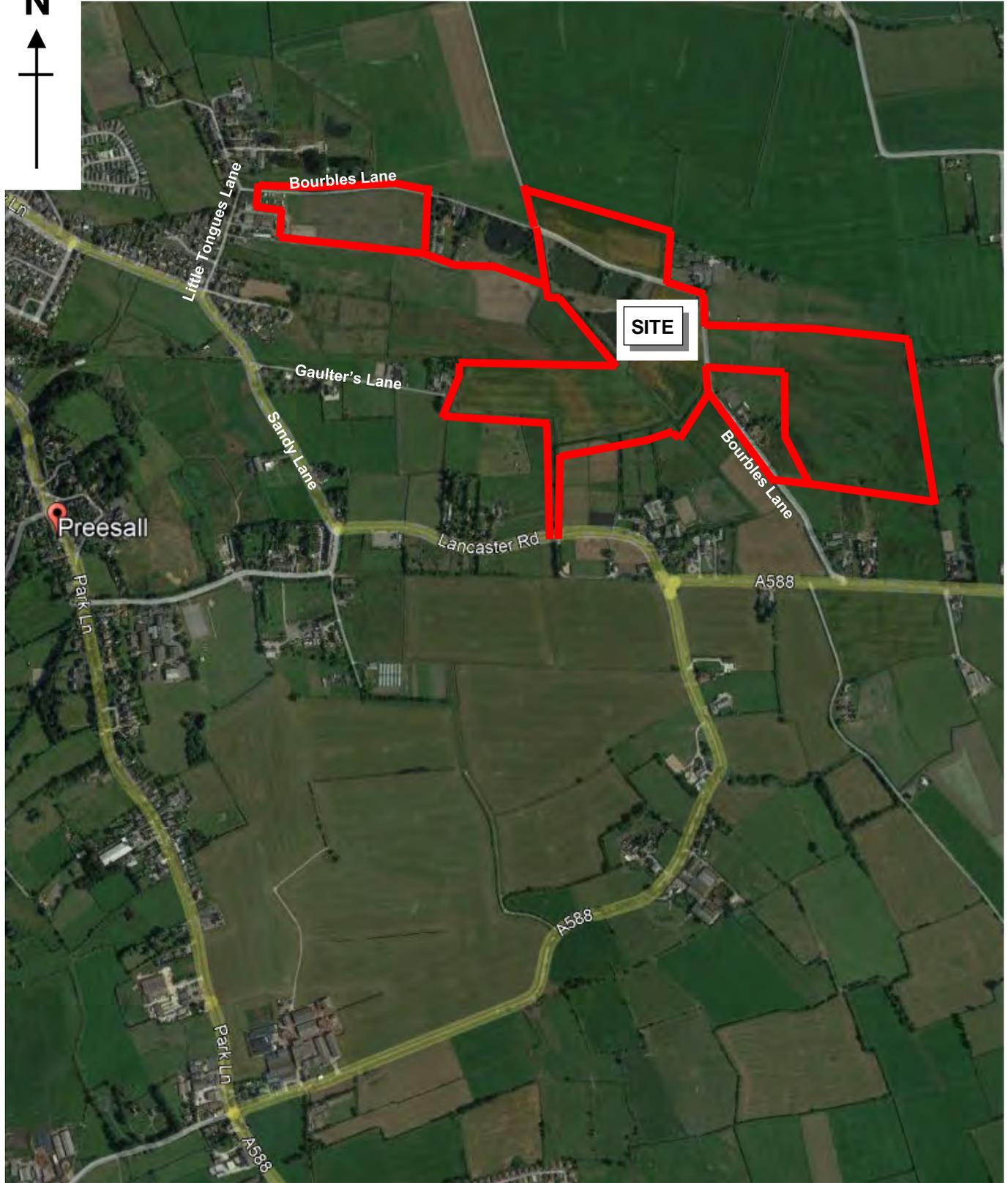
**Figures**



<b>Turner Lowe Associates</b> 410 Belmont Road. Bolton. BL1 7DH Tel: 01204 773 760 E-mail: enquiries@turnerlowe.co.uk	<b>Job Title</b> Proposed Mineral Extraction Scheme Bourbles Farm. Presall		
	<b>Drawing Title</b> Site Location Wider Area		
<b>Client</b>  <b>Baxter Group Ltd</b>	<b>Scale</b> N.T.S.	<b>Date</b> May 2022	<b>Doc Sheet No.</b>
	<b>Drawn By</b> J.L.	<b>Checked</b>	<b>Approved</b>
	<b>Job No.</b> 220503	<b>Drg. No.</b> Figure 1	<b>Rev.</b>



<b>Turner Lowe Associates</b> 410 Belmont Road. Bolton. BL1 7DH Tel: 01204 773 760 E-mail: enquiries@turnerlowe.co.uk	<b>Job Title</b> Proposed Mineral Extraction Scheme Bourbles Farm. Presall		
	<b>Drawing Title</b> Site Location Local Area		
<b>Client</b>  <b>Baxter Group Ltd</b>	<b>Scale</b> N.T.S.	<b>Date</b> May 2022	<b>Doc Sheet No.</b>
	<b>Drawn By</b> J.L.	<b>Checked</b>	<b>Approved</b>
	<b>Job No.</b> 220503	<b>Drg. No.</b> Figure 2	<b>Rev.</b>



<b>Turner Lowe Associates</b> 410 Belmont Road. Bolton. BL1 7DH Tel: 01204 773 760 E-mail: enquiries@turnerlowe.co.uk	<b>Job Title</b> Proposed Mineral Extraction Scheme Bourbles Farm. Presall		
	<b>Drawing Title</b> Site Location Local Highways		
<b>Client</b>  <b>Baxter Group Ltd</b>	<b>Scale</b> N.T.S.	<b>Date</b> Mar 2023	<b>Doc Sheet No.</b>
	<b>Drawn By</b> J.L.	<b>Checked</b>	<b>Approved</b>
	<b>Job No.</b> 220503	<b>Drg. No.</b> Figure 3	<b>Rev.</b>

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Updated Transport Statement**

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**Appendix A  
Traffic Survey Results**

Location: A588 Head Dyke Lane, East of B5270 Lancaster Road, Preesall  
 Grid Ref 338091 422966  
 Dates 06-10-23 to 12-10-23

Average Weekday

Direction: Eastbound

Direction: Westbound

Time	Total Volume	Class					Time	Total Volume	Class				
		PC/MC	Car/Car+Trailer	Light Goods	Medium Goods	Heavy Goods			PC/MC	Car/Car+Trailer	Light Goods	Medium Goods	Heavy Goods
00:00	4	0	3	1	0	0	00:00	4	0	3	0	0	0
01:00	2	0	2	0	0	0	01:00	2	0	2	0	0	0
02:00	2	0	2	0	0	0	02:00	3	0	3	0	0	0
03:00	6	0	5	0	0	0	03:00	5	0	5	0	0	0
04:00	8	0	6	2	0	0	04:00	3	0	2	1	0	0
05:00	27	0	22	3	0	1	05:00	15	0	13	2	0	0
06:00	80	0	72	8	0	1	06:00	51	0	45	3	1	1
07:00	202	1	179	18	1	2	07:00	187	0	169	14	2	1
08:00	273	1	241	28	1	1	08:00	234	1	207	18	4	2
09:00	188	3	165	17	0	2	09:00	190	1	167	15	3	2
10:00	190	5	165	16	1	2	10:00	171	3	144	19	1	3
11:00	197	6	163	22	1	3	11:00	188	4	161	17	1	2
12:00	179	2	150	20	1	3	12:00	189	5	168	13	1	1
13:00	194	5	164	18	1	3	13:00	190	2	168	16	2	1
14:00	203	4	169	22	0	4	14:00	218	5	186	22	0	3
15:00	227	2	200	18	1	3	15:00	267	7	230	23	2	2
16:00	236	2	208	22	1	1	16:00	293	6	262	20	1	2
17:00	222	1	204	14	0	2	17:00	312	2	287	19	2	1
18:00	157	2	147	8	0	0	18:00	193	2	180	8	1	1
19:00	105	0	97	6	0	1	19:00	113	1	103	5	1	1
20:00	60	1	55	3	0	0	20:00	77	0	70	4	1	1
21:00	41	0	39	2	0	0	21:00	52	1	49	2	0	0
22:00	28	1	25	1	0	0	22:00	36	0	34	1	0	0
23:00	9	0	9	0	0	0	23:00	13	0	12	1	0	0
07-19	2468	36	2154	222	7	25	07-19	2633	39	2328	204	20	21
06-22	2755	37	2417	240	7	27	06-22	2926	41	2596	218	23	24
06-00	2792	39	2450	242	7	27	06-00	2975	41	2642	221	23	24
00-00	2841	39	2491	248	7	28	00-00	3007	42	2669	224	23	24

Location: B5270 Lancaster Road, West of A588 Head Dyke Lane at LC118, Preesall  
 Grid Ref 337603 447257  
 Dates 06-10-23 to 12-10-23

Average Weekday

Direction: Eastbound

Direction: Westbound

Time	Total Volume	Class					Time	Total Volume	Class				
		PC/MC	Car/Car+Trailer	Light Goods	Medium Goods	Heavy Goods			PC/MC	Car/Car+Trailer	Light Goods	Medium Goods	Heavy Goods
00:00	0	0	0	0	0	0	00:00	1	0	1	0	0	0
01:00	1	0	1	0	0	0	01:00	1	0	1	0	0	0
02:00	1	0	1	0	0	0	02:00	2	0	2	0	0	0
03:00	4	0	4	0	0	0	03:00	2	0	2	0	0	0
04:00	6	0	5	1	0	0	04:00	1	0	1	0	0	0
05:00	17	0	14	2	0	0	05:00	5	0	4	1	0	0
06:00	49	0	45	4	0	0	06:00	17	0	13	3	0	1
07:00	111	0	96	13	0	1	07:00	71	0	63	7	0	0
08:00	160	1	147	12	0	0	08:00	142	1	119	20	0	1
09:00	104	1	90	11	0	1	09:00	97	0	81	14	0	1
10:00	103	2	92	7	0	1	10:00	91	1	79	9	1	1
11:00	104	1	90	12	0	1	11:00	102	2	86	10	1	1
12:00	95	1	84	10	0	0	12:00	94	4	83	7	0	0
13:00	104	2	87	11	0	1	13:00	102	1	88	12	0	1
14:00	103	1	86	12	0	2	14:00	129	2	109	17	0	0
15:00	148	2	132	12	0	1	15:00	139	2	123	13	0	1
16:00	126	1	113	10	0	1	16:00	155	2	138	13	0	0
17:00	113	1	104	8	0	0	17:00	183	1	168	14	0	0
18:00	81	1	75	5	0	0	18:00	111	1	102	8	0	0
19:00	55	0	51	4	0	0	19:00	58	0	54	4	0	0
20:00	28	0	26	2	0	0	20:00	41	0	38	3	0	0
21:00	15	0	14	1	0	0	21:00	25	0	23	2	0	0
22:00	9	0	9	0	0	0	22:00	19	0	19	0	0	0
23:00	3	0	3	0	0	0	23:00	6	0	5	0	0	0
07-19	1351	15	1196	123	2	8	07-19	1415	16	1240	143	3	7
06-22	1499	16	1332	134	2	8	06-22	1557	16	1368	154	3	8
06-00	1511	16	1343	134	2	8	06-00	1582	16	1393	155	3	8
00-00	1540	16	1369	138	2	8	00-00	1595	17	1403	156	3	8

