

## Section 78 of the Town and Country Planning Act 1990

Appeal by Baxters Construction Ltd against decision of Lancashire County Council to refuse to grant planning permission for the extraction and processing of sand and gravel including the construction of new site access roads, landscaping and screening bunds, minerals washing plant and other associated infrastructure with restoration of leisure end uses, agricultural land and biodiversity enhancement using imported fill

LPA Ref: LCC/2023/0030

Appeal Ref:6002168

# Proof of Evidence, Highways

Mytax Farm, Bourbles Lane, Poulton-le-Fylde

**MARCH 2026**



## SCP GENERAL NOTES

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**Project No.:** 260086-POE

**Title:** Proof of Evidence, Highways, Mytax Farm, Bourbles Lane, Poulton-le-Fylde

**Date:** 17 March 2026

Date	Status	Prepared by	Issued by
17 <sup>th</sup> March 2026	Issue	Jim Budd	Jim Budd

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Proof of Evidence

Proof of Evidence, Highways, Mytax Farm, Bourbles Lane, Poulton-le-Fylde

260086-POE (0.0)

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# 1 INTRODUCTION

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## Qualifications and Experience of Jim Budd

- 1.1 I am Director of Singleton Clamp & Partners Ltd, trading as SCP, part of the RSK Group. We are a firm of transportation planners and infrastructure designers, with offices in Edinburgh, Manchester, Leeds, Bristol, London and Chelmsford.
- 1.2 I hold an MSc in Transport Engineering and Planning from Salford University and am also a Fellow of the Chartered Institute of Highways and Transportation. I have over 30 years' experience in providing transport and highways advice on matters relating to a comprehensive range of development types.
- 1.3 I am well acquainted with the appeal site and local area, having visited the site and undertaken further detailed investigations for the purpose of preparing my evidence.
- 1.4 I confirm that I understand that in presenting evidence that my duty is to the inquiry and accordingly the opinions expressed are my true and professional opinions and have been prepared in accordance with the CIHT Code of Conduct, irrespective of by whom I am instructed.

## Background

- 1.5 My proof has been prepared in response to the highways-related reasons for refusal of planning permission associated with The Baxter Group's (the appellant's) application for a minerals extraction and reinstatement scheme at Mytax Farm, Poulton-le-Fylde.
- 1.6 The planning application (reference LCC/2023/0030) was refused by Lancashire County Council (LCC) in October 2025, with two reasons for refusal given. The first reason for refusal relates to highway safety.
- 1.7 The highways reason for refusal is as follows:

*The development would have unacceptable impacts on highway safety which cannot be adequately mitigated and therefore conflicts with Paragraph 116 of the National Planning Policy Framework, Policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policy CDMP6 of the Wyre Local Plan.*
- 1.8 The proposed site access arrangement and a set of off-site highway mitigation measures were developed by the appellant's transport consultant (Turner Lowe Associates – TLA) during the planning application process. These were issued formally for review by the local highway authority, Lancashire County Council (LCC).
- 1.9 LCC have accepted the appellant's proposed off-site highway mitigation works at the junction of the A588 with Lancaster Road. However, their concerns regarding highway safety were not overcome with regard to visibility out of the site access. Off-site, LCC remained concerned over the ability of Lancaster Road and the A588 to accommodate the intensification of heavy goods vehicle (HGV) use primarily at two

locations of restricted width, namely the Vine House bend on Lancaster Road and Fold House Farm on the A588.

- 1.10 I was not involved in the development of the proposed highway mitigation works nor have I been party to discussions with LCC Highways to date. However, I have reviewed all of the highways information that is relevant to the appeal and have liaised with TLA in relation to the proposed highway mitigation measures.
- 1.11 I have also undertaken my own independent evaluation of the proposals with regard to the issue of highway safety.

### **Structure and Introduction to Evidence**

- 1.12 My proof has been prepared to address the highways reason for refusal cited above and should be read in conjunction with the submitted Transport Statement prepared by TLA (dated December 2024), both its text and appendices. These form part of the core documents and were submitted as part of the planning application.
- 1.13 My proof will provide a review of the scheme against both national and local transport policy. This is my Chapter 2.
- 1.14 I set out the vision for the appeal scheme in transport terms in Chapter 3.
- 1.15 At Chapter 4, I provide a summary of the Transport Statement that was submitted with the application, and I compare the appeal proposals against the scheme that was considered by LCC.
- 1.16 My detailed assessment of the highways-related reason for refusal is presented at Chapter 5 and my evidence will examine visibility out of the site access both in accordance with the legal speed limit of the road (30mph) and against the observed 85%ile speed of traffic in both directions. I will also provide evidence of the width of adopted highway along Lancaster Road and will compare this with the road space that is currently available, especially having regard to the extent of adopted highway. These examinations will be presented in the light of LCCs concerns over two HGVs or an HGV and a bus meeting more frequently than they do at present.
- 1.17 I will also examine proposals for wider off-site mitigation measures at the two areas identified by LCC as being of particular concern, namely in the vicinity of Fold House Farm on the A588 3.6 km to the east of the appeal site, and at the junction of the A588 with Cemetery Lane and Park Lane 1.8km to the south west.
- 1.18 Chapter 6 provides my response to the highways matters raised by the Rule 6 Parties.
- 1.19 My summary and conclusions are presented at Chapter 7.

## 2 REVIEW OF NATIONAL AND LOCAL TRANSPORT POLICY

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### National Planning Policy Framework (NPPF)

- 2.1 The December 2024 version of the NPPF paragraph 116 states that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*”
- 2.2 I consider that the appeal proposals would not result in an unacceptable impact on highway safety. As I will demonstrate, the appeal site would have a safe and suitable access onto the public highway, according with the relevant highway design standards for a priority-controlled junction in terms of visibility of oncoming traffic.
- 2.3 I have considered the effect of traffic generated by the proposals upon the surrounding highway network and my evidence will show that the highway improvement measures that have been proposed as part of the appeal scheme would mitigate, in full, the concerns expressed over the ability of the width of the carriageway to accept an intensification of two-way HGV movements. This will be set out in Chapter 3.
- 2.4 Paragraph 109 of the NPPF advocates a ‘vision-led’ approach to development proposals. It states that:
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
  - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
  - c) understanding and addressing the potential impacts of development on transport networks;*
  - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
  - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
  - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*
- 2.5 The following chapter will address how the appeal scheme meets these criteria.

## Joint Lancashire Minerals and Waste Local Plan

2.6 The Joint Lancashire Minerals and Waste Local Plan (2013) provides site specific policies and allocations, and detailed development management policies for minerals and waste planning in the areas covered by the Councils of Lancashire, Blackpool and Blackburn with Darwen. It sets out the policies by which applications will be considered.

2.7 Policy DM2 concerns 'Development Management' and states that:

*Development for minerals or waste management operations will be supported where it can be demonstrated to the satisfaction of the mineral and waste planning authority, by the provision of appropriate information, that all material, social, economic or environmental impacts that would cause demonstrable harm can be eliminated or reduced to acceptable levels. In assessing proposals account will be taken of the proposal's setting, baseline environmental conditions and neighbouring land uses, together with the extent to which its impacts can be controlled in accordance with current best practice and recognised standards.*

*In accordance with Policy CS5 and CS9 of the Core Strategy developments will be supported for minerals or waste developments where it can be demonstrated to the satisfaction of the mineral and waste planning authority, by the provision of appropriate information, that the proposals will, where appropriate, make a positive contribution to the:*

- *Local and wider economy*
- *Historic environment*
- *Biodiversity, geodiversity and landscape character*
- *Residential amenity of those living nearby*
- *Reduction of carbon emissions*
- *Reduction in the length and number of journeys made*

*This will be achieved through for example:*

- *The quality of design, layout, form, scale and appearance of buildings*
- *The control of emissions from the proposal including dust, noise, light and water.*
- *Restoration within agreed time limits, to a beneficial afteruse and the management of landscaping and tree planting.*
- *The control of the numbers, frequency, timing and routing of transport related to the development*

2.8 I consider that the environmental impacts of the appeal proposal in terms of transport can be reduced or eliminated to an acceptable degree to satisfy the requirement of policy DM2. In the context of transport, the environmental effects relate to the impact

of HGV traffic upon the surrounding area and this has been considered in detail as part of the planning application.

- 2.9 One of the measures cited in policy DM2 as a means of achieving the policy goal is 'the control of the numbers, frequency, timing and routing of transport related to the development.' This is precisely one of the proposed mitigation measures for the appeal proposal, and should the appeal be allowed, I would anticipate a highways condition requiring such a strategy to be set out in a Vehicle Management Plan. Whilst that could not directly control vehicles which are lawfully using the highway, it can self-evidently control how, when and whether vehicles enter the site.
- 2.10 It is also notable that policy DM2 states that developments will be supported where it can be demonstrated that the proposals will make a positive contribution to the reduction of carbon emissions and a reduction in the length of journeys made. As will be detailed in my Chapter 3, the appeal scheme would indeed make a positive contribution to the reduction of carbon emissions and a reduction in the length of journeys made, therefore the proposal also satisfies this part of the policy.

### **Wyre Local Plan**

- 2.11 The Wyre Local Plan (2011-2031) (incorporating partial update of 2022) was adopted in January 2023. It sets out the strategic framework for development in the Borough and the policies which will form the basis for determining planning applications.
- 2.12 Policy CDMP6 concerns 'Accessibility and Transport' and is as follows:
- 1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:*
- a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;*
- b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;*
- c) Safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a proposal site would be provided;*
- d) Appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council's standards set out in Appendix B unless it is demonstrated to the satisfaction of the Local Planning Authority in consultation with the Local Highways Authority that different provision is justified taking into account local circumstances;*
- e) Where appropriate, access by public transport is catered for either by providing for bus access into the site where appropriate, or by ensuring that safe and convenient access exists to the nearest public facility;*
- f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;*

*g) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services;*

*h) Developments adjacent to or affecting railway lines, including resulting in a material increase or change of character of the traffic using a rail crossing of a railway, should ensure that there will not result in an adverse impact on the operational safety of the railway network; and*

*i) Corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.*

*2. Development which includes parking provision shall also make appropriate provision where practical for standard charge Electric Vehicle Recharging (EVR) points.*

*3. Where a development has an adverse impact on the existing highway network, developers or operators will be required to provide or contribute to such works to the transport network, including sustainable travel measures as are necessary to mitigate these impacts.*

*4. Where the above requirements can only be satisfied through the undertaking of off-site works the cost of these shall be borne by the developer.*

*5. Development which would attract large numbers of people on a regular basis or generate significant amounts of movement will be required to be supported by a Travel Plan setting out the measures that the developer, either alone or in conjunction with neighbouring uses, shall adopt to reduce reliance on the use of the private car for journeys to and from the site.*

*Public Rights of Way*

*6. Proposals will not be permitted which:*

*a) Adversely affect an existing Public Right of Way and the public's enjoyment of it unless a satisfactory alternative is provided in terms of an equally attractive, safe and convenient route; or*

*b) Detract from the character of an existing right of way; or*

*c) Do not accord with the need to improve and provide access to the countryside for the disabled.*

*7. Proposals for new and improved walking routes, bridleways and cycling routes across the Borough will be supported.*

2.13 In the context of LCC's refusal of the planning application, the relevant part of policy CDMP6 is understood to be 1 part b. This concerns road safety and ensuring that development does not prejudice 'the safe, efficient and convenient movement of all highway users.'

2.14 It is also noted that the appeal scheme proposes car and cycle parking in full accordance with the relevant standards including electric vehicle recharging points, to help facilitate travel by sustainable modes. Access for pedestrians and cyclists is appropriately catered for. It is proposed that the means of travel to work by employees will be addressed by a site specific travel plan, secured by condition.