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Updated Transport Statement**

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**Appendix B  
Sensitive Location Assessment**

Route To Northeast SITE

Cut Line

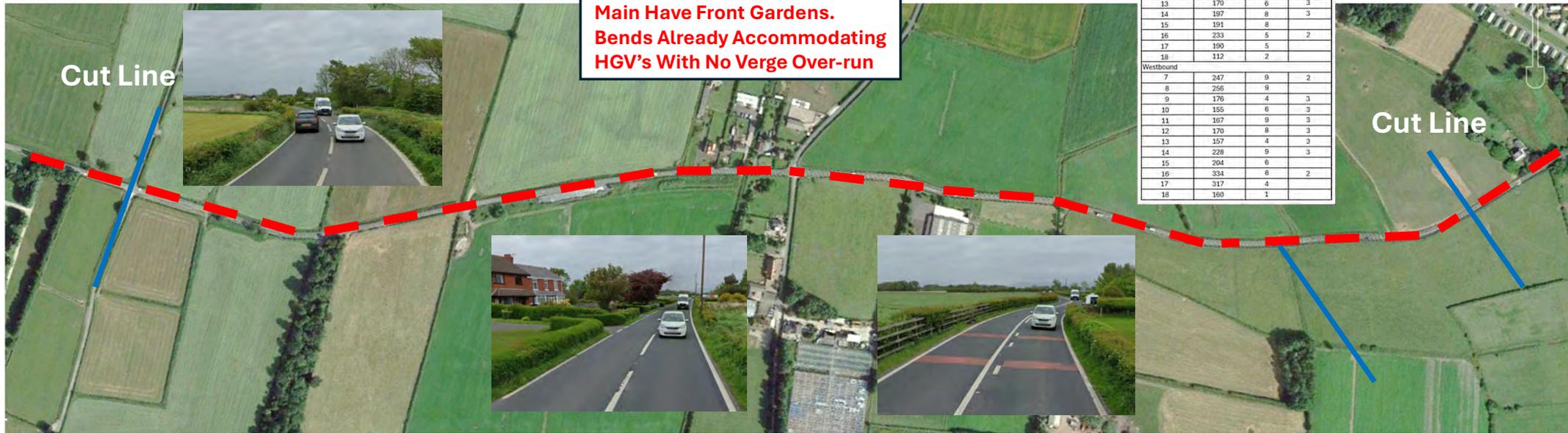


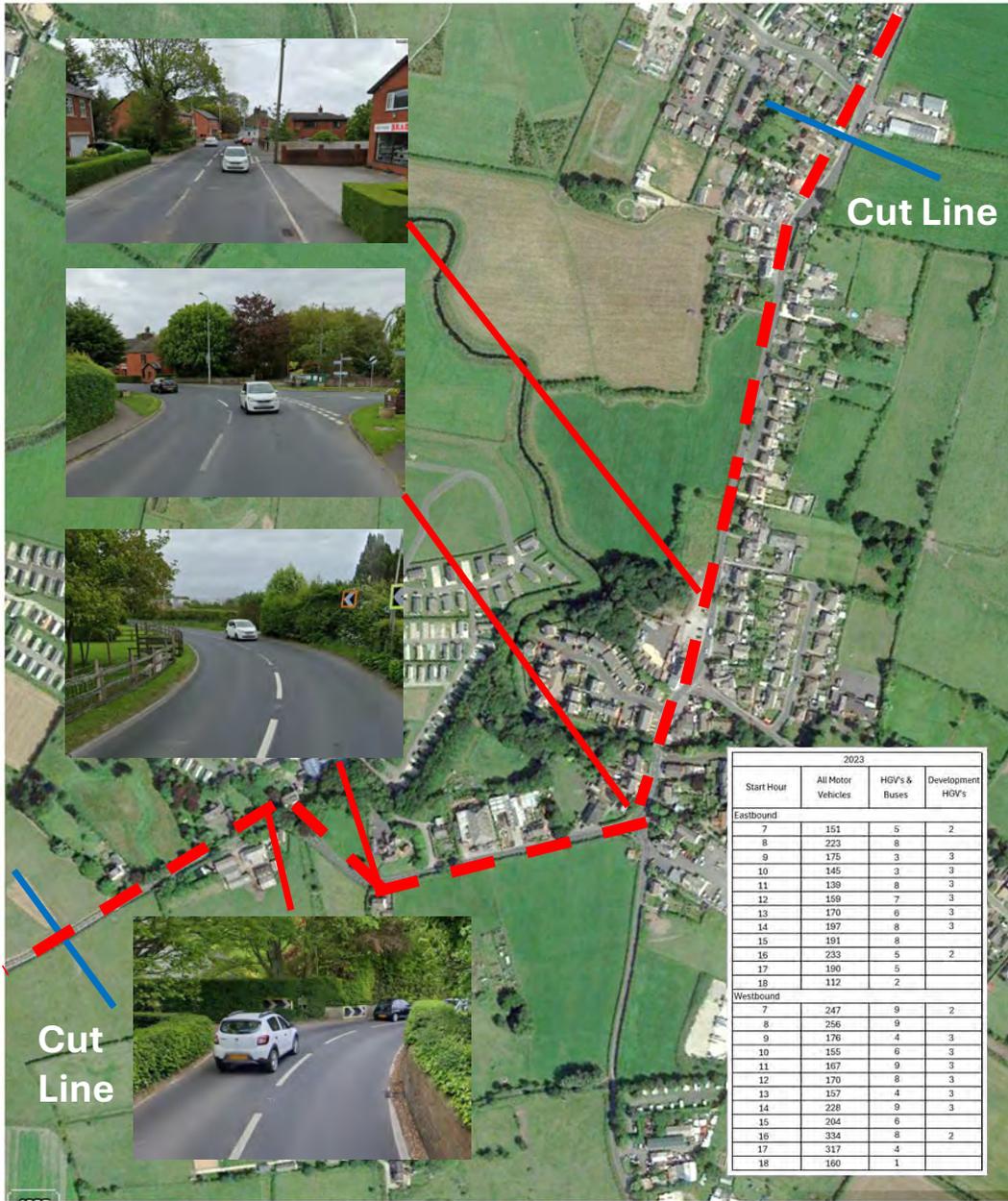
**No Major Frontage Development or Sensitive Locations. Residential Properties In The Main Have Front Gardens. Bends Already Accommodating HGV's With No Verge Over-run**

2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	
9	175	3	3
10	145	3	3
11	139	8	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	
16	233	5	2
17	190	5	
18	112	2	
<b>Westbound</b>			
7	247	9	2
8	256	9	
9	176	4	3
10	155	6	3
11	167	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	
16	334	8	2
17	317	4	
18	160	1	

Cut Line

Cut Line





Route To South SITE

**No Major Frontage Development or Sensitive Locations. Residential Properties In The Main Have Front Gardens. Bends Already Accommodating HGV's With No Verge Over-run**



2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	
9	175	3	3
10	145	3	3
11	139	8	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	
16	233	5	2
17	190	5	
18	112	2	
<b>Westbound</b>			
7	247	9	2
8	256	9	
9	176	4	3
10	155	6	3
11	167	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	
16	334	8	2
17	317	4	
18	160	1	

Cut Line

Cut Line

**No Major Frontage Development or Sensitive Locations. Residential Properties In The Main Have Front Gardens. Bends Already Accommodating HGV's With No Verge Over-run**



2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	
9	175	3	3
10	145	3	3
11	139	8	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	
16	233	5	2
17	190	5	
18	112	2	
<b>Westbound</b>			
7	247	9	2
8	256	9	
9	176	4	3
10	155	6	3
11	167	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	
16	334	8	2
17	317	4	
18	160	1	

Cut Line

**Cut Line**

**No Major Frontage Development or Sensitive Locations Except School. Residential Properties In The Main Have Front Gardens. Bends Already Accommodating HGV's With No Verge Over-run**

2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	
9	175	3	3
10	145	3	3
11	139	8	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	
16	233	5	2
17	190	5	
18	112	2	
<b>Westbound</b>			
7	247	9	2
8	256	9	
9	176	4	3
10	155	6	3
11	197	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	3
16	334	8	2
17	317	4	
18	160	1	

**Cut Line**

**Cut Line**

**No Major Frontage Development or Sensitive Locations Residential Properties In The Main Have Front Gardens. No Issues with an Additional 3 HGV's per Hour Passing Bus Stop**

2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	
9	175	3	3
10	145	3	3
11	139	8	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	
16	233	5	2
17	190	5	
18	112	2	
<b>Westbound</b>			
7	247	9	2
8	256	9	
9	176	4	3
10	155	6	3
11	197	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	3
16	334	8	2
17	317	4	
18	160	1	

**Cut Line**

**Cut Line**

**No Major Frontage Development or Sensitive Locations  
Pedestrian Activity at Shops Set Back from Road. Residential Properties have Front Gardens.**



2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	3
9	175	3	3
10	145	3	3
11	139	7	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	3
16	233	5	2
17	190	5	2
18	112	2	2
<b>Westbound</b>			
7	247	9	2
8	256	9	2
9	176	4	3
10	155	6	3
11	167	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	3
16	334	8	2
17	317	4	2
18	160	1	2

**Cut Line**

**Cut Line**

**No Major Frontage Development or Sensitive Locations.  
Pedestrian Activity At Shops Set Back from Road. Residential Properties have Front Gardens.  
No Outdoor Seating at Front of Public House**

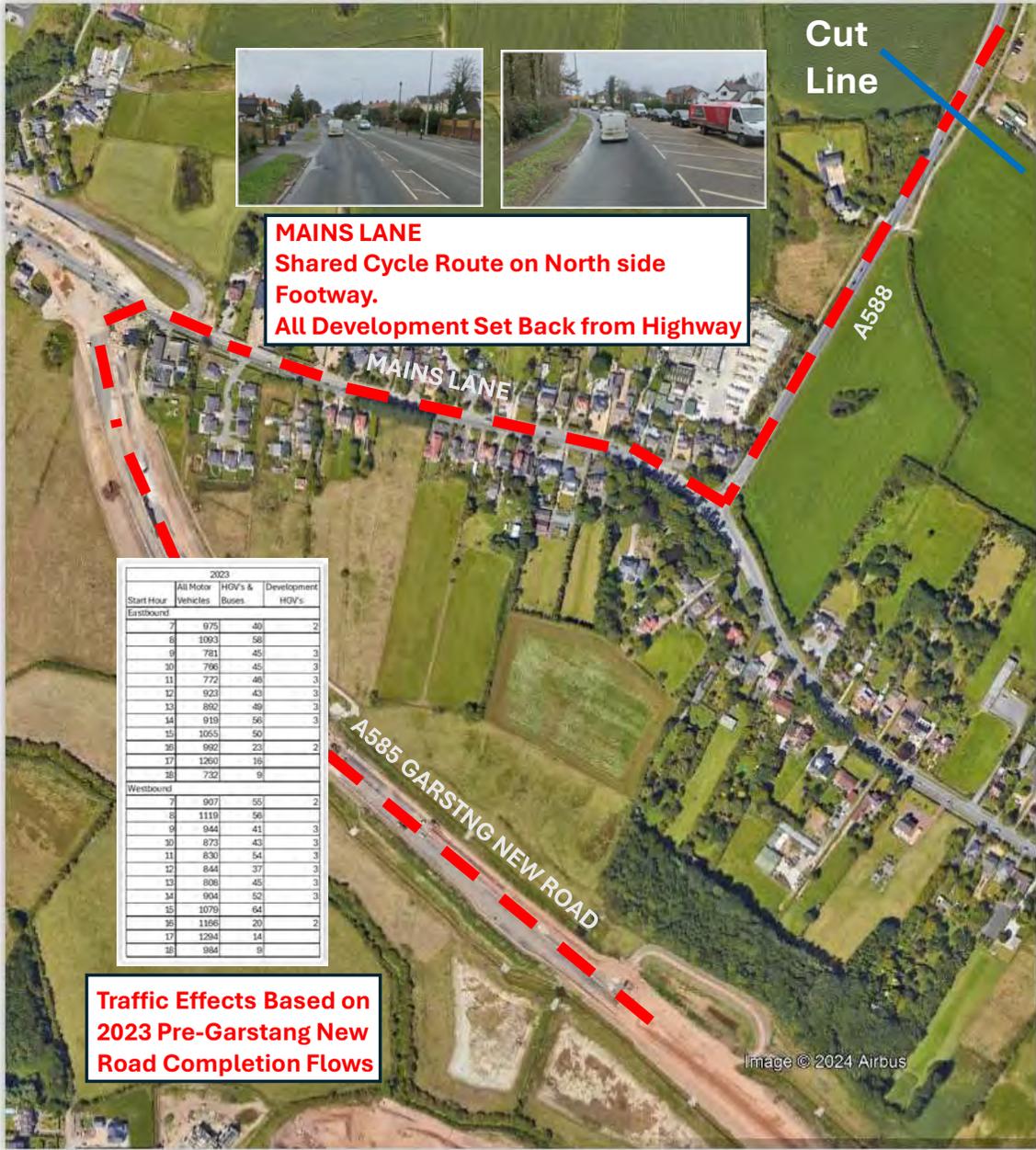
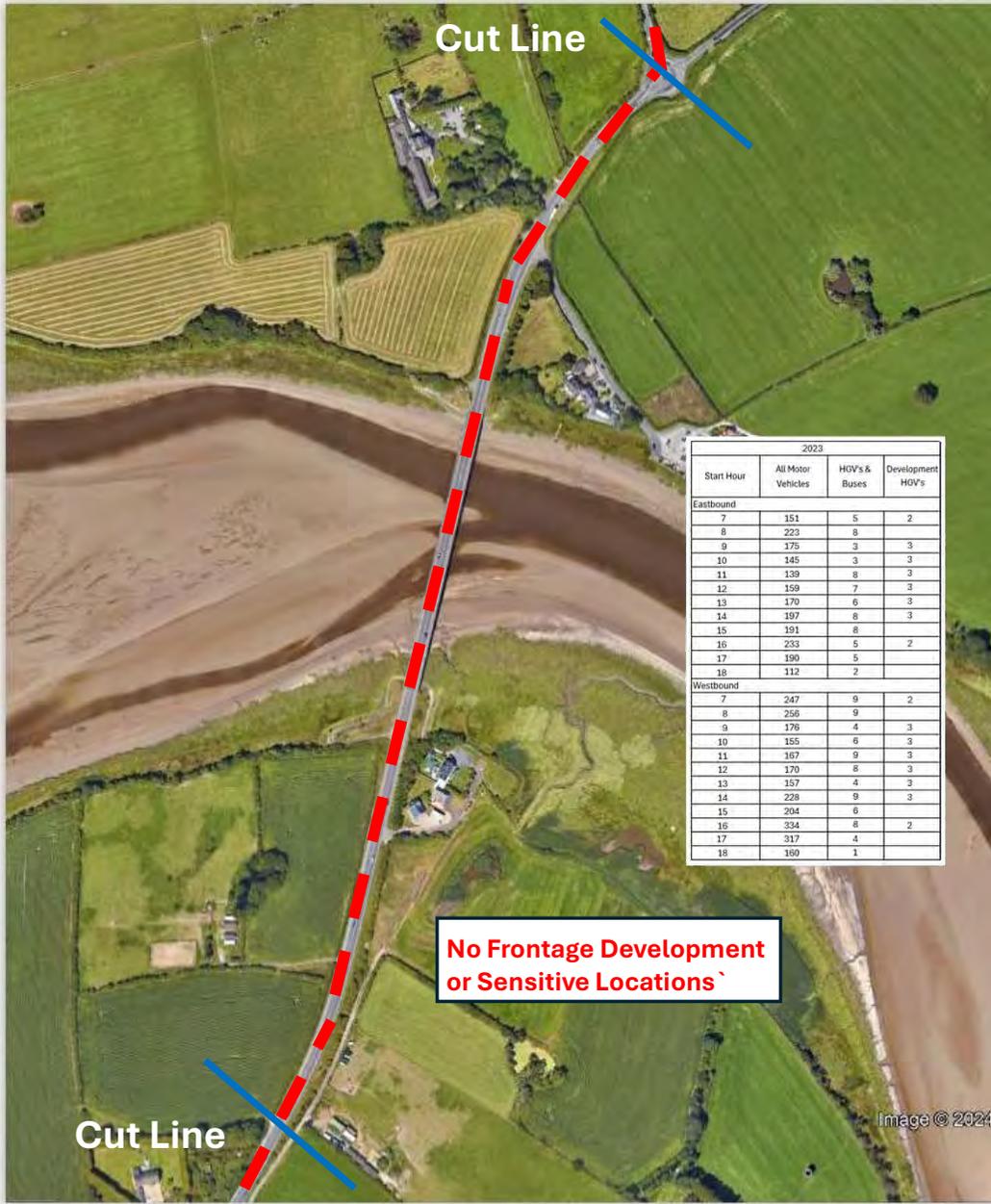


2023			
Start Hour	All Motor Vehicles	HGV's & Buses	Development HGV's
<b>Eastbound</b>			
7	151	5	2
8	223	8	3
9	175	3	3
10	145	3	3
11	139	8	3
12	159	7	3
13	170	6	3
14	197	8	3
15	191	8	3
16	233	5	2
17	190	5	2
18	112	2	2
<b>Westbound</b>			
7	247	9	2
8	256	9	2
9	176	4	3
10	155	6	3
11	167	9	3
12	170	8	3
13	157	4	3
14	228	9	3
15	204	6	3
16	334	8	2
17	317	4	2
18	160	1	2