## Summary

- 2.15 In summary, I consider the appeal proposals to be entirely policy compliant insofar as they respond to national and local policy aims with regard to highway safety.
- 2.16 In the light of my investigations, my evidence will show that the appeal proposals would not prejudice the safety of users of the local adopted highway network. This is covered in greater detail in Chapter 4 with regard to the proposals as presented at planning application stage, and at Chapter 5 in relation to my own detailed examinations for the purpose of this appeal.

## 3 VISION-LED TRANSPORT PLANNING

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### Demonstrating a Vision-Led Approach

- 3.1 As detailed in Chapter 2, the NPPF advocates a ‘vision-led’ approach to development, to identify transport solutions that deliver well-designed, sustainable and popular places.
- 3.2 The appeal proposal would have benefits in terms of reduced HGV mileage as it is the intention of the appellant to operate the site primarily to supply its own local construction business as well as to also supply a limited number of local concrete businesses and building merchants on a contract basis. Because the markets are local, there will be a significant saving in terms of the distance aggregates would otherwise have to travel in order to meet these local needs.
- 3.3 Because of the known end users of the aggregate the Vehicle Management Plan can be effectively operated to ensure that vehicle number plates are identified and recorded, all drivers will know routes in advance, and transgressions will be properly addressed.
- 3.4 Mr Liam Toland’s Proof of Evidence details the calculation of the mileage and carbon savings that the appeal scheme could deliver because of the acute local shortage of aggregate, which equates to a reduction of 170km on each and every HGV that would otherwise be sourced from Cheshire. For the proposed Bourbles minerals development over five years, a total CO2 reduction of some 1,912 tonnes may be achieved by not transporting aggregates from Cheshire to Lancashire, but utilising aggregates sourced from Bourbles Quarry for use locally.
- 3.5 This wider environmental gain is consistent with the vision-led approach to transport planning set out in the NPPF, which states that this should involve *‘identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.’*
- 3.6 A vision-led approach has also been adopted in the development of the appeal proposals, to maximise the sustainability of the scheme. The key elements of the vision in transport terms are:
- Provision of cycle parking within the site for employees to facilitate trips by cycle as an alternative to car use.
  - Provision of electric vehicle charging points for employee cars to facilitate employee travel by electric vehicles, which are a sustainable form of transport.
- 3.7 In addition, the appellant is willing to commit to the implementation of an Employee Travel Plan to cover staff travel to and from the site. This would encourage sustainable commuting including walking, cycling, public transport and car sharing. The Travel Plan can be secured via a planning condition and the progress of the Travel Plan can be monitored by the Local Authority.

- 3.8 These individual elements can influence the way that employees travel to and from the site to encourage sustainable travel.

## 4 SUMMARY OF THE SUBMITTED TRANSPORT STATEMENT AND KEY ISSUES ARISING

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### Local Highway Network and Road Safety Record

#### *B5270 Lancaster Road*

- 4.1 The proposed site access is onto the northern side of the B5270 Lancaster Road. All HGV traffic generated by the proposed development would travel to / from the east on the B5270 Lancaster Road which joins the A588 via a priority junction approximately 250m southeast of the proposed site access. This routeing strategy ensures all HGVs will access the A-road network via the shortest most appropriate route. It will form part of the Vehicle Management Plan and be enforced physically by the geometry of the access junction and new signage at the access.
- 4.2 Lancaster Road is a semi-rural B-road, and according to the Department for Transport's (DfT) road classification system is therefore 'intended to connect different areas, and to feed traffic between A roads and smaller roads on the network' (DfT Statutory guidance: 'Guidance on road classification and the primary route network', published 13 March 2012).
- 4.3 Lancaster Road is subject to a 30mph speed limit along the section between the proposed site access and its junction with the A588. The metalled road surface varies in width along this stretch from around 6m at the site access to circa 5.5m at what is known as the Vine House bend.
- 4.4 I have noted, however, that the extent of adopted highway along this stretch of Lancaster Road is significantly wider than is evident on the ground and that boundary vegetation in the form of low hedgerows has been allowed to grow inappropriately by LCC to define, and sometimes constrain the horizontal envelope for two-way traffic, despite LCC's powers to trim and control vegetation within and adjoining the highway. The official extent of adopted highway record is provided for context at my **Appendix JRB1**.
- 4.5 I have transposed this onto the topographical survey data for Lancaster Road and the result of this exercise is shown at **Appendix JRB2**. I consider that the adopted highway extent as shown on the official plan provided by LCC transposes onto the topographical survey with a high degree of correlation, to enable this version based on the topographical survey to be considered an accurate representation of the adopted highway extent. A cleaner version of this plan is shown at **Appendix JRB3**, and this informs my subsequent drawings that are presented in my proof.
- 4.6 There are no traffic regulation orders to restrict the type or weight of vehicle that can use Lancaster Road.
- 4.7 There are no footways present and the route is not considered to be suitable for pedestrians. I do not consider travel on foot along this section of road to be at all

likely given its remoteness from everyday facilities and amenities, although LCC Highways report in their October 2025 consultation response having observed some pedestrians using the highway network in the vicinity of the site. The closest section of footway begins circa 300m to the west of the proposed site access on Lancaster Road.

- 4.8 There is a public right-of-way (PRoW) that emerges onto Lancaster Road to the south of Vine House. This is suitable only for leisure use and links to the bridleway to the east. There is no PRoW running along Lancaster Road and the lack of footways and remoteness from any other PRoW to the west or south makes it unlikely to be appealing as a connecting route for leisure walkers
- 4.9 Despite LCC Highways report having observed cyclists and equestrians using Lancaster Road, no formal surveys of non-motorised road users have been undertaken on Lancaster Road therefore the extent of this activity is unknown.
- 4.10 Approximately 120m to the east of the proposed site access, the road bends to the south in the vicinity of Vine House.
- 4.11 The 30mph speed limit that is currently in force on Lancaster Road has relatively recently (circa 2022) been introduced. An automatic traffic count (ATC) survey recording vehicle flows and speeds was undertaken by LCC on Lancaster Road in 2023. It recorded traffic flows and speeds for a seven-day period from 6<sup>th</sup> October 2023 to the 12<sup>th</sup> October 2023. The survey recorded 85<sup>th</sup> percentile speeds of 37mph in both the eastbound and westbound direction. The 85<sup>th</sup> percentile speed was the same for the core daytime period (07:00-19:00) during which the proposed development would be operational as for the 24-hour period, which includes hours outside of the proposed site operation. The location of the survey was directly adjacent to the proposed site access on Lancaster Road.
- 4.12 The average weekday traffic flows recorded during the 2023 survey are presented in the TLA Transport Statement. The busiest hour was 08:00-09:00 during which there were 302 vehicle movements and the average number of hourly movements throughout the core 12-hour daytime period (07:00-19:00) was 231, which averages at around 4 vehicle movements per minute.
- 4.13 The survey data shows that there were 16 HGV movements along Lancaster Road during the course of an average weekday, with 8 of these in the westbound direction and 8 in the eastbound direction.
- 4.14 Lancaster Road is used by public buses and school buses. There are two public bus services (88 and 89) that route along Lancaster Road and eight school bus services.
- 4.15 The recent road safety record (2000-2024) for Lancaster Road shows that there has only been one personal injury accident in the last five years. This occurred in 2023 and resulted in slight injury to one person. The accident occurred to the south of Vine House. It involved two vehicles – a single decker bus and a car – and happened in daylight in dry conditions. The cause of the accident is unknown.
- 4.16 There have been no accidents involving pedestrians, cyclists, equestrians or goods vehicles.

#### *A588 Head Dyke Lane*

- 4.17 The A588 provides a connection between Lancaster and Blackpool. As described in the DfT Statutory guidance: 'Guidance on road classification and the primary route network', an A road will generally be among the widest, most direct roads in an area, and will be of the greatest significance to through traffic.
- 4.18 The A588 Head Dyke Lane is subject to the national speed limit. From Lancaster Road it extends east towards Lancaster. It varies in width from circa 6.8m to circa 5m, with the narrowest section to the west of the village of Stake Pool in the vicinity of Fold House Farm. There are no traffic regulation orders to restrict the type or weight of vehicle that can use the A588 Head Dyke Lane.
- 4.19 A traffic count survey of Head Dyke Lane (approximately 280m east of the junction with Lancaster Road) was undertaken by LCC in October 2023. The average weekday traffic flows are presented in the TLA Transport Statement. This shows that in the busiest hour (17:00-18:00), two-way traffic movements totalled 534 vehicles. The average number of hourly movements throughout the core 12-hour daytime period (07:00-19:00) was 425, which averages at around 7 vehicle movements per minute.
- 4.20 The survey data shows that there were 52 HGV movements along Head Dyke Lane during the course of an average weekday, with 24 of these in the westbound direction and 28 in the eastbound direction.
- 4.21 The safety record for Head Dyke Lane has been reviewed. There have been no recordable accidents at all in the last five years at the Fold House Farm bend which is the focus of LCC's concern on this section of the adopted highway network.

#### *Lancaster Road / A588 Junction*

- 4.22 The Lancaster Road / A588 junction is a priority-controlled junction with a splitter island. The safety record for this junction shows that there has been one accident which resulted in slight injury to one person. This accident occurred at the northern tip of the splitter island and involved two cars, one of which was turning right. There have been no accidents involving pedestrians, cyclists, horse riders or HGVs.

#### *A588 Burned House Lane / B5377 Park Lane / Cemetery Lane junction*

- 4.23 This junction is approximately 1.8km to the south-west of the site. The A588 forms the eastern and southern arms of the junction and the minor arms comprise Cemetery Lane and Park Lane. The safety record for this junction shows that there have been two accidents which both resulted in slight injury. One involved a collision between a goods vehicle and a pedestrian resulting in a slight injury to the pedestrian. The other involved a motorcycle and no other vehicle or road user, resulting in injury to the motorcycle rider. Two other accidents occurred in the vicinity of this junction but on the minor arm approaches.

*A588 Corridor*

- 4.24 The road safety record for the A588 between Stake Pool and Stalmine (incorporating Head Dyke Lane, Burned House Lane and Hall Gate Lane) has been reviewed and a summary is provided at **Appendix JRB4**. This comprises an approximate 6km corridor. There are no accident clusters identified from this data, and nothing to conclude that there is an inherent accident problem with the current local network therefore.

**Proposed Development Traffic**

- 4.25 The proposed quarry scheme will provide approximately five years extraction at anticipated output levels of 100,000 tonnes per annum. Using typical 20 tonne load HGVs this would equate to an average of 5,000 HGV movements per annum.
- 4.26 Assuming no weekend working and a 245-day working year this would equate to an average of around 40 two-way HGV movements per day during the week only.
- 4.27 The total scheme will be implemented in phases. 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 on a regular basis over a six-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.
- 4.28 Assuming a similar amount of fill material as the minerals extracted, but over a six-year period, would result on average in another 34 two-way HGV movements per day. This is an overly robust assumption as the intention is to restore ground levels to approximately present levels and there will be an inevitable bulking up effect of replacing overburden.
- 4.29 The total effects of the development *on that basis* would therefore be an average of 74 two-way HGV movements per day over 5 years and 34 per day for the following year.
- 4.30 It is noted that the HGVs would be a mix of articulated vehicles and smaller rigid 'tipper' vehicles. The Applicant uses predominantly the smaller 'tipper' vehicles as part of its business therefore the majority of HGV movements would be by these vehicle type. The rigid 'tipper' vehicles are 10m long whilst the articulated vehicles typically comprise a tractor unit with a circa 10m trailer, giving an overall length of circa 13m.
- 4.31 The scheme will also generate small numbers of staff trips by car however these will be minimal, with between 5 and 11 employees on site on any given day.
- 4.32 All vehicles will use the proposed site access on Lancaster Road.
- 4.33 All HGV traffic will travel to / from the east between the proposed site access and the A588 and this will be part of a routing strategy for the scheme that can be secured by planning condition.