**Cut Line**

**SHOPS**

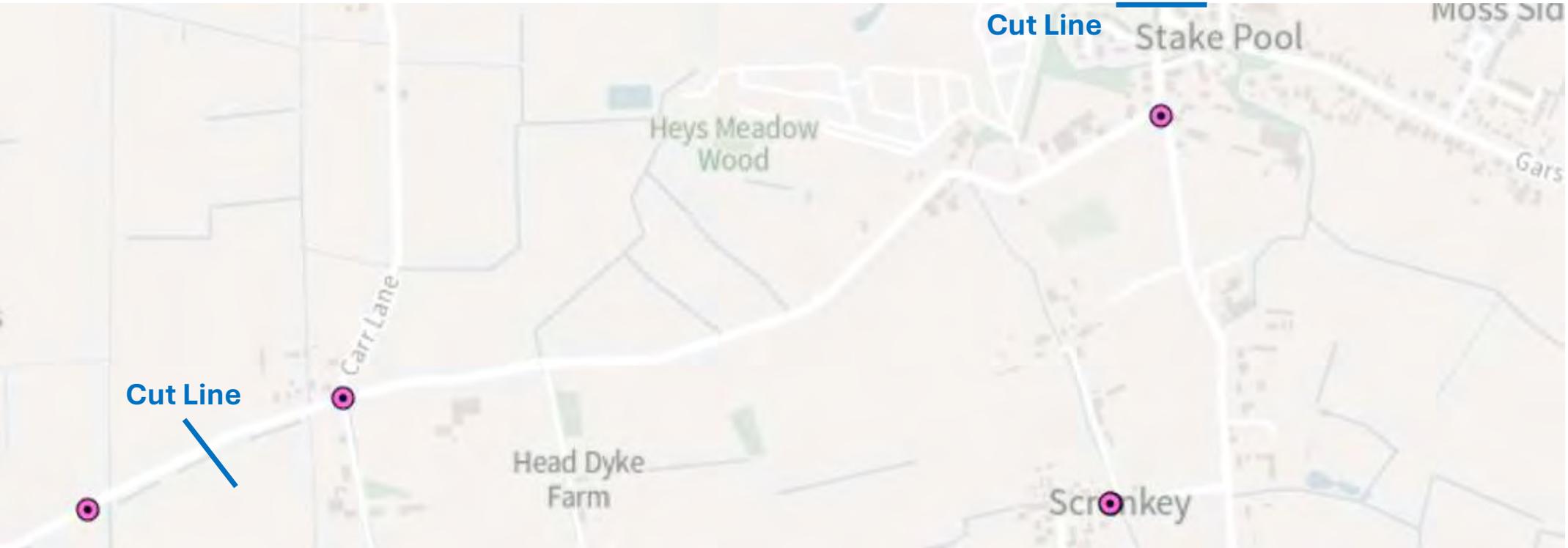
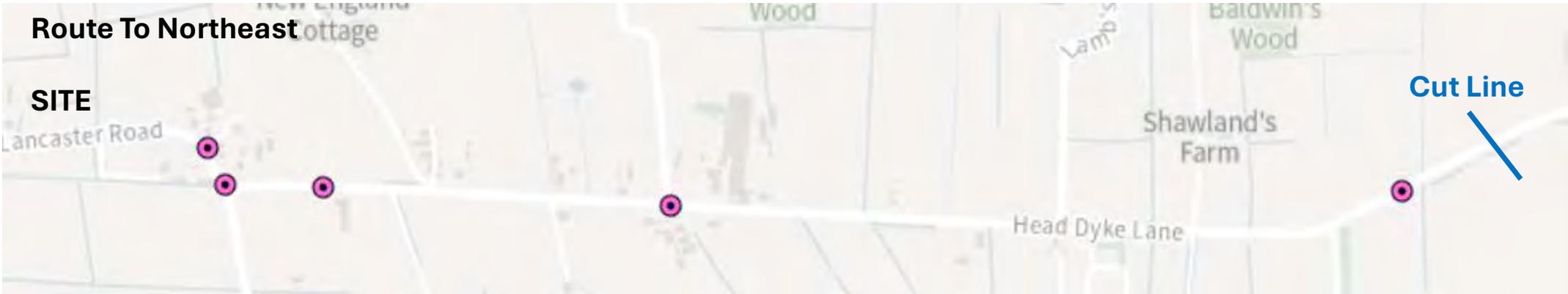
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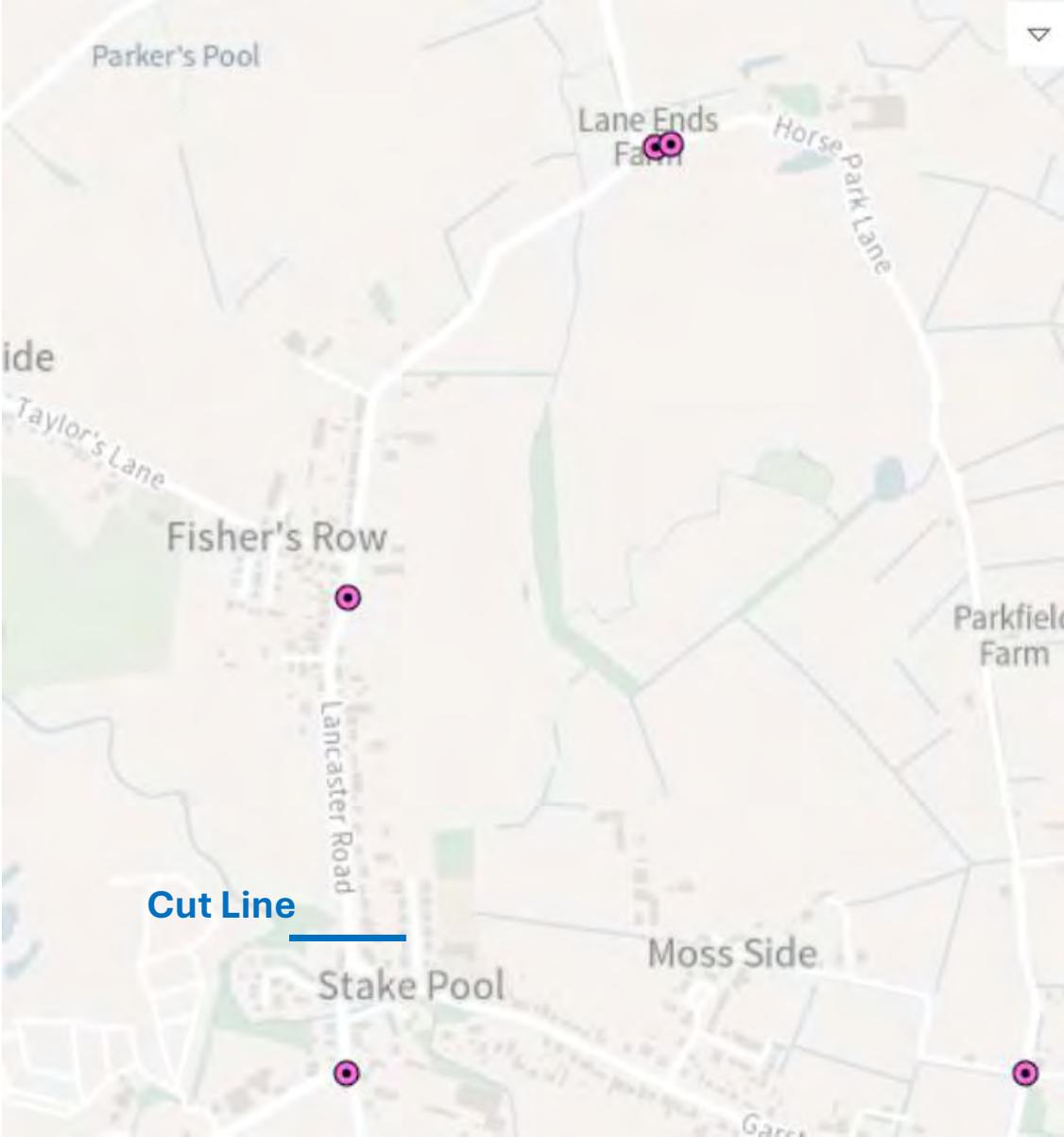


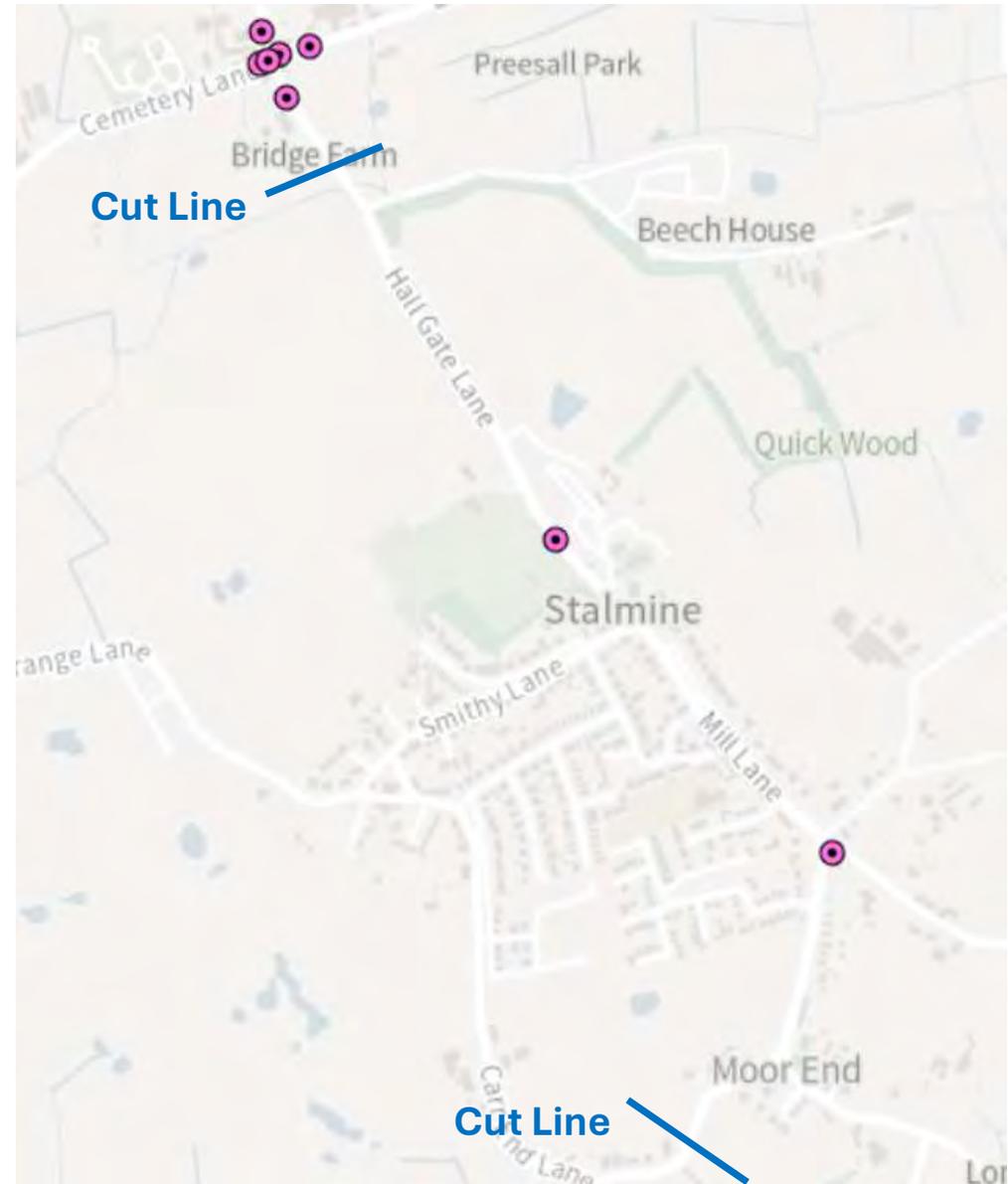
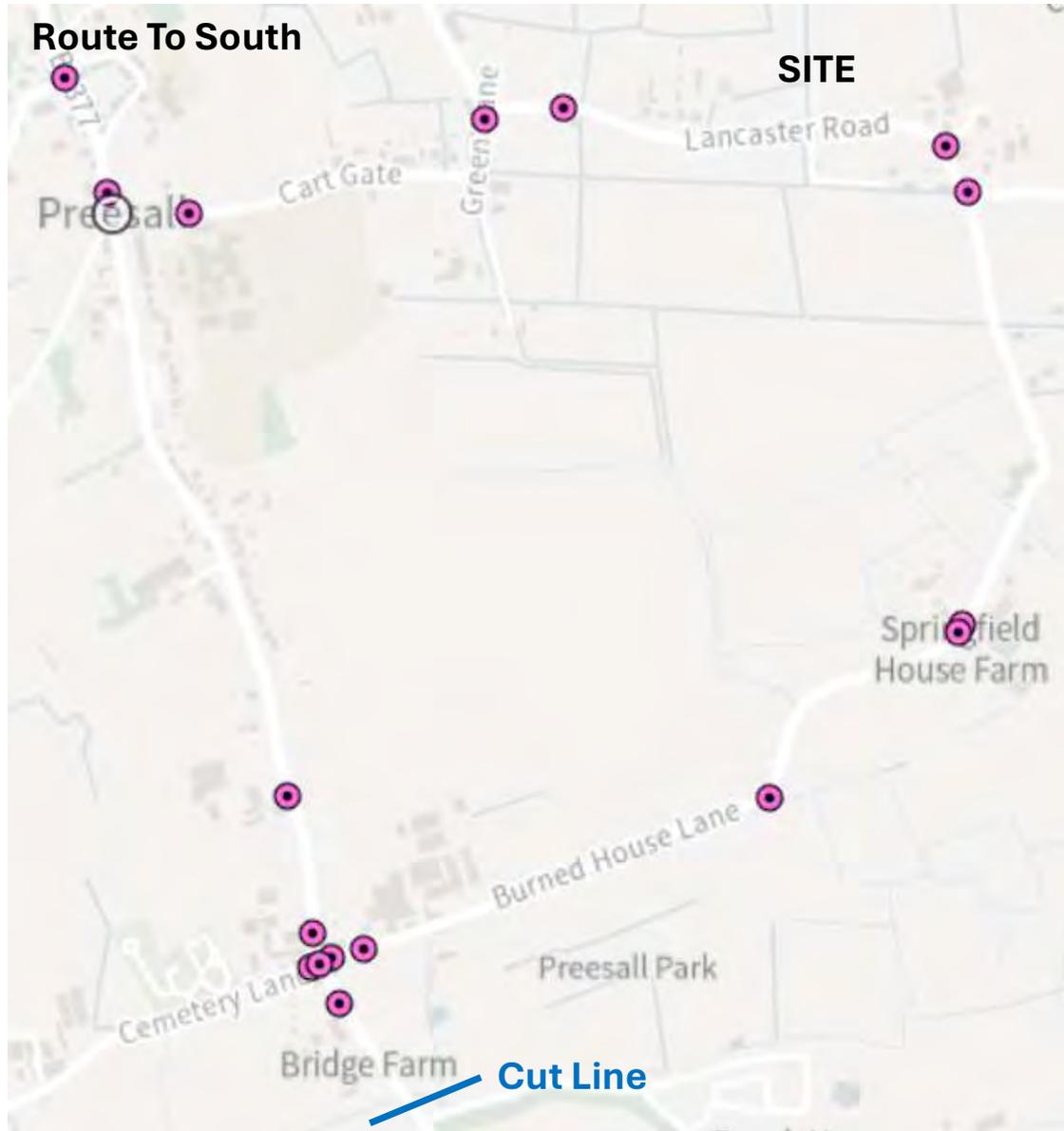
**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Updated Transport Statement**

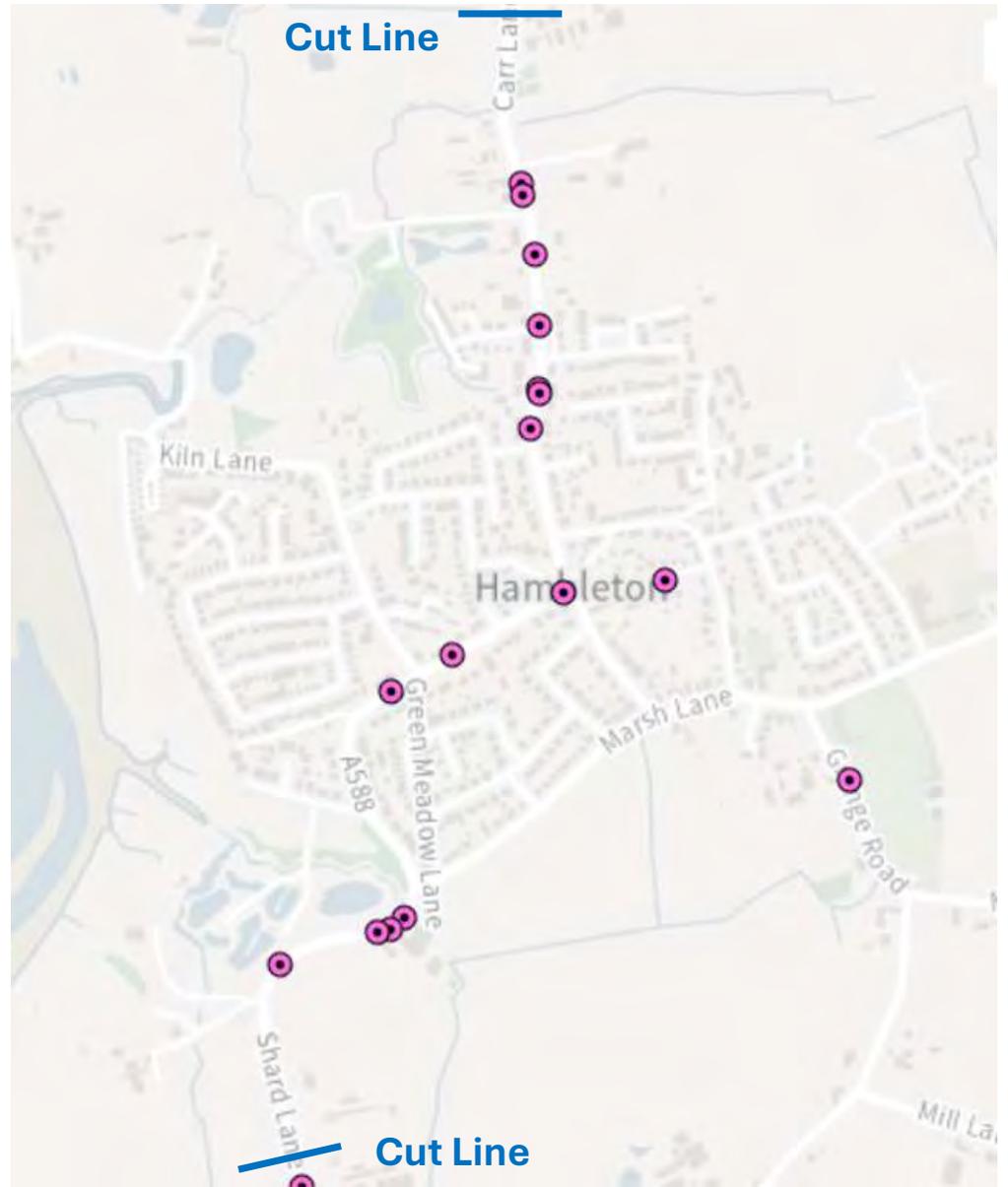
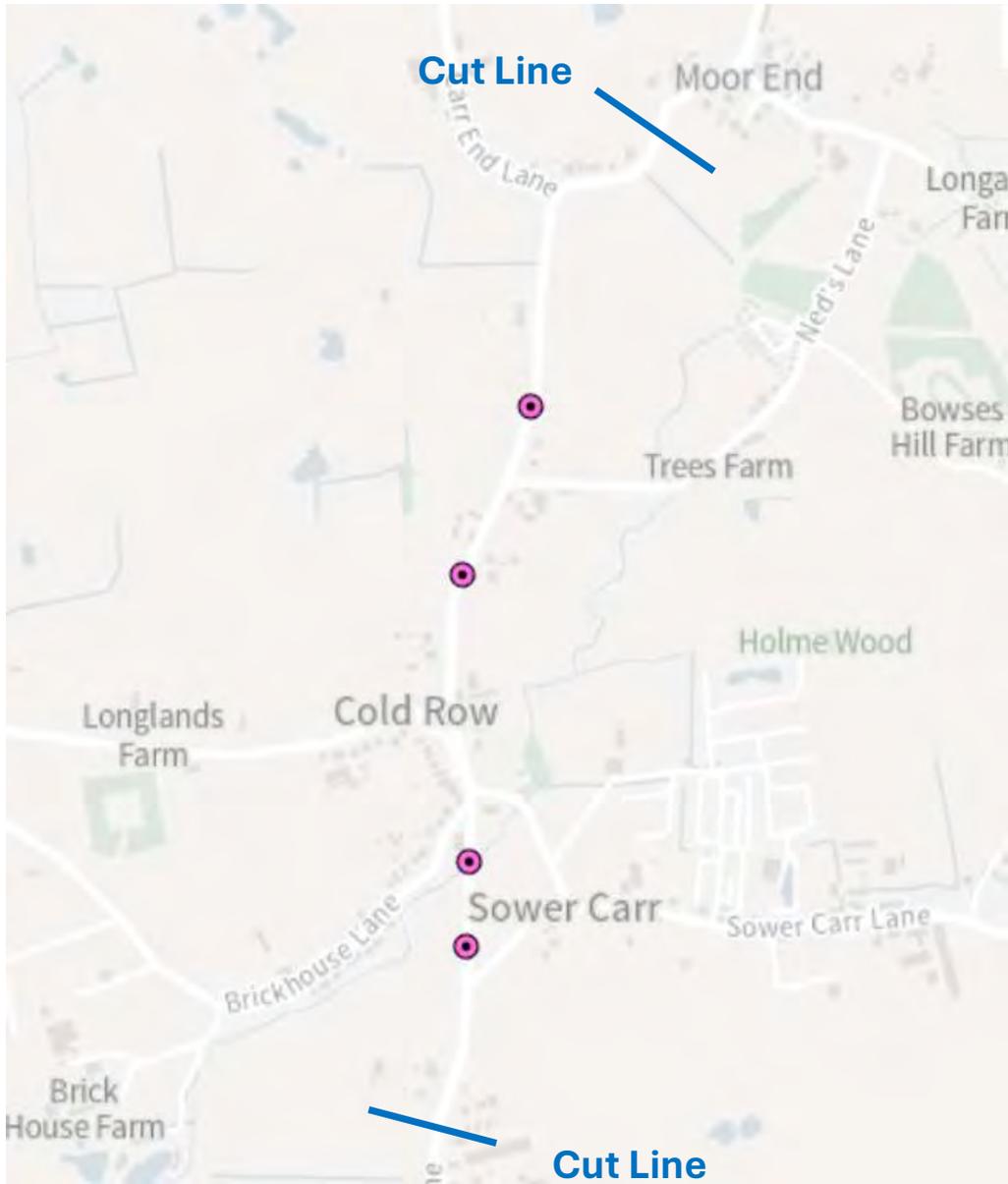
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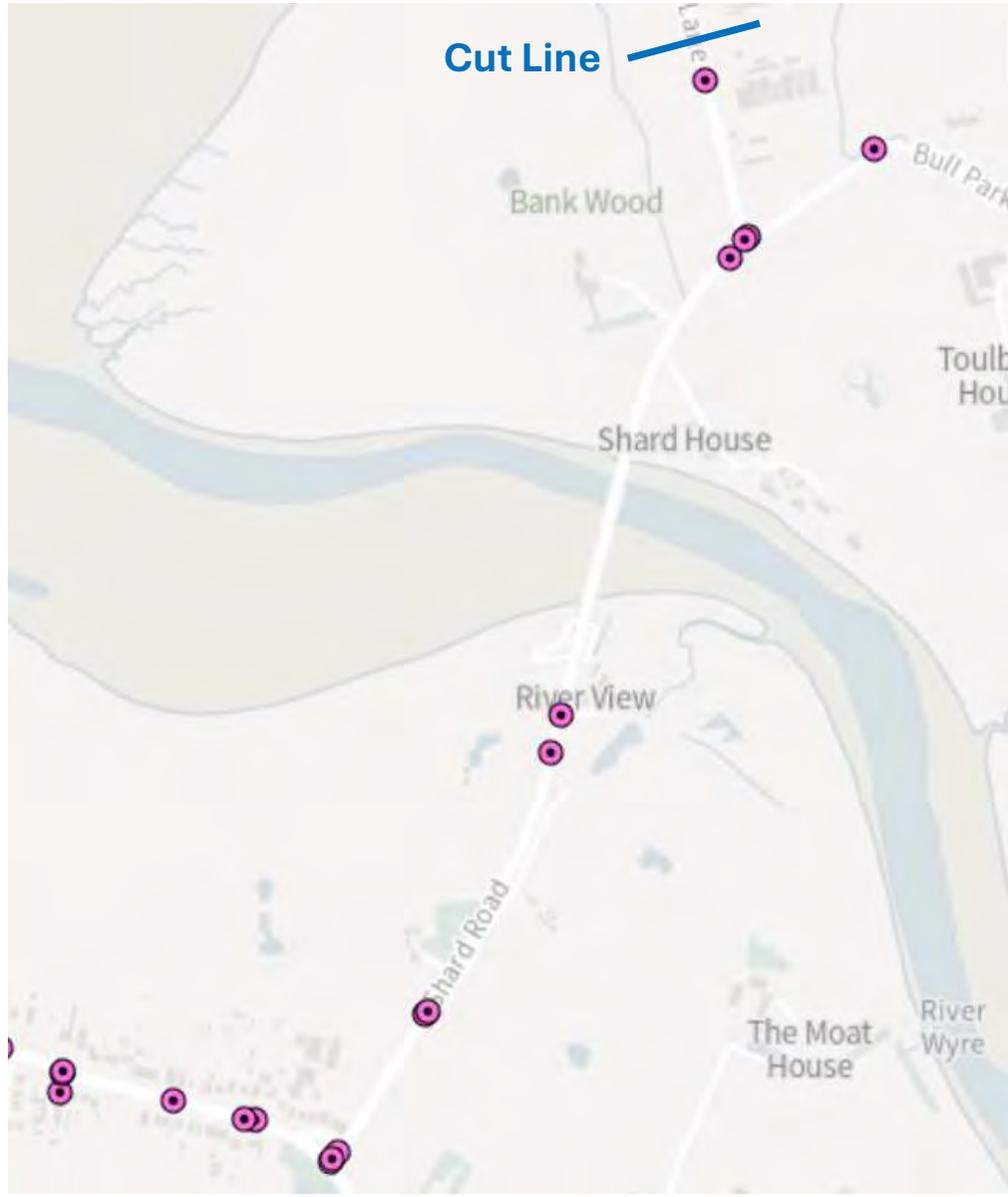
**Appendix C  
Accident Cluster Assessment**