- 4.34 At the Lancaster Road / A588 junction, it is estimated that 50% of HGVs will distribute east along Head Dyke Lane (A588) and 50% will distribute south along Burned House Lane (A588). On the basis of an average of 74 two-way HGV movements per day, there would be expected to be 37 two-way HGV movements on the A588 Head Dyke Lane to / from the east, and 37 two-way HGV movements on the A588 Burned House Lane travelling to / from the south.

### **Proposed Site Access**

- 4.35 The proposed site access arrangement is shown in TLA drawing 220503/08, at **Appendix JRB5**.
- 4.36 The proposed access is a priority-controlled arrangement, with a traffic island to help enforce outbound HGV traffic movements to the east. This access form is considered to be appropriate in terms of geometry, with vehicle swept path assessments undertaken by TLA showing that articulated vehicles of the type expected to require access, would be able to access and exit satisfactorily. These are shown in TLA drawing 220503/09, at **Appendix JRB6** The proposed form of access is understood to be accepted as appropriate by LCC Highways in terms of capacity.
- 4.37 LCC Highways has however raised concerns over the achievable visibility splay at the proposed site access. The normal visibility splay requirement for new junctions onto a 30mph road is 2.4m x 43m. It is understood that a reduced x-distance of 1.2m was agreed between TLA and LCC Highways during pre-application discussions, to reflect the fact that drivers of HGVs sit much further forward in the cab than car drivers, and that other, non-HGV use of the junction will be very low. It is this 1.2m x-distance that has been shown by TLA on previous drawings. It appears that LCC Highways then reverted to the 2.4m x-distance standard requirement.
- 4.38 The visibility splays have been drawn to a 0.5m offset from the carriageway edge and this is a widely accepted practice, particularly following the publication of Manual for Streets.
- 4.39 LCC Highways have also requested that the y-distance splay of 43m should be extended to reflect the 85<sup>th</sup> percentile speed on Lancaster Road recorded in their 2023 survey. In accordance with stopping sight distance formula presented in Manual for Streets the recorded 85<sup>th</sup> percentile speed of 37mph in each direction would require splays of 58m in accordance with the Manual for Streets stopping sight distance formula. A wet weather adjustment can be applied to the recorded speeds, to reflect the dry conditions experienced for the majority of the survey, which would reduce the required splays in each direction, and I understand that LCC Highways have requested that a 52m splay be provided in both directions.
- 4.40 I consider that the 1.2m x 43m visibility splays shown by TLA earlier in the planning process would be suitable for an access used predominantly by HGVs onto a 30mph road.
- 4.41 I have undertaken detailed checks (including revisiting the topographical survey) on the access visibility splays and consider that the required visibility splays are

achievable within land within the appellant's control and adopted highway land, subject to cutting back of some vegetation within the highway boundary. This is demonstrated in SCP drawing 260086-D05 at **Appendix JRB7**. This shows that the 2.4m x 58m visibility splay in both directions is achievable from the access, drawn to the edge of the carriageway. There should therefore be no highway safety concern regarding the proposed site access arrangement as it would provide the required geometry and visibility splays to safely accommodate vehicular traffic.

- 4.42 Notwithstanding this evidence, the appellant is also willing to fund speed-indicator signage on the eastbound approach to the junction to help enforce the 30mph speed limit on Lancaster Road. These devices have been shown to be effective in reducing speeds by at least 2mph. Such signage is not required to make the proposed access acceptable however the appellant is willing to fund this to provide additional comfort to LCC Highways regarding the access and to provide a wider public benefit in terms of highway safety that would last beyond the lifetime of the appeal proposal. [CHECK THAT LIAM HAS WEIGHED THIS INTO HIS PROOF AS A POSITIVE BENEFIT]
- 4.43 In summary, I consider that the proposed site access arrangement is safe and is a suitable arrangement geometrically to cater for the anticipated volume of HGV traffic.

#### **Proposed Mitigation Lancaster Road**

- 4.44 The concerns raised by LCC Highways regarding Lancaster Road along the circa 250m section between the proposed site access and the junction with the A588 relate to the width of the road, particularly at the Vine House bend which has a centreline radius of approximately 70m. LCC's concern specifically relates to the increase in HGV traffic movements along this section of road and they consider that the width of the road makes it unsuitable to accommodate the proposed level of HGV traffic in combination with the existing vehicle composition.
- 4.45 HGVs already use Lancaster Road in both directions, as evidenced by the 2023 traffic survey data, and although there are areas of boundary vegetation which serve to physically narrow the carriageway, these are low level and forward visibility of oncoming traffic – particularly for HGV and bus drivers whose eye line is higher – is good. This will lead to drivers of larger vehicles being able to prepare in advance for oncoming traffic and either slow or come to a stop and wait for similar-sized vehicles to pass.
- 4.46 LCC Highways raised concern regarding the suitability of the vehicle swept path assessments provided by TLA as they did not account for wing mirrors of HGVs. In practice, drivers can, and do pull in their wing mirrors if required to assist with a passing manoeuvre at low speed. This would be the situation if two HGVs were to meet on this section of Lancaster Road now. But in addition, HGV wing mirrors are above the height of the hedgerows either side of the road and so they would be likely to oversail on the vehicle's nearside.
- 4.47 It has been observed that drivers of large vehicles on Lancaster Road will slow down when there are oncoming large vehicles, to assist with judging a safe passing manoeuvre. Drivers will be aware of the width of their vehicle inclusive of wing mirrors

(especially HGV drivers who have to undergo additional training) and will adjust their driving accordingly. It is noted that there have been no recorded accidents involving two large vehicle types on Lancaster Road, and therefore no evidence that HGVs meeting on Lancaster Road causes accidents.

- 4.48 Notwithstanding this evidence, the appellant is willing to fund additional mitigation measures to address the concerns of LCC Highways relating to Lancaster Road and various mitigation measures have been proposed and discussed with LCC Highways during the application process. The Lancaster Road mitigation measures that are proposed to form part of the scheme are detailed below. These have all been presented in material formally submitted as part of the planning application.

*Proposed Vehicle Management System*

- 4.49 Mitigation in the form of vehicle management is proposed whereby on-site operatives would manage the timing of outbound HGV movements to avoid these meeting inbound HGV movements to the site along Lancaster Road. This would prevent two development related HGVs meeting along Lancaster Road.
- 4.50 The appellant has the ability to implement this management system because it controls the access and drivers can be readily ascertained given the likely destination of the aggregate. It is a system with precedent in other schemes such as that at Potton Quarry in Bedfordshire for which an extension to the quarry was approved at committee in February 2026. The Traffic Management Scheme developed for that is shown at **Appendix JRB8**. The management system can be secured by a planning condition. LCC Highways has advocated and agreed to such schemes for other sites that I have been involved with for example the planning application for a new composting building and continuation of use of existing composting site at Iron House Farm approximately 4km to the south-east of the appeal site. A copy of the planning permission for this scheme, including the HGV related conditions is shown at **Appendix JRB9** I therefore consider this to be a viable and suitable mitigation measure.

*Proposed Road Widening*

- 4.51 Initial discussions between TLA and LCC resulted in TLA proposing widening of Lancaster Road to maximise the carriageway width within the adopted highway boundary.
- 4.52 The amount of widening that could be achieved was estimated to be approximately 300mm on both sides of Lancaster Road. This would be achieved by extending the existing edge of carriageway as far as practically possible without affecting the stability of the hedgerows. Edge of carriageway markings would then be provided to ensure that the additional carriageway space does not encourage greater vehicle speeds. The extent of the proposed widening that has formed the basis of discussions between LCC and TLA is shown in TLA drawing 220503/10, at **Appendix JRB10**.

- 4.53 LCC Highways have questioned the feasibility and deliverability of the proposed carriageway widening, noting that no detailed plans have been provided to demonstrate the actual extent of any widening that could be delivered and that if hedgerows are not maintained then they could encroach into the carriageway and reduce the effective width regardless of widening. I consider that this level of detail would be provided in response to a highways condition and the entry into a s278 agreement with LCC, such detailed engineering drawings are never required at this stage. What is required is demonstration that the width of the adopted highway can accommodate such measures – which has been done. The long-term maintenance of boundary hedgerows could also be secured by condition, or within a clause to the s278 agreement.
- 4.54 For the avoidance of any doubt, I do not consider that widening works are necessary. The carriageway already accommodates two-way HGV movements and given the modest amount of HGV traffic generated by the development and the absence of recorded accidents the justification for these works is questionable. Nevertheless, I consider that there is considerable scope for the widening of the carriageway on Lancaster Road should the inspector conclude it to be required. Any widening would need to consider drainage and street lighting and be deliverable within the adopted highway however it is clear from the overlay of the adopted highway extents plan onto the digital mapping that there is sufficient adopted highway to deliver carriageway widening given the removal of the hedgerow that lies entirely within adopted highway on the southern side of the road in the vicinity of Vine House.
- 4.55 With regards to hedgerow maintenance on land within the adopted highway, it is the Local Highway Authority's legal responsibility to maintain these so that they do not obstruct the highway and cause a safety problem. For any hedgerows that lie within private land, but which abut and overhang adopted highway, their maintenance is the landowner's responsibility. However, the Local Highway Authority can issue a notice requiring the landowner to cut back the hedge under section 154 of the Highways Act 1980 if it is causing a safety problem or otherwise cut the hedge themselves and reclaim the cost from the landowner. This ought to have been done already in a number of instances.
- 4.56 Any widening into existing grass verge areas would reduce the available verge facility for pedestrians, which is only provided for a circa 40m section on the northern side of the road. Any widening would however also be delivered with new edge of carriageway markings so that in effect, a verge area outside of the running lane would still be present, and with improved surfacing that would better accommodate any pedestrians.
- 4.57 There is no survey data of existing pedestrian activity along Lancaster Road. However, I consider it likely that Lancaster Road is rarely used by pedestrians given the lack of formal footways and the remoteness from everyday amenities and facilities. Any road widening is therefore considered unlikely to result in a significant impact upon pedestrians or other vulnerable road users on Lancaster Road.
- 4.58 The widening of the carriageway would mitigate the concerns expressed about potential impact of additional development related HGV movements on Lancaster

Road. It would also alleviate conditions for other large vehicle types that use Lancaster Road, particularly buses. The proposed mineral extraction scheme is due to be in operation for a limited number of years, however the physical improvement to the carriageway width, if provided, would provide benefits to other road users beyond this.

*Proposed Signage*

- 4.59 New signage on Lancaster Road has also been proposed as mitigation, to provide warning to drivers of the narrow road width, as per TLA drawing 220503/12 at **Appendix JRB11**. The signs would include flashing lights activated by HGVs. The provision of new signage of this nature is considered to be a suitable measure to help address concerns regarding the width of Lancaster Road and it is understood that LCC Highways are in favour of the signage in principle, which is a conventional/orthodox solution. LCC Highways however have concerns with this proposed mitigation as they consider that there would not be enough space within the adopted highway to place the signs.
- 4.60 I consider that there is sufficient space to provide suitable signage within the highway verge should the inspector deem it essential. It is common practice to locate highway signs within hedgerows if necessary. This is notwithstanding the fact that should the road widening on Lancaster Road as described previously be delivered, signage to warn of a narrow road ahead and / or HGVs in the middle of the road may no longer be necessary in this location.
- 4.61 Furthermore, the local highway authority has the necessary powers to enter private land to facilitate the placement, maintenance, or removal of traffic signs and signposts, under Section 71 of the Road Traffic Regulation Act of 1984. The wording of Section 71 is as follows:
- A local traffic authority or an authority to whom section 68 of this Act applies or the national authority may enter any land and exercise such other powers as may be necessary for the purpose of the exercise and performance of their powers and duties of placing, replacing, converting and removing traffic signs or their powers and duties under section 69 of this Act.*
- 4.62 The extent of the adopted highway boundary should not therefore be a constraint in relation to this particular proposed mitigation measure. As this is the only reason for LCC Highways' objection to this mitigation, there doesn't appear to be a valid reason for LCC Highways to reject this proposal.
- 4.63 Signage such as a speed indicator device advising drivers of their speed in a 30mph environment may not be an essential component of the scheme given the legal speed limit of the road and the visibility splays that can be achieved out of the site access. However the appellant is willing to include this provision within the s278 scope of works, and it would provide a benefit to road users beyond the life of the appeal site.