Cut Line



Bank Wood

Bull Park

Toulb Hou

Shard House

River View

Shard Road

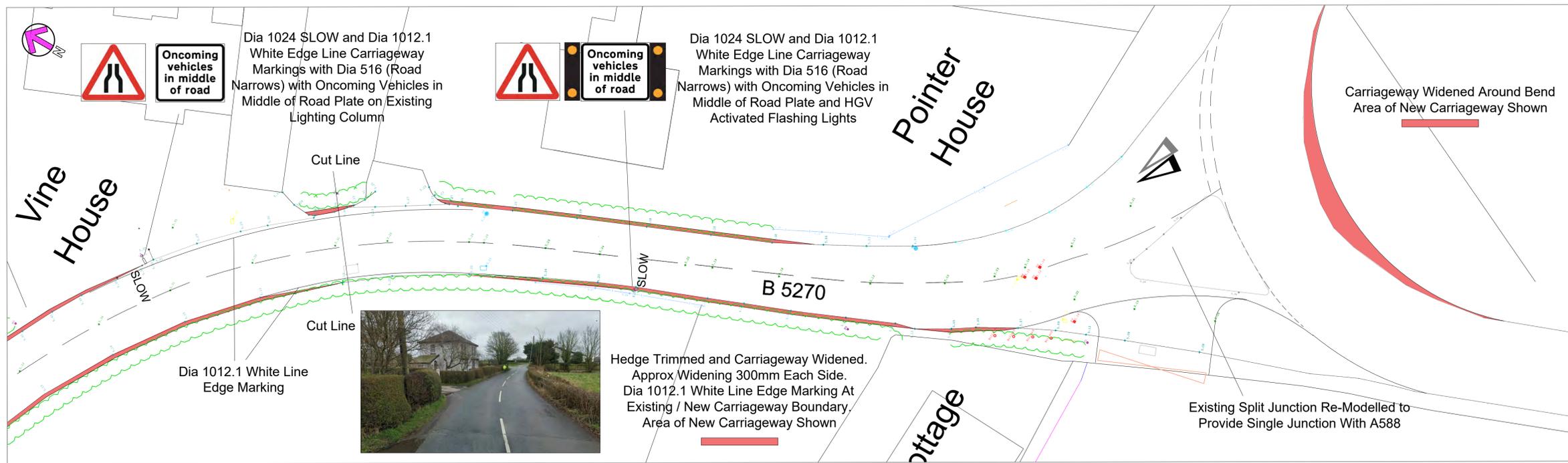
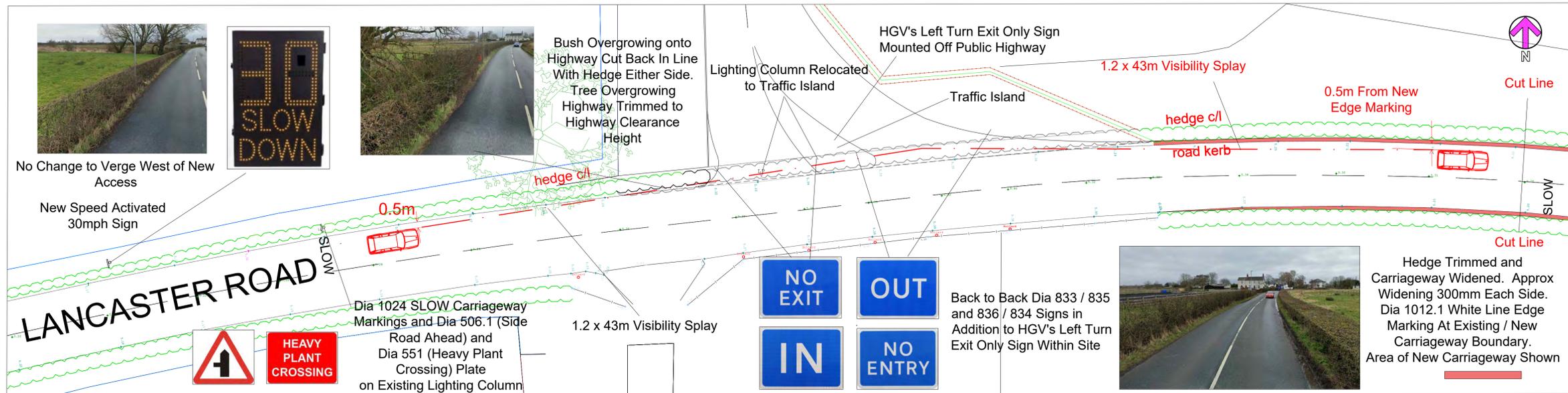
The Moat House

River Wyre

**Proposed Minerals Extraction Scheme.  
Bourbles Farm. Pilling.  
Updated Transport Statement**

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**Drawings**



General Notes

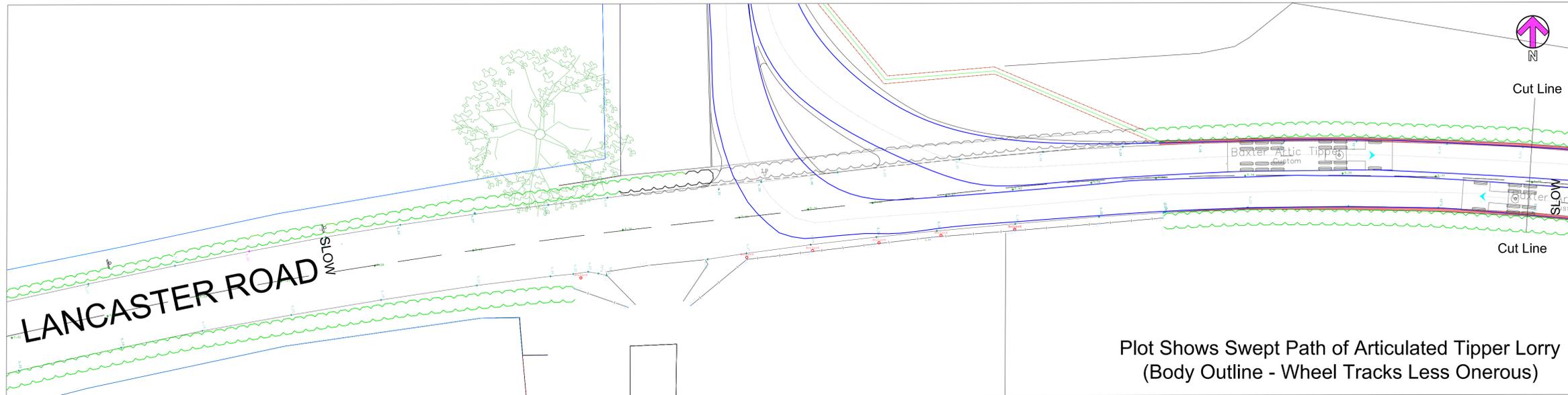
No.	Revision/Issue	Date
C	Flashing Lights Added to Oncoming Vehicles in Middle of Road Signs	11/24
B	Site Access Amended	10/24
A	Proposed Works Amended	10/24

Turner Lowe Associates  
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Email: enquiries@turnerlowe.co.uk