### **Proposed Mitigation A588 Fold House Farm Bend**

- 4.64 LCC Highways' concern regarding this location relates to road safety as they consider that width of the road makes it unsuitable to accommodate an increase in HGV traffic.
- 4.65 This road already accommodates HGV traffic, with the 2023 survey recording an average of 52 daily HGV movements on the A588. The accident record shows that there have been no recorded accidents on this section of the A588.
- 4.66 It is estimated that 50% of development HGVs would route via this section of the A588 therefore an average of 37 daily development related HGVs could be expected to travel along this section of the A588.
- 4.67 To mitigate the impact of this increase in HGV traffic at the bend, it is proposed to provide new signage on approach to the bend from each direction. This is shown in TLA drawing 220503/17 at **Appendix JRB12**. LCC consider that the principle of new signage is acceptable as mitigation however have contested that there is no certainty that the signage could be installed within the adopted highway, and therefore no certainty that this mitigation is deliverable.
- 4.68 I consider that such details would be capable of being determined via the detailed design process under a s278 agreement with LCC and that where constraints on land ownership were evident, the local highway authority has the necessary powers to enter private land to facilitate the placement, maintenance, or removal of traffic signs and signposts, again under Section 71 of the Road Traffic Regulation Act of 1984.
- 4.69 The extent of the adopted highway boundary should not therefore be a constraint in relation to this proposed mitigation measure. As this is the only reason for LCC Highways' objection to this mitigation, there doesn't appear to be a valid reason for LCC Highways to reject this proposal.

### **Proposed Mitigation A588 / Cemetery Lane / Park Lane Junction**

- 4.70 LCC Highways' concern regarding this location relates to road safety as they consider that width of the road makes it unsuitable to accommodate an increase in HGV traffic.
- 4.71 The A588 in this area already accommodates HGV traffic, with the 2023 survey recording an average of 52 daily HGV movements on the A588 Head Dyke Lane 1.4km to the north-east of the junction.
- 4.72 The accident record shows that there have been two recorded accidents at this junction, both resulting in slight injury and one involving a HGV.
- 4.73 It is estimated that 50% of development HGVs would route via this section of the A588 therefore an average of 37 daily development related HGVs could be expected to travel along this section of the A588.
- 4.74 To mitigate the impact of this increase in HGV traffic at the bend, it is proposed to provide new signage on approach to the bend from each direction. An example of the typical signage that could be provided is shown in TLA drawing 220503/18 at **Appendix JRB13**. LCC consider that the principle of new signage is acceptable as mitigation however have contested that there is no certainty that the signage could

be installed within the adopted highway, and therefore no certainty that this mitigation is deliverable.

- 4.75 As evidenced above with regard to section 71 of the Road Traffic Regulation Act of 1984, the extent of the adopted highway boundary should not be a constraint in relation to this proposed mitigation measure. As this is the only reason for LCC Highways' objection to this mitigation, there doesn't appear to be a valid reason for LCC Highways to reject this proposal.

### **Summary**

- 4.76 In summary, I consider that the proposals submitted in support of the appeal proposals at planning application stage were capable of highways support given the combination of a) the extent of adopted highway along Lancaster Road and the two pinch points along the A588 and b) the powers available to the LHA under both the Highways Act 1980 and the Road Traffic Regulation Act 1994.

## 5 DETAILED ASSESSMENT OF REASON FOR REFUSAL

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### Matters of Dispute Underpinning the Reason for Refusal

5.1 As identified in the Statement of Common Ground on Highway Matters, there are four matters of dispute that underpin the Highways reason for refusal on safety grounds. These are as follows:

- Access
- Vehicle Conflict
- Route Suitability
- Proposed Highway Mitigation Strategy

5.2 I consider each of these below.

### Highway Safety - Proposed Site Access

5.3 LCC Highways consider that a safe and suitable access to the site has not been demonstrated. As stated in the LCC Statement of Case, they have 'concerns regarding the provision of adequate visibility splays at the access onto Lancaster Road having regard to the current traffic conditions on Lancaster Road.'

5.4 I consider that the proposed access arrangement is safe and is a suitable arrangement geometrically to cater for the anticipated volume of HGV traffic. The visibility splays at the site access will meet, and exceed, LCC Highways' requirements which are based on nationally recognised standards, and are achievable within land within the appellant's control and adopted highway land, subject to cutting back of some vegetation within the highway boundary. This has been the view of the appellant's transport consultant throughout the application and my own assessment of the visibility splays, shown in SCP drawing 260086-D05 at **Appendix JRB7** demonstrates this is the case.

5.5 Notwithstanding this evidence, the appellant is willing to fund speed-indicator signage on the eastbound approach to the junction to help enforce the 30mph speed limit on Lancaster Road, to provide additional comfort to LCC Highways regarding the access and to provide a wider public benefit in terms of highway safety that would last beyond the lifetime of the appeal proposal.

5.6 I therefore conclude that the proposed access arrangement would provide a safe and suitable access for the appeal scheme, meeting the requirements of the NPPF (paragraphs 115 and 116) and the Wyre Local Plan Policy CDMP6.

### Highway Safety - Vehicle Conflict and Route Suitability

5.7 As set out in the LCC Statement of Case, LCC Highways consider that the appeal scheme will 'lead to a significant increase in HGV traffic on Lancaster Road for the duration of the development and that this highway has insufficient width to allow

- HGVs to pass other vehicles and vulnerable road users with an appropriate level of safely.’
- 5.8 Furthermore, they consider that there are ‘likely impacts at two locations on the wider highway network where the level of increase in HGV movements considered together with particular highway constraints at these locations would lead to significant safety impacts.’ These locations are on the A588 at the Fold House Farm bend and at the Cemetery Lane junction.
- 5.9 Whilst I accept that there will be a notable percentage increase in HGV usage, this belies the fact that such usage will still be low in absolute terms. I consider that suitable mitigation has been offered as part of the planning application to address the LCC Highways concerns regarding the potential for an increased risk of vehicle conflict resulting from the proposals. Along Lancaster Road between the appeal site access and the junction with the A588, there is no evidence of personal injury accidents arising as a result of its use by HGVs. There is a record of a slight injury accident involving a bus and a car at the Vine House bend in September 2023 however we have no further details in terms of its cause. The appellant is offering to manage their HGV movements in and out of the site to prevent scheme related HGVs meeting on Lancaster Road. The appellant has the ability to implement such a management system and this can be secured by a planning condition.
- 5.10 In addition, the planning application included proposed mitigation in the form of road widening on Lancaster Road. The ability to deliver such widening is questioned by LCC Highways however I consider that there is considerable scope for the widening of the carriageway on Lancaster Road should the inspector deem it to be essential. The scheme proposals shown in SCP drawing 260086-D04 at **Appendix JRB14** demonstrate that there is sufficient space within the adopted highway to widen Lancaster Road to provide a 7m road width at the Vine House bend.
- 5.11 I have prepared a cross section to show the typical width requirement for two HGVs passing, inclusive of wing mirrors. This is shown in SCP drawing 260086-D03 at **Appendix JRB15**. The total width requirement would be 6.7m for the vehicles to pass on a straight section of road. I consider that the proposed 7m width at the Vine House bend is sufficient for two-way HGV movement accounting for the additional width that may be required should two HGVs meet on the apex of a 70m radius bend. In reality intervisibility between such vehicles will be significant and they will slow so as to ensure that they pass safely, as habitually happens on rural roads across the national network.
- 5.12 The extent of road widening proposed is, in my view, a suitable mitigation measure to address LCC Highways’ concerns regarding the potential increase in risk of vehicle conflict along Lancaster Road.
- 5.13 Additional mitigation, that could be delivered in conjunction with, or separate to, any road widening on Lancaster Road has been proposed in the form of new warning signage on approach to the narrowest section of Lancaster Road. LCC Highways support the principle of new signage in this location however consider that there may not be sufficient space within the adopted highway to place new signage.

- 5.14 I consider that the provision of new highway signage would be deliverable. If this could not be placed within the adopted highway (albeit I doubt that this would be the case), the powers available to LCC Highways under both the Highways Act 1980 and the Road Traffic Regulation Act 1994 would allow them to place highway signage within third party land, but certainly to enter third party land to place signage at the edge of the highway – both are common.
- 5.15 Similarly, at the two locations on the wider highway network where LCC Highways consider there to be an unacceptable increase in risk of vehicle conflict due to the increase in HGV traffic generated by the proposal, additional signage would be appropriate to mitigate these concerns. LCC Highways accept that new warning signage would be suitable mitigation however have concerns about whether new signs could be placed within the adopted highway. As noted above, the powers available to LCC Highways under both the Highways Act 1980 and the Road Traffic Regulation Act 1994 would allow them to place highway signage within third party land if necessary, therefore I do not consider this to be a valid reason for a highways objection to this mitigation measure.
- 5.16 The proposals include an agreed highway mitigation measure at the Lancaster Road / A588 junction which comprises a remodelling of the junction through the combining of the slip roads into a single bellmouth onto the A588. Opposite the bellmouth the radius of the A588 would be relaxed into highway verge, widening the carriageway around this bend between Head Dyke Lane and Burned House Lane. This would significantly improve conditions for two-way traffic at this location.
- 5.17 I would highlight that this scheme proposal would also improve intervisibility between northbound vehicles leaving the A588 and drivers emerging from Pointer Cottage. Currently visibility out of Pointer Cottage to the south is severely constrained.
- 5.18 I consider that the highway route for HGV access to the site is safe for the proposed level of use, taking into account the mitigation measures that have been proposed to support the appeal proposal. Lancaster Road is a B-road which accommodates regular HGV traffic movements. The A588, as its designation as an A-road confirms, is of the greatest significance to through traffic and already accommodates regular HGV movements. The proposed highway mitigation measures directly address the safety concerns raised by LCC Highways and would be deliverable as part of a s278 agreement with LCC Highways.
- 5.19 The appeal proposal is therefore consistent with the NPPF as there would not be an unacceptable impact upon highway safety. It is also consistent with the Joint Lancashire Minerals and Waste Local Plan Policy DM2 as any harms arising from the movement of HGVs can be eliminated or reduced to acceptable levels. The proposal also satisfies Wyre Local Plan policy CDMP6 as road safety and the safe, efficient and convenient movement of all highway users is not prejudiced, safe and adequate vehicular, cycle and pedestrian access would be provided and appropriate provision is made for vehicular access.

### **Proposed Highway Mitigation Strategy**

- 5.20 LCC Highways question the deliverability and mitigation value of the appellant's proposed highway mitigation strategy. I would refer to my comments above regarding the deliverability of the mitigation strategy, which I consider I have demonstrated to be feasible, and could be delivered via a s278 agreement.
- 5.21 With regards to the 'mitigation value' of the proposed highway mitigation strategy, I consider that the mitigation strategy is appropriate to address the safety concerns raised by LCC Highways, which is sufficient in the context of a planning application. In this instance however, additional value would be provided to road users beyond the lifetime of the appeal scheme as the proposed physical works and new warning signage on the highway network would be in place after the quarrying activity was completed and the site restored.

### **Summary**

- 5.22 In summary, I find LCC's reason for refusal on the basis of highway safety to be disproportionate given the advice within paragraph 116 of the NPPF. There is negligible pedestrian activity along Lancaster Road in the vicinity of the appeal site, the speed of traffic is low and forward visibility along it is of an appropriate standard.
- 5.23 In spite of the fact that the road currently carries HGV and public transport vehicles and narrows at the bend adjacent to Vine House, there is no evidence of any highway safety concern that would be exacerbated by the proposals to an extent that could be considered severe.

## 6 RULE 6 PARTIES - ASSESSMENT OF HIGHWAYS MATTERS

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- 6.1 Rule 6 parties have submitted a series of nine photographs to highlight concerns regarding highway safety on the local highway network.
- 6.2 A review of the highway safety record, covering the most recent five-year period for which Department for Transport data is available (2000-2024) has informed my evidence and the development of the highway mitigation proposals. The five-year time period for an accident analysis is widely accepted as appropriate to enable any accident clusters to be identified, and is advocated in the Government's 'Travel Plans, Transport Assessments and Statements' guidance.
- 6.3 The photographs include the aftermath of three accidents on the local highway network that reportedly occurred in 2025 and therefore will not have appeared in the accident records that have informed the analysis to date. However, it should be noted that only accidents resulting in personal injury are recorded in the database. It is unclear from the photographs provided whether these accidents in 2025 did result in any personal injury or whether they were collision-only and not reportable under Stats19 procedures by the police.
- 6.4 Notwithstanding this uncertainty as to the severity of the accidents, these photographs do not change my conclusions regarding the baseline assessment of road safety detailed in Chapter 3 of my evidence.
- 6.5 I note from inspection of the evidence submitted by the Rule 6 parties that there is photographic evidence of pedestrian activity along it and of damage to a vehicle caused by a collision with a horse. The driver of the vehicle that struck the horse was considered to be at fault. There is no record of the number of pedestrians or equestrians that make use of Lancaster Road.
- 6.6 The height of the hedgerows on either side of Lancaster Road are currently low enough to enable good forward visibility for drivers of both oncoming vehicles and of pedestrians/equestrians in the road. The speed of traffic is low and drivers will be able to stop or slow safely if necessary to await the passage of another vehicle before moving across to pass a pedestrian or a horse.
- 6.7 Drivers of HGVs sit high in the cab and so are afforded with even better forward visibility than drivers of private cars and LGVs. Additionally, the height of an HGV is visible to pedestrians and equestrians from a greater distance back. The highway improvement proposals will reduce hedgerow height or remove it entirely in some locations and will widen the carriageway within adopted highway extents. Additionally, new highway signage will be provided that could include speed indicator devices to remind drivers of the 30mph speed limit of the road.
- 6.8 These proposals will improve intervisibility for all road users, will create additional road space and will reinforce the 30mph speed limit. Areas of carriageway may remain where two-way HGV use may create pinch points for vulnerable road users. However, these areas are short and pedestrians and equestrians will either be able

to wait for vehicles to pass before continuing on their journey, or drivers will be able to safely slow and wait until a safe opportunity presents itself to pass.

- 6.9 My view remains that the proposed highway mitigation measures would adequately address the highway safety concerns that have been raised both by LCC Highways and by the Rule 6 parties during the course of the planning application.
- 6.10 The highway improvement proposals will also provide a long-term benefit for users of Lancaster Road beyond the lifetime of the development.

## 7 SUMMARY AND CONCLUSION

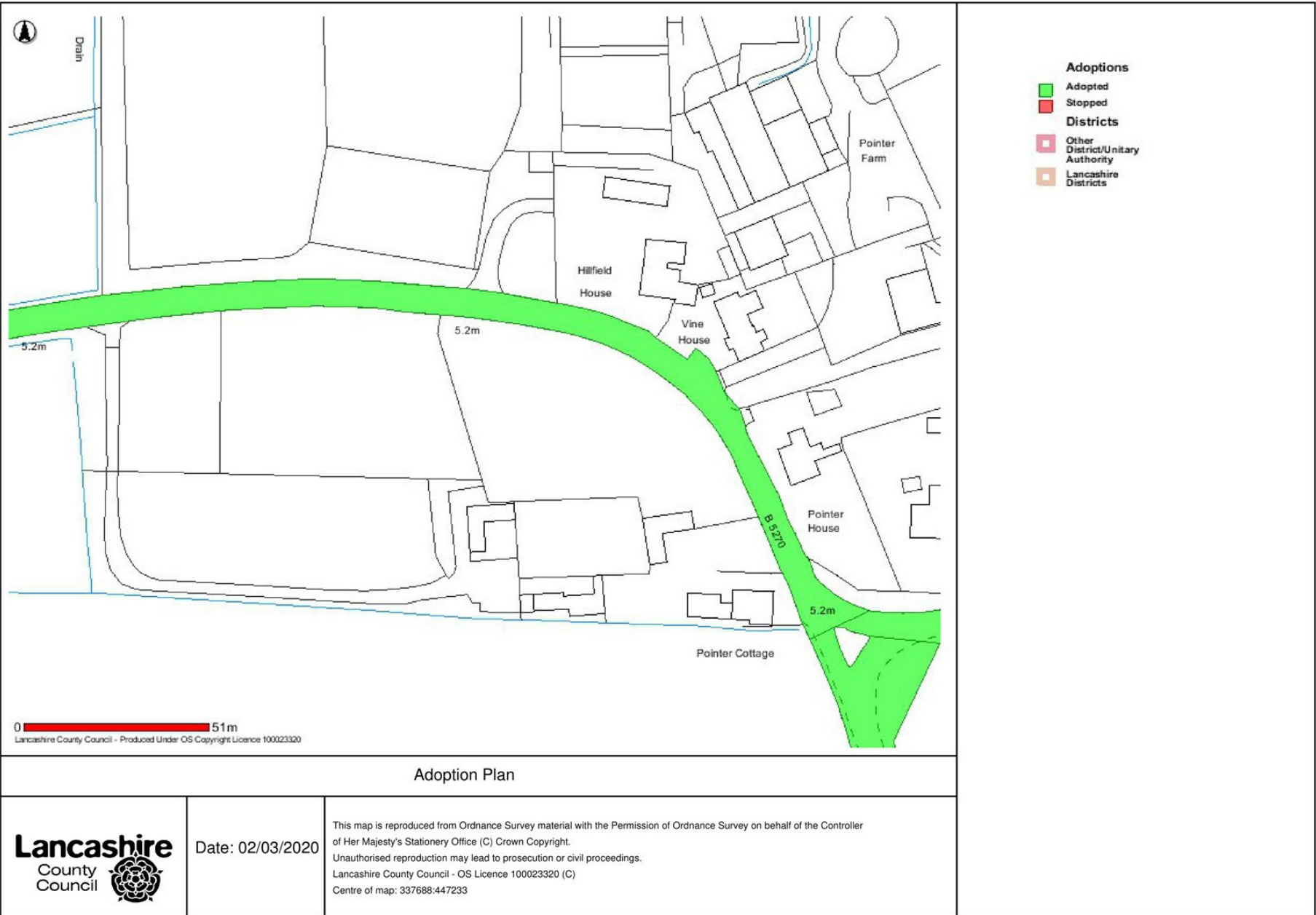
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### Summary

- 7.1 My proof deals with the highway, traffic and transport aspects of the proposals for a minerals extraction and reinstatement scheme at Mytax Farm, Poulton-le-Fylde.
- 7.2 The Local Highway Authority has objected to the proposals on highway safety grounds.
- 7.3 I have demonstrated that each of the highway safety concerns raised by the Local Highway Authority can be adequately addressed through the mitigation measures proposed at the planning application stage.
- 7.4 Having regard to the above, I consider the proposals to be entirely policy compliant both at a local and national level. My evidence confirms that there are no transport or highways-related reasons why the appeal should not be allowed.

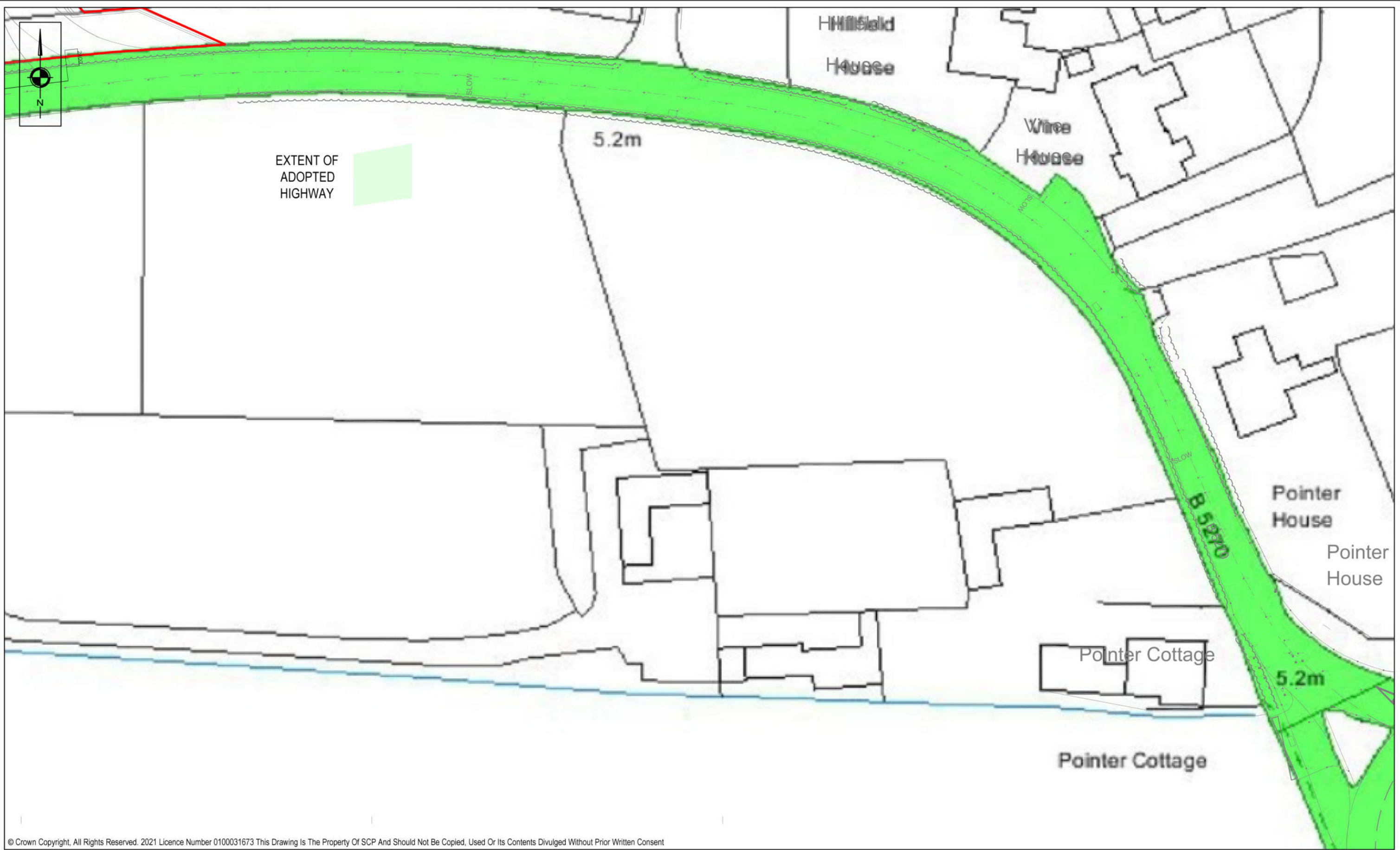
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**APPENDIX JRB1**



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**APPENDIX JRB2**



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REVISIONS			

Drawn By:	JRB	Date:	13.03.2026
Checked:	TR	Scale@A3:	1:500
Approved:	TR	Status:	PLANNING