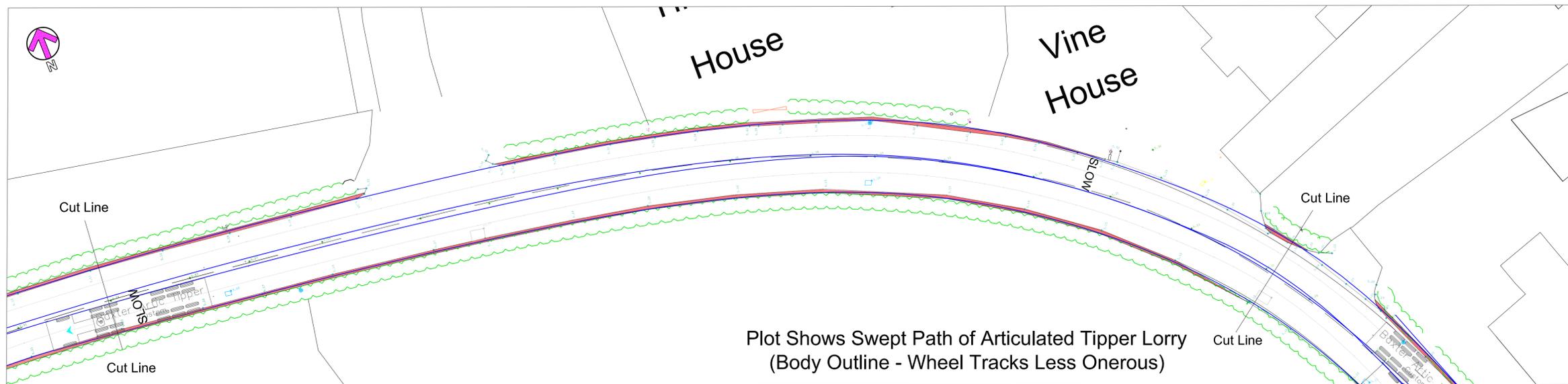
The Baxter Group

Proposed Mineral Extraction  
Bourbles Farm. Presall Highway Works

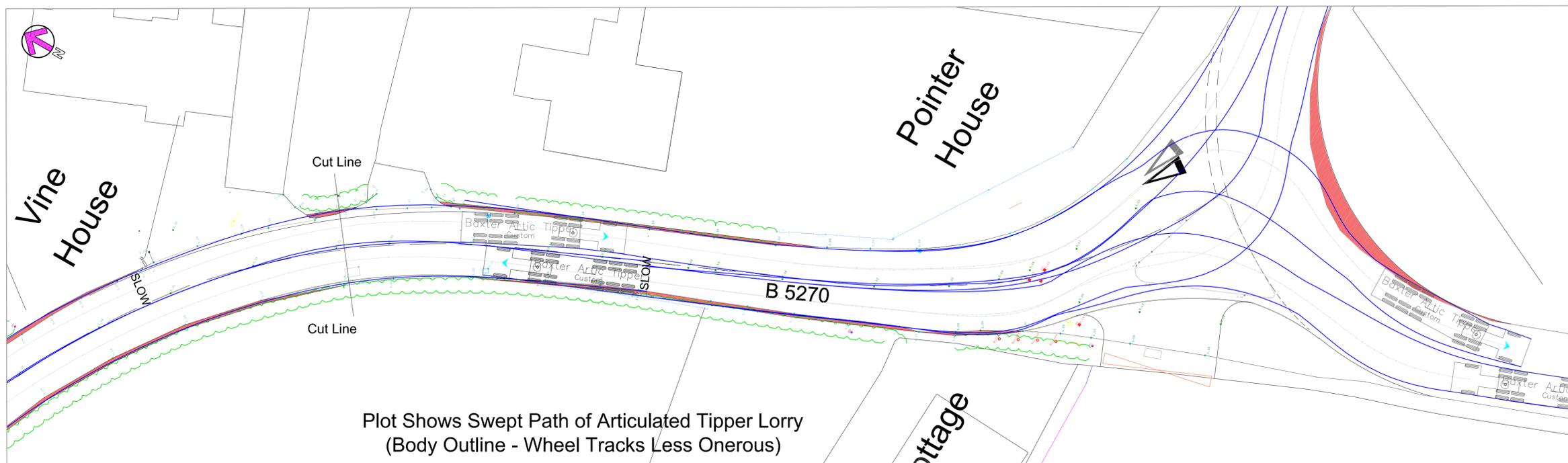
Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 03 / C



Plot Shows Swept Path of Articulated Tipper Lorry  
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Articulated Tipper Lorry  
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Articulated Tipper Lorry  
(Body Outline - Wheel Tracks Less Onerous)

General Notes

A	Site Access Amended	10/24
No.	Revision/Issue	Date

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Email:  
enquiries@turnerlowe.co.uk

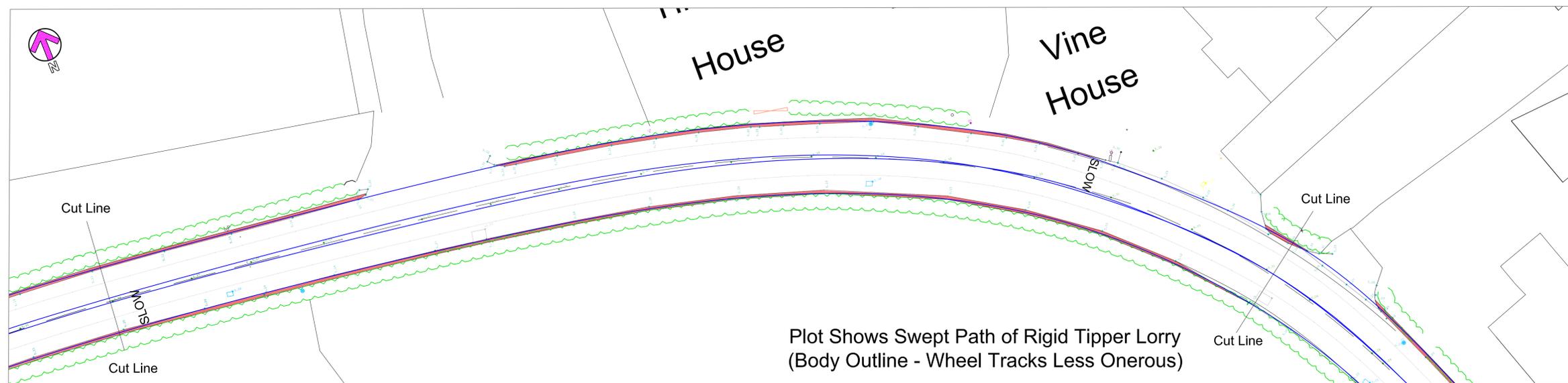
The Baxter Group

Proposed Mineral  
Extraction  
Bourbles Farm. Presall  
Highway Works  
HGV Manoeuvres Sheet 1

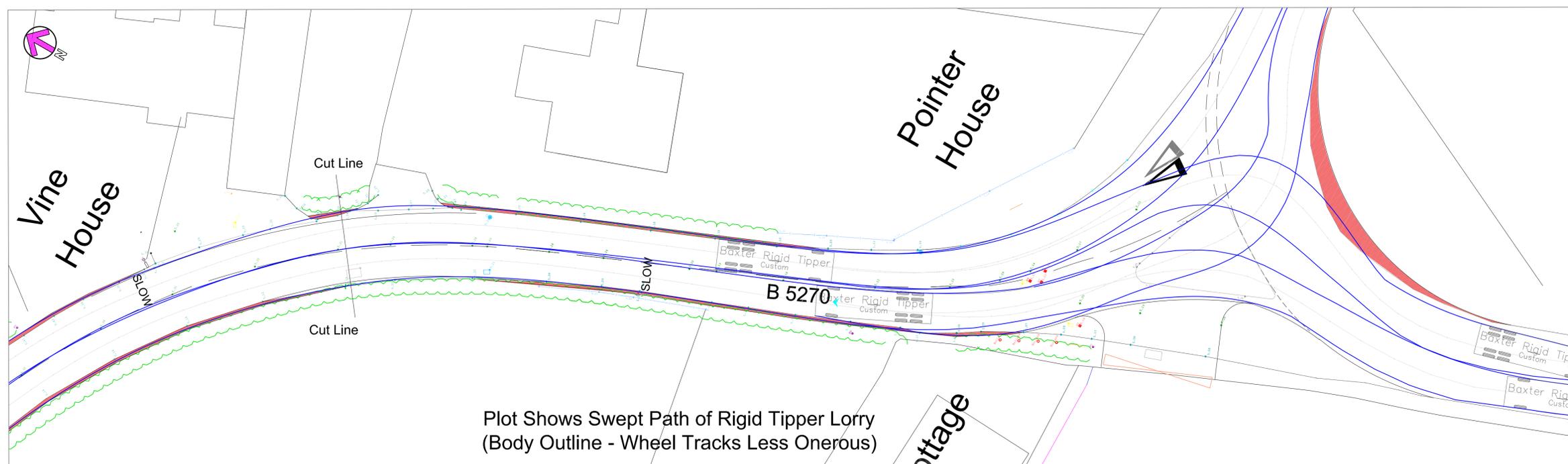
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Date:	Oct 2024	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 04.1 / A



Plot Shows Swept Path of Rigid Tipper Lorry  
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Rigid Tipper Lorry  
(Body Outline - Wheel Tracks Less Onerous)



Plot Shows Swept Path of Rigid Tipper Lorry  
(Body Outline - Wheel Tracks Less Onerous)

General Notes

A	Site Access Amended	10/24
No.	Revision/Issue	Date

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enquiries@turnerlowe.co.uk

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Proposed Mineral  
Extraction  
Bourbles Farm, Presall  
Highway Works  
HGV Manoeuvres Sheet 2

Job No:	220503	Drawn By:	J.L.
Date:	Oct 2024	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 04.2 / A



Bush Overgrowing onto Highway Cut Back In Line With Hedge Either Side. Tree Overgrowing Highway Trimmed to Highway Clearance Height

New 1.25m high timber post and rail fence

Hawthorn Hedge

New 1.25m high timber post and rail fence

Hedge Trimmed and Carriageway Widened. Approx Widening 300mm Each Side.  
Dia 1012.1 White Line Edge Marking At Existing / New Carriageway Boundary.  
Area of New Carriageway Shown



Lighting Column Relocated to Traffic Island

HGV's Left Turn Exit Only Sign Mounted Off Public Highway

1.2 x 43m Visibility Splay

Traffic Island

hedge c/l

road kerb

hedge c/l

General Notes		
B	Site Access Amended	10/24
A	Proposed Works Amended	10/24
No.	Revision/Issue	Date

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Proposed Mineral Extraction  
Bourbles Farm. Presall Access Arrangements

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
Scale:	1 / 100 @ A1	Drawing No:	220503 / 05 / B

way side

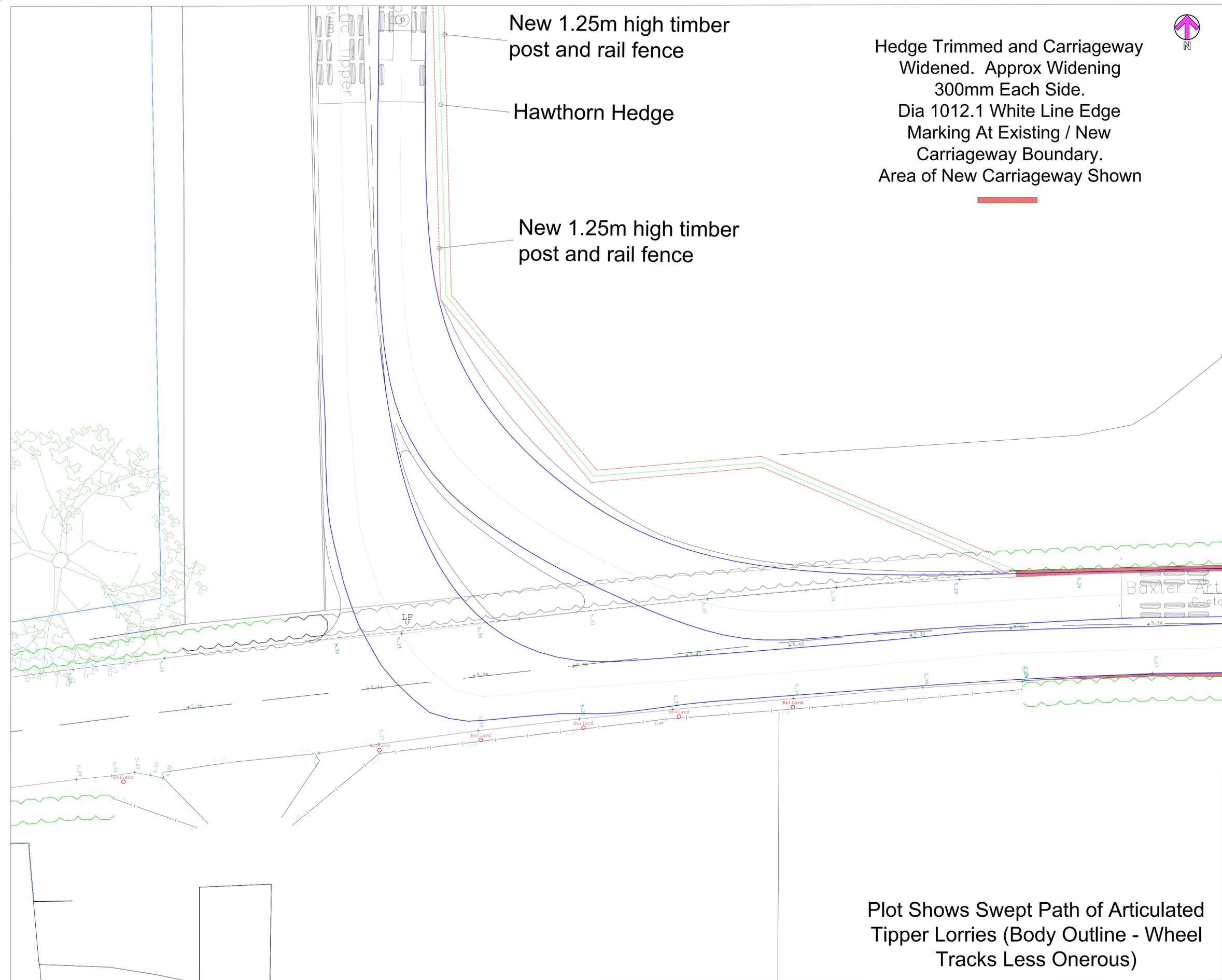
1.2 x 43m Visibility Splay

mn



Back to Back Dia 833 / 835 and 836 / 834 Signs in Addition to HGV's Left Turn Exit Only Sign Within Site

Dia 1024 SLOW Carriageway Markings and Dia 506.1 (Side Road Ahead) with Dia 551 (Heavy Plant Crossing) Plate on Both Approaches



Hedge Trimmed and Carriageway Widened. Approx Widening 300mm Each Side.  
 Dia 1012.1 White Line Edge Marking At Existing / New Carriageway Boundary.  
 Area of New Carriageway Shown



Plot Shows Swept Path of Articulated Tipper Lorries (Body Outline - Wheel Tracks Less Onerous)

General Notes

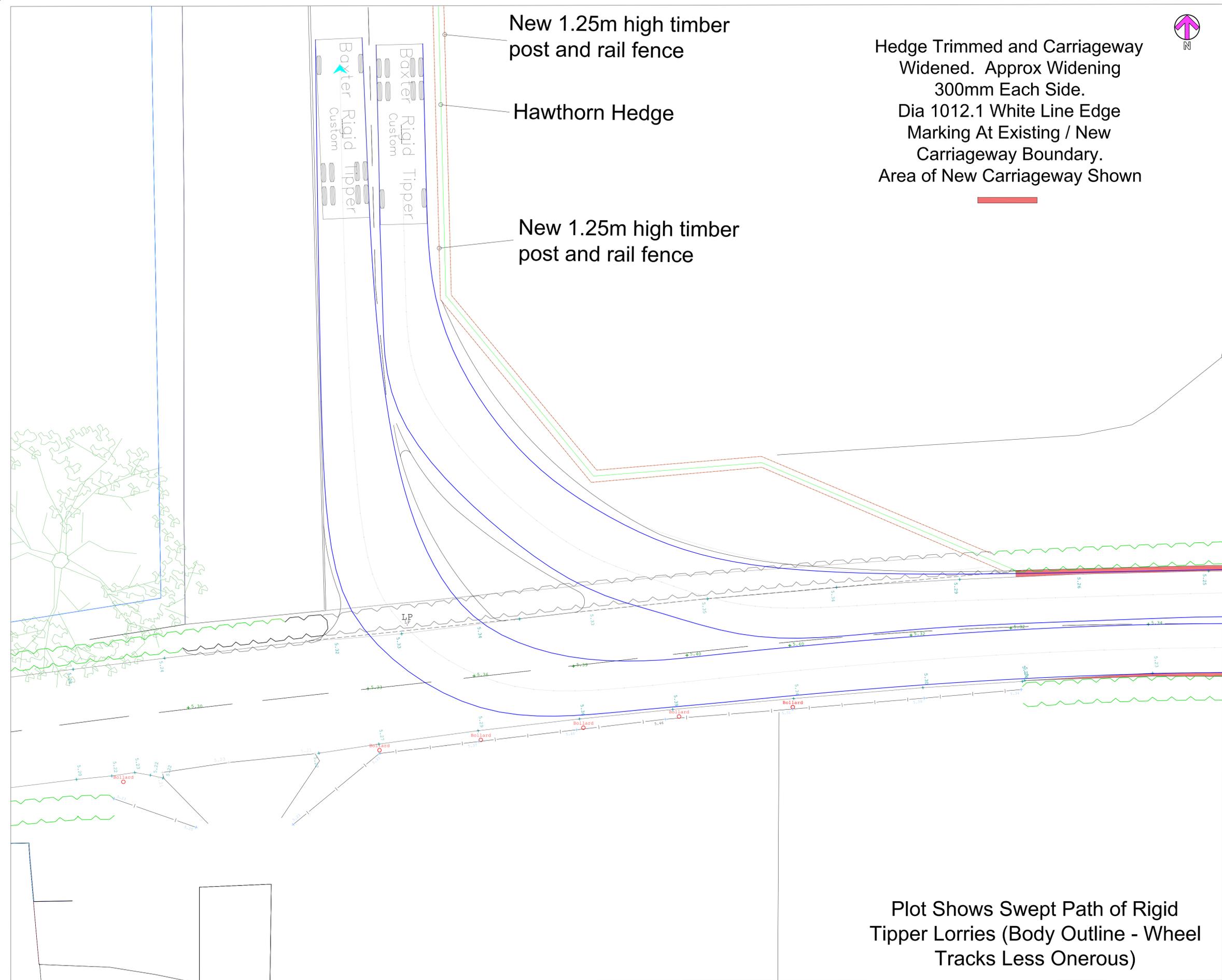
A	Proposed Works Amended	10/24
No.	Revision/Issue	Date

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**The Baxter Group**

**Proposed Mineral Extraction**  
 Bourbles Farm. Presall  
 Access Arrangements  
 HGV Manoeuvres Sheet 1

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
Scale:	1 / 100 @ A1	Drawing No:	220503 / 06.1 / A



General Notes

A	Proposed Works Amended	10/24
No.	Revision/Issue	Date

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**The Baxter Group**

**Proposed Mineral Extraction**  
 Bourbles Farm. Presall  
 Access Arrangements  
 HGV Manoeuvres Sheet 2

**Plot Shows Swept Path of Rigid Tipper Lorries (Body Outline - Wheel Tracks Less Onerous)**

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2024	Checked By:	J.L.
Scale:	1 / 100 @ A1	Drawing No:	220503 / 06.2 / A

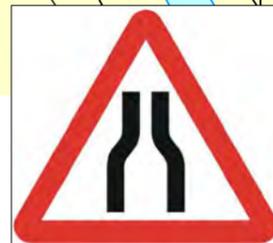


**Oncoming vehicles in middle of road**

Existing Centreline and Edge Markings to be Re-laid  
 New Dia 1024 SLOW Carriageway Marking with Dia 516 (Road Narrows), Dia 512 (Bend) with "Oncoming Vehicles in Middle of Road Plate" on Eastbound Approach

Fold House 5.2m

A 588



**Oncoming vehicles in middle of road**

Existing Centreline and Edge Markings to be Re-laid  
 New Dia 1024 SLOW Carriageway Marking with Dia 516 (Road Narrows), Dia 512 (Bend) with "Oncoming Vehicles in Middle of Road Plate" on Westbound Approach



General Notes

No.	Revision/Issue	Date

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The Baxter Group

Proposed Mineral Extraction  
 Bourbles Farm. Presall  
 A588 Fold House Farm Bend  
 Proposed Signage

Job No:	220503	Drawn By:	J.L.
Date:	Oct 2024	Checked By:	J.L.
Scale:	1 / 500 @ A3	Drawing No:	220503 / 07