Client Name:	BAXTER PARTNERSHIP
Project Title:	BOURBLES QUARRY, LANCASHIRE

Drawing Title:	Ordnance Survey and Topographical Survey against Original Adopted Highway Records from LCC
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Drawing No.	SCP/260086/D06
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**APPENDIX JRB3**



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REVISIONS

Drawn By:	JRB	Date:	13.03.2026
Checked:	TR	Scale@A3:	1:500
Approved:	TR	Status:	PLANNING

Client Name:	BAXTER PARTNERSHIP
Project Title:	BOURBLES QUARRY, LANCASHIRE

Drawing Title:	Ordnance Survey and Topographical Survey against Traced Adopted Highway Records from LCC
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Drawing No.	SCP/260086/D07
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**APPENDIX JRB4**

Ref	Accident Reference	Date	Time	Severity	No. Veh	Vehicle Type	Pedestrian Casualties
1	041285802	06/03/2023	15:15	Slight	1	Goods vehicle - unknown weight	1
2	041210283	10/08/2022	17:54	Slight	2	Motorcycle 125cc and under	0
						Car	
3	041003171	01/12/2020	20:35	Slight	2	Car	0
						Car	
4	041190170	10/06/2022	11:46	Serious	2	Car	0
						Pedal cycle	
5	041397984	13/01/2024	14:20	Slight	1	Motorcycle - unknown cc	0
6	041335912	30/07/2023	13:55	Serious	1	Motorcycle - unknown cc	0
7	041489204	09/09/2024	13:30	Slight	1	Car	0
8	041122061	16/12/2021	18:49	Slight	2	Car	0
						Car	
9	041303534	02/05/2023	22:43	Serious	2	Goods vehicle - unknown weigh	1
						Car	
10	040915570	01/01/2020	10:50	Serious	1	Motorcycle 125cc and under	0
11	041288248	18/03/2023	20:08	Serious	3	Car	0
						Car	
						Car	
12	041176852	13/05/2022	10:42	Slight	2	Car	0
						Van / Goods 3.5 tonnes mgw or under	



**S|C|P**

**APPENDIX JRB5**



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



New Speed Activated 30mph Sign

Car Driver's Eye Position x 43m Visibility Splay

Car Driver's Eye Position x 54m Visibility Splay

Car Driver's Eye Position x 43m Visibility Splay

Car Driver's Eye Position x 51m Visibility Splay

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



Dia 1024 SLOW Carriageway Markings and Dia 506.1 (Side Road Ahead) and Dia 551 (Heavy Plant Crossing) Plate on Existing Lighting Column



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



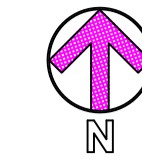
Dia 1024 SLOW Carriageway Markings and Dia 506.1 (Side Road Ahead) and Dia 551 (Heavy Plant Crossing) Plate on Existing Lighting Column

Drain

new road



SECTION



CASTER ROAD

General Notes

No.	Revision/Issue	Date

Turner Lowe Associates  
410 Belmont Road  
Bolton BL1 7DH  
Tel: 01204 773 760  
Email: enquiries@turnerlowe.co.uk

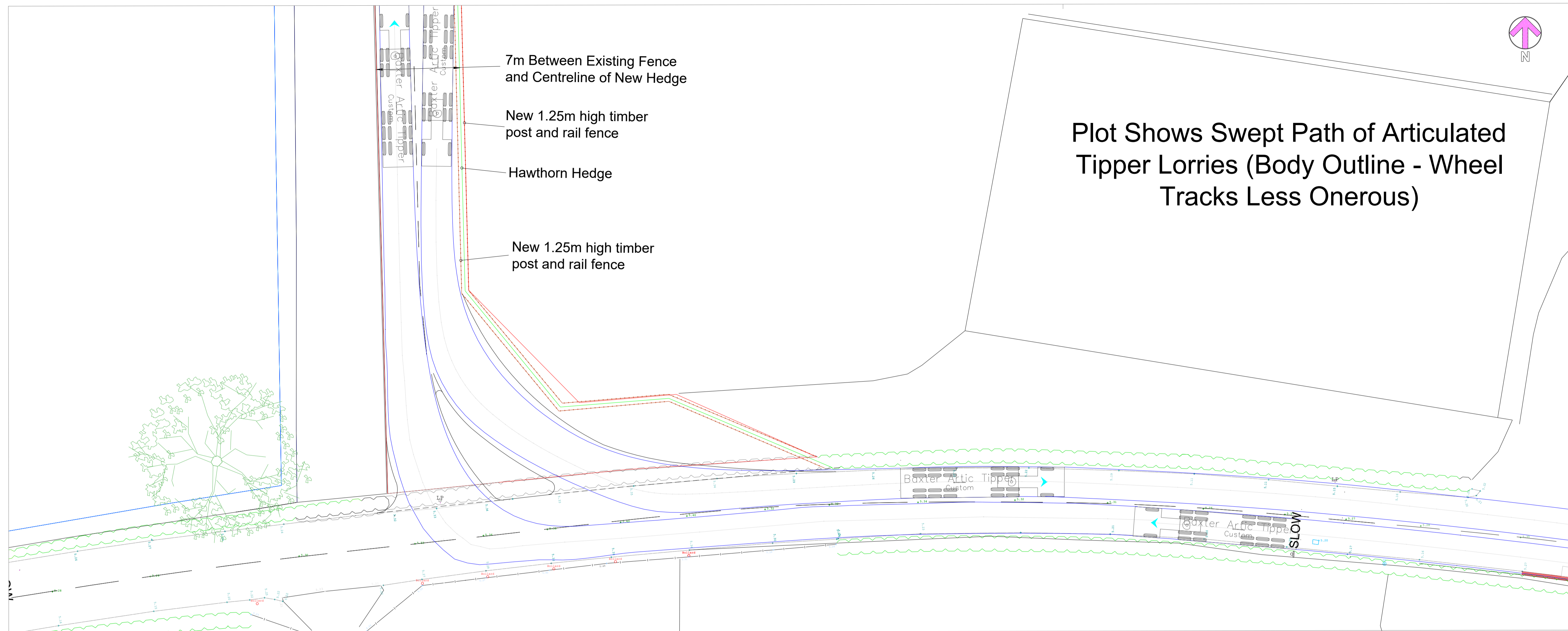
The Baxter Group

Proposed Mineral Extraction  
Mytax Farm. Presall  
Access General Arrangements

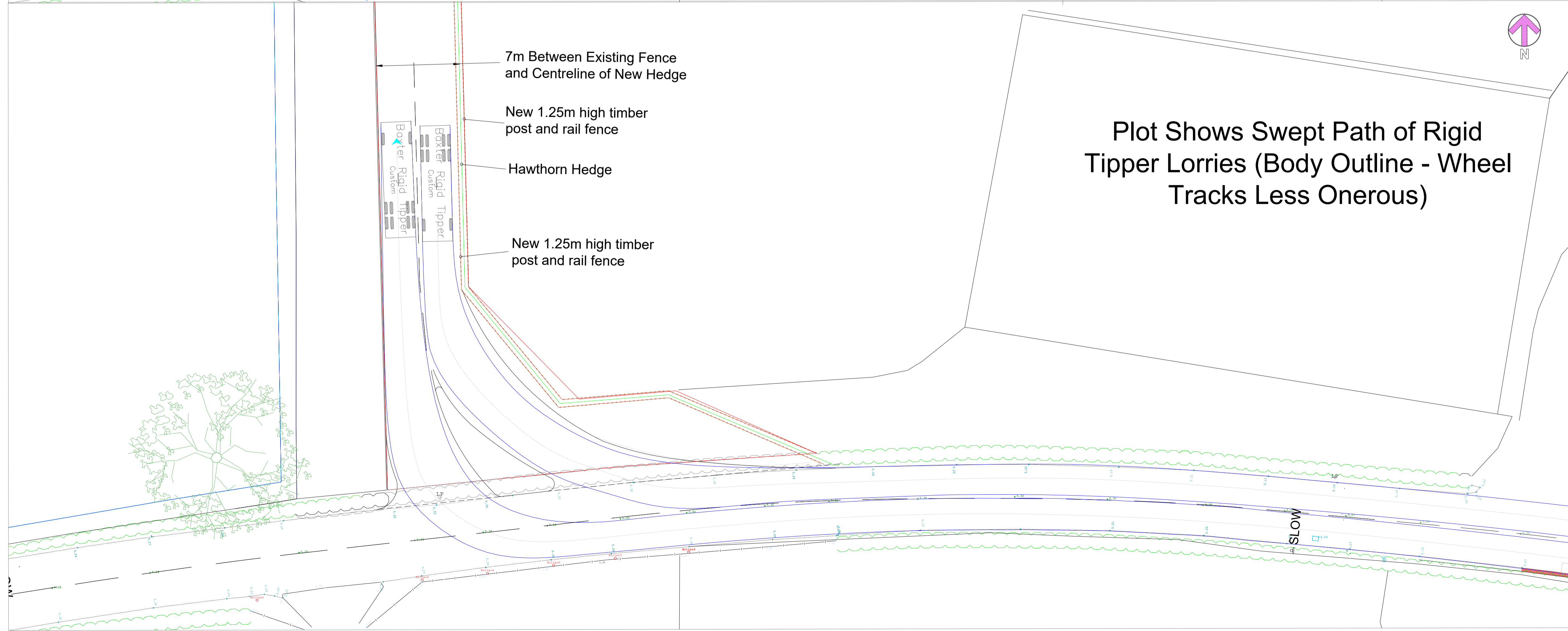
Job No: 220503	Drawn By: J.L.
Date: Feb 2024	Checked By: J.L.
Scale: 1 / 250 @ A1	Drawing No: 220503 / 08

**S|C|P**

**APPENDIX JRB6**



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



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

General Notes

No.	Revision/Issue	Date

Turner Lowe Associates  
 410 Belmont Road  
 Bolton BL1 7DH  
 Tel: 01204 773 760  
 Email: enquiries@turnerlowe.co.uk

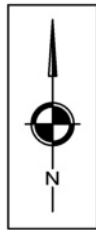
The Baxter Group

Proposed Mineral Extraction  
 Mytax Farm. Presall  
 Access HGV Manoeuvres

Job No: 220503	Drawn By: J.L.
Date: Feb 2024	Checked By: J.L.
Scale: 1 / 200 @ A1	Drawing No: 220503 / 09

**S|C|P**

**APPENDIX JRB7**



Hedgerow to be set-back/ trimmed within visibility splay

2.4m x 43m Visibility splay

2.4m x 58m Visibility splay

2.4m x 58m Visibility splay

2.4m x 43m Visibility splay

STER ROAD

SLOW

SLOW

43000

43000

58000

58000

EXTENT OF ADOPTED HIGHWAY

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Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

REVISIONS

Drawn By:	JRB	Date:	09.03.2026
Checked:	TR	Scale@A3:	1:500
Approved:	TR	Status:	PLANNING

Client Name:	BAXTER PARTNERSHIP
Project Title:	BOURBLES QUARRY, LANCASHIRE

Drawing Title:	CONFIRMATION OF AVAILABLE LATERAL VISIBILITY FROM 2.4M BACK INTO THE SITE ACCESS
----------------	--

Drawing No.	SCP/260086/D05
Rev.	-

Office of Origin: Manchester Tel: 0161 832 4400  
www.scptransport.co.uk - www.rskgroup.com

C:\Users\Jim.budd\RSK Group\SCP Job Library 2026 - 260086 - Bourbles Quarry, Lancashire\03 Data\Drawings

**S|C|P**

**APPENDIX JRB8**

**Contents**

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## **1 Introduction and Background to Proposal**

### **1.1 Purpose of this Report**

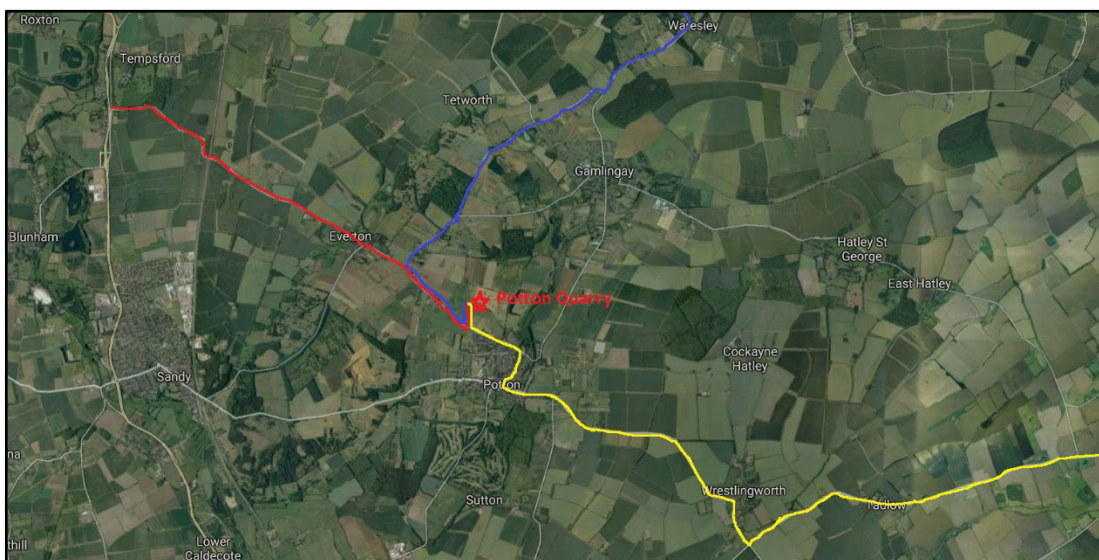
- 1.1.1 This Site Traffic Management Scheme (TMS) has been produced on behalf of Breedon Trading Limited (The Company) in relation to planning application ref: CB/22/02248/MW for a proposed northern extension to Potton Quarry.
- 1.1.2 This plan sets out measures of how traffic will be managed on all routes used and in particular through Everton Village to minimise the impact on the existing highway network and road users and supersedes a previous TMS submitted under planning application ref: CB/18/02366/MW for a southern extension to Potton Quarry.
- 1.1.3 The TMS sets out the main headings and provides an overview of the issues and proposed measures for the management of traffic associated with the development.
- 1.1.4 It is important to note that it has been written as a 'living document' and is intended to be updated as and when required. The effectiveness of the TMS will be reviewed and other potential mitigation measures on the local highway network discussed and considered at the local liaison group, which was established after the approval of the southern extension for the quarry.
- 1.1.5 In terms of the Liaison Group, this is attended by representatives from Breedon, Central Bedfordshire Council Planning Officer, members of Potton Town Council, Everton Parish Council and Gamlingay Parish Council, representative from Everton Primary School and Councillor Tracey Wye.

## 2 Traffic Management Scheme

### 2.1 Existing Vehicle Routeing

2.1.1 Transport Assessment work along with a Transport Technical Note supporting the planning application for the site demonstrate that the vehicle routes currently being used are suitable to accommodate the movements associated with the quarry activities; red route (through Everton towards the A1), yellow route (through Potton, and east towards the M11) and blue route (taking Everton Road, Drove Road and the B1040) - see *Figure 1* below. The Highways Authority has raised no objections to the use of these routes.

**Figure 1: HGV Routeing Scheme**



### 2.2 Distribution of HGV Movements

#### Existing Trip Generation

2.2.1 The existing HGV trip generation assuming an extraction rate of 250,000 tonnes per annum is summarised in *Figure 2* below.

**Figure 2 – Existing HGV Trip Generation**

Source	Annual Tonnage		Average Load (tonnes)	Annual Loads	Average Daily Loads
	Exports	Imports			
Sand	125,000	-	20	6,250	23

	125,000	-	30	4,167	15
Total	250,000	-	-	10,417	38

2.2.2 *Figure 2* shows that the quarry currently generates 38 loads equating to 76 two-way movements per day. The daily average is based on 274 operational days per year (5.5 day working week, minus bank holidays). Based on an 11 hour working day, this equates to 4 two-way movements per hour.

#### Proposed Trip Generation

2.2.3 The development proposals will increase the lifetime of the operations on site by up to 10 years. During the extension period, the quarry will extract material at 200,000 tonnes per annum. The proposed HGV trip generation assuming an extraction rate of 200,000 per annum is summarised in *Figure 3* below.

**Figure 3 – Proposed HGV Trip Generation**

Source	Annual Tonnage		Average Load (tonnes)	Annual Loads	Average Daily Loads
	Exports	Imports			
Sand and Gravel	100,000	-	20	5,000	18
	100,000	-	30	3,333	12
Total	200,000	-	-	8,333	30

2.2.4 *Figure 3* shows that the quarry would generate 30 loads equating to 60 two-way movements per day. The daily average is based on 274 operational days per year (5.5 day working week, minus bank holidays). Based on an 11-hour working day, this equates to 3 two-way movements per hour.

### **2.3 HGV Movement Profiles**

2.3.1 In terms of the proportion of traffic using the vehicle routes set out above, at present approximately 80% of those vehicles which are under the control of the Applicant travel towards Everton via the red and blue routes, with approximately 25% of that traffic continuing via the blue route and the remainder through Everton village via the red route.

2.3.2 In terms of access through Potton village, approximately 20% of all HGVs (3rd party vehicles i.e. not under the control of the Applicant) travel through Potton via the yellow route.

2.3.3 Based on an extraction rate of 200,000 tonnes per annum, the quarry would generate 30 loads equating to 60 two-way movements per day. This equates to potentially 12 two way movements through Potton via the yellow route and 48 two-way movements towards Everton via the red and blue routes.

#### 2.4 Proposed Mitigation Measure

2.4.1 In order to minimise the impact on the existing highway network and road users through Everton Village, the Company will continue to restrict all HGV movements coming through Everton (entering and leaving the site) during peak school hours for Everton Heath Primary School (the school opening hours are 08:45am to 15:30pm) during term times.

2.4.2 Therefore, on the basis of the above, the Company propose to implement the following proposal if permission is granted:

*“No vehicles owned or controlled by the Company and used for the purpose of the Development shall travel through Everton Village during the peak periods for Everton Heath Primary School arrival and departure of 08:15 to 09:15 and 15:00 to 16:00 Monday to Friday”.*

2.4.3 Therefore, vehicle movements during the times 08:15 to 09:15 and 15:00 to 16:00 Monday to Friday, will be restricted to the blue and yellow routes. In terms of vehicle movements through Potton, this route is predominantly used by 3<sup>rd</sup> party vehicles, there, vehicle trips via this route are unlikely to increase with the majority of vehicles using the blue route. Furthermore, due to the reduction in the extraction rate from 250,000 tonnes per annum to the now proposed 200,000 tonnes per annum, the number of vehicles using the route through Potton is actually likely to slightly decrease.

### **3 Route Management and Monitoring Procedures**

#### **3.1 Introduction**

- 3.1.1 Monitoring and reporting procedures will be implemented at the site prior to the commencement of the development and will be maintained throughout the life of the scheme.
- 3.1.2 The procedures will encourage all stakeholders to report any issues, breach of restrictions or risks to site management.
- 3.1.3 Site staff and drivers will be expected to contribute to the monitoring and reporting programme, highlighting any instances where unwanted material is deposited on the highway from site vehicles or where they believe there may be risks or improvements to be made.
- 3.1.4 Site management contact details will be advertised at the site access in order to allow members of the public to report any issues.
- 3.1.5 Regular staff/contractor briefing sessions will be undertaken on site regarding HGV restrictions, implemented measures and operational preferences.
- 3.1.6 The Site Manager, or their delegate, will be responsible for the completion of regular audits confirming compliance to the Traffic Management Scheme and the Conditions of the Planning Permission.

#### **3.2 Journey Management Induction**

- 3.2.1 Prior to leaving the site, drivers will have completed an induction and been provided an accompanying information sheet. The induction outlines:
- Location of the site;
  - Site Description;
  - Method(s) of arranging access to the site;
  - Route Restrictions;
  - Time Restrictions;

- Damage to Verges;
- Access & Departure Procedures;
- A requirement to Report Hazard Observations and Incidents;
- Penalties of non-compliance; and
- Monitoring of local roads for non-compliance.

### 3.3 HGV Routeing Scheme

- 3.3.1 All HGVs owned or controlled by the Company and used for the purpose of the Development shall follow the routes shown on the HGV Routeing Scheme Map (*Figure 1*) with particular regard to the restriction on vehicles traveling through Everton during the peak periods for Everton Heath Primary School arrival and departure of 08:15 to 09:15 and 15:00 - 16:00 Monday to Friday during school term time.
- 3.3.2 Drivers of HGVs under the direct control of the Company lawfully entering and leaving the Site, are to complete the Journey Management Induction setting out and requiring compliance with the permitted HGV Routeing Scheme.
- 3.3.3 To ensure compliance, the requirements of the HGV Routeing Scheme will be incorporated into the conditions of contract of all haulage contractors employed by the Company.
- 3.3.4 This will include an escalating sanctions regime whereby a warning will be issued for a first breach, a written warning issued for a second breach, and a notice suspending a contractor's haulage contract for a period of not less than 5 Working Days for a third breach. In the event that a contractor or its drivers fail to comply with the restrictions on four or more occasions, a contractor's haulage contract will be terminated. All reasonable endeavours will be used to enforce such contractual requirements where any breaches come to the attention of the Owner and the Operator and to notify the Council of such breaches as soon as reasonably practicable or within 48 hours whichever is the sooner. To monitor the routeing of HGVs travelling to and from the Site, random spot checks at the exit to the Site and on local roads are to be conducted not less than four times per calendar year and evidence of which shall be provided to the Council within one month of a written request from the Council. All drivers

including HGV drivers are to be issued the HGV Routeing Scheme Map (*Figure 1*) indicating the routes to be used.

- 3.3.5 Furthermore, the approved CCTV system can be used to check that no HGVs access or egress the site to / from the north. Furthermore, the CCTV can check that no HGV arrivals / departures occur during the specified school drop-off / collection times for HGVs that would use the Everton route.

### 3.4 Action Plan

Measure	Responsibility	Indicative Timescale
Journey Management Induction	Site Manager	Prior to leaving the Site
HGV Routeing Scheme – Haulage contractors	The Applicant	Prior to contract signing
Monitor the routeing of HGVs travelling to and from the Site	Site Manager	Daily
HGV drivers are to be issued the HGV Routeing Scheme Map	Site Manager	Daily
Random spot checks at the exit to the Site and on local roads	The Applicant	Not less than four times per calendar year and evidence of which shall be provided to the Council within one month of a written request from the Council
Sanctions <ol style="list-style-type: none"> <li>1. Warning will be issued for a first breach</li> <li>2. Written warning issued for a second breach</li> <li>3. Notice suspending a contractor's haulage contract for a period of not less than 5 Working Days</li> </ol>	The Applicant	Operator and to notify the Council of such breaches as soon as reasonably practicable or within 48 hours whichever is the sooner.

#### **4 Local Liaison Group**

- 4.1.1 A Local Liaison Group was set up following the approval of application ref: CB/18/02366/MW for a southern extension to Potton Quarry.
- 4.1.2 At the Liaison Group meeting going forward, the Company will outline and clarify their approach and discuss and review the current working practices and future intentions. The meeting will also provide attendees with improved understanding of any traffic/highway related issues and the effectiveness of the TMS will be discussed and reviewed if necessary. The Local Liaison Group shall continue to meet at six monthly intervals, or other such time period as agreed by members of the Local Liaison Group.
- 4.1.3 Furthermore, a function of the group could be to consider whether there is potential for other mitigation measures to be introduced onto the local highway network.

**S|C|P**

**APPENDIX JRB9**

# PLANNING PERMISSION

*Name and address of Applicant*

RESOURCE RECYCLING  
SOLUTIONS LTD  
IRON HOUSE FARM  
LANCASTER ROAD  
OUT RAWCLIFFE  
PR3 6BP

*Name and address of Agent (if any)*

GRAHAM ANTHONY  
ASSOCIATES  
2 Croston Villa  
High Street  
Garstang  
Preston  
PR3 1EA

---

## Part I – Particulars of application

Date of application: **26 October 2020** Application No. **LCC/2020/0061**

Particulars and location of development:

**Erection of new composting building and continuation of use of existing composting site subject to a condition restricting the export of compost to five HGV vehicles per day. Iron House Farm, Lancaster Road, Out-Rawcliffe**

---

## Part II – Particulars of Decision

The **Lancashire County Council** hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

### Time Limits

1. The development shall commence not later than 3 years from the date of this permission.

*Reason: Imposed pursuant to Section 91 (1)(a) of the Town and Country Planning Act 1990.*

### Working Programme

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following:
  - a) The Planning Application received by the County Planning Authority on 26th October 2020.

b) Submitted Plans and documents

Drawing Number - GA3343-LP-01B / Location Plan  
Drawing Number - GA3343-SP-01 / Existing Site Plan  
Drawing Number - GA3343-001 / Proposed Plans and Elevations  
Drawing Number - GA3343-PSP-01 / Proposed Site Plan

c) All schemes and programmes approved in accordance with this permission.

*Reason: For the avoidance of doubt, to enable the County Planning Authority to adequately control the development and to minimise the impact of the development on the amenities of the local area, and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and policies SP2 and CDMP3 of the Wyre Local Plan.*

### **Hours of Working**

3. No waste shall be imported or deposited on the site, sorted, screened or shredded, and no recycled materials shall be loaded or exported from the site outside the hours of:

08.30 to 18.00 hours, Mondays to Fridays (except Public Holidays)  
08.30 to 12.00 hours, Saturdays.

Notwithstanding the above hours, the site shall also be open for the acceptance of green wastes between 12.00 to 17.00 hours on Saturdays and between 09.30 to 17.00 hours on Sundays and Public Holidays. No processing operations shall take place within these hours.

This condition shall not, however, operate so as to prevent the carrying out, outside these hours, of essential repairs to plant and equipment used on the site.

*Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

4. No works to construct the building shall take place outside the hours of:

07.00 to 18.00 hours Monday to Friday (except Public Holidays),  
08.00 to 14.00 hours on Saturday.

No construction works shall take place at any time on Sundays or Public Holidays.

This condition shall not however operate so as to prevent the carrying out, outside of these hours, of essential repairs to plant and machinery used on the site.

*Reason: To safeguard the amenity of local residents and adjacent properties and land users and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and policy SP1 of the Wyre Local Plan.*

5. No waste other than green waste, waste timber and waste imported from other in vessel composting facilities shall be imported to the site. Green wastes shall only comprise of grass, tree and hedge cuttings, parks and garden wastes and horticultural waste produced by householders. Any other wastes shall be removed from the site within 24 hours of receipt and taken to a licenced waste management site.

*Reason: To protect the amenities of surrounding land users and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

### **Materials**

6. No external cladding or finishes to any building or structure shall be applied until details of the building materials to be used for the external elevations and the roof of the building have been submitted to and approved in writing by the County Planning Authority. Thereafter, only those materials approved by the County Planning Authority shall be used.

*Reason: To safeguard the visual amenity of the area and to comply with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and Policies SP4, SP5 and CDMP3 of the Wyre Local Plan.*

### **Highway Matters**

7. Measures shall be taken at all times during the operation of the site to ensure that no dust, mud or other deleterious materials are transferred onto the public highway by vehicles leaving the site.

*Reason: In the interests of highway safety and local amenity and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan*

8. The numbers of HGVs associated with the importation of green waste, waste timber or other waste materials to the site for the purpose of producing compost or wood chip shall not exceed the following levels:-

1st April to 30th November

- a) Mondays to Fridays - 18 HGVs per day
- b) Saturdays (08.00 hrs - 13.00 hrs) - 7 HGVs
- c) Saturday afternoons (13.00 - 17.00 hrs) -2 HGVs
- c) Sundays - 2 HGVs

1st December to 31st March

- a) Mondays to Fridays - 6 HGVs per day
- b) Saturdays (08.00 - 13.00 hrs) - 3 HGVs
- b) Saturday afternoons (13.00 hrs - 17.00 hrs) - 2 HGVs
- c) Sundays - 2 HGVs

A written record shall be maintained of all HGVs associated with the importation of waste materials to the site and the export of finished compost. The record shall contain

details of the date and time of the movement, the vehicle registration number and the vehicle weight. The record shall be made available to the County Planning Authority on request.

*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

9. No more than 5 vehicles per day shall leave the site associated with the export of finished compost or shredded waste timber material. This condition shall apply to HGVs and tractors and trailers.

*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

10. All vehicles transporting compost from the site shall be securely sheeted.

*Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan.*

11. All mobile plant used in connection with the operation of the site shall be fitted with and use white noise reversing alarms. No reversing beepers shall be used on such plant.

*Reason: In the interests of highway safety and the amenity of local residents and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan.*

## **Landscaping**

12. No construction of the building shall commence until a landscaping scheme for the further screening of the boundaries of the Iron House Farm composting site has been submitted to and approved in writing by the County Planning Authority.

The landscaping scheme shall provide details of the following:

- a) details for landscaping including details of areas to be planted, layout and sizes of species to be planted, planting techniques, and protection measures.
- b) details of the works that will be undertaken to the bund on the northern side of the site to accommodate the building and new access.

The landscaping proposals contained in the approved scheme shall be implemented in the first planting season following the completion of the building.

All planting works shall be maintained for a period of five years including the replacement of dead and dying plants, weed control and the maintenance of protection measures.

*Reason: In the interests of biodiversity and to secure the proper landscaping of the site and to conform with policies EMP12, CDMP1 and CDMP4 of the Wyre Local Plan.*

13. No stockpile of waste material, compost or shredded timber outside of the building shall exceed a height of five metres.

*Reason: In the interests of the visual amenity of the area and to conform with Policy DM2 of the Lancashire Minerals and Waste Local Plan and Policies SP2 and CDMP3 of the Wyre Local Plan 2011 – 2031.*

### **Ecology**

14. All construction works including site clearance and ground preparation for the building subject to this planning permission shall only take place during April to September inclusive.

*Reason: To protect birds and to conform with Policies CDMP1 and CDMP4 of the Wyre Local Plan.*

### **Drainage**

15. No building works shall commence until details of a surface water sustainable drainage system for the surface water run-off from the building have been submitted to and approved in writing by the County Planning Authority. The details shall include
- a) Information about design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), surface water discharge point(s) and the methods employed to delay and control surface water discharged from the building.
  - b) Demonstration that the surface water run-off will not exceed greenfield runoff rate.
  - c) Details of flood water exceedance routes, both on and off site.

The measures contained in the approved scheme shall be implemented as part of the construction works and maintained in operational condition thereafter.

*Reason: In the interests of surface water control and to prevent flooding and to conform with policy CDMP4 of the Wyre Local Plan.*

### **Noise**

16. All plant, equipment and machinery used in connection with the operation and maintenance of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification and shall be maintained in accordance with that specification at all times throughout the development.

*Reason: To safeguard the amenity of local residents and adjacent properties / landowners and land users and to conform with policy DM2 of the Lancashire Minerals and Waste Local Plan and policies SP1 and SP2 of the Wyre Local Plan.*

## Dust

17. Measures shall be taken at all times during the development to ensure that no dust or wind-blown material from the site is carried on to adjacent property.

*Reason: To safeguard the amenity of the local area and to conform with policy DM2 of the Joint Lancashire Minerals and Waste Local Plan and policies SP1, SP2 and CDMP4 of the Wyre Local Plan.*

## Definitions

Heavy Goods Vehicle: A vehicle of more than 7.5 tonnes gross weight.

Free field: At least 3.5 metres away from the facade of a property or building.

Planting Season: The period between 1 October in any one year and 31 March in the following year.

---

**Date: 2 March 2022**



**Laura Sales**  
**LANCASHIRE COUNTY COUNCIL**  
**DIRECTOR OF CORPORATE**  
**SERVICES**

*Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.*

---

**NOTE:**

**1. Appeals to the Secretary of State**

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for Communities and Local Government and the Regions under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal, then you must do so within 6 months of the date of this notice, using a form which you can get from the Planning Inspectorate, Registry/Scanning Room, 3/01B Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

**2. Purchase Notices**

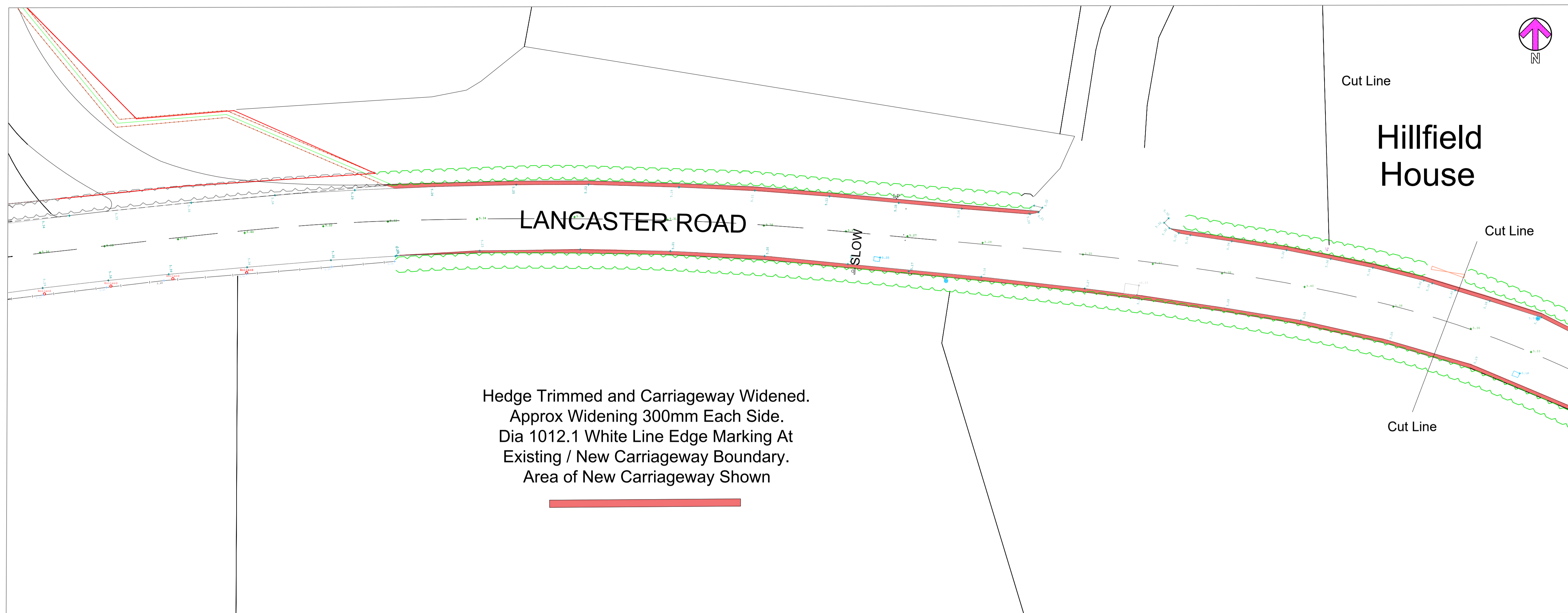
- If either the local planning authority or the Secretary of State for Communities and Local Government and the Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the District/Borough Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

- 3.** In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State for Communities, Local Government and the Regions on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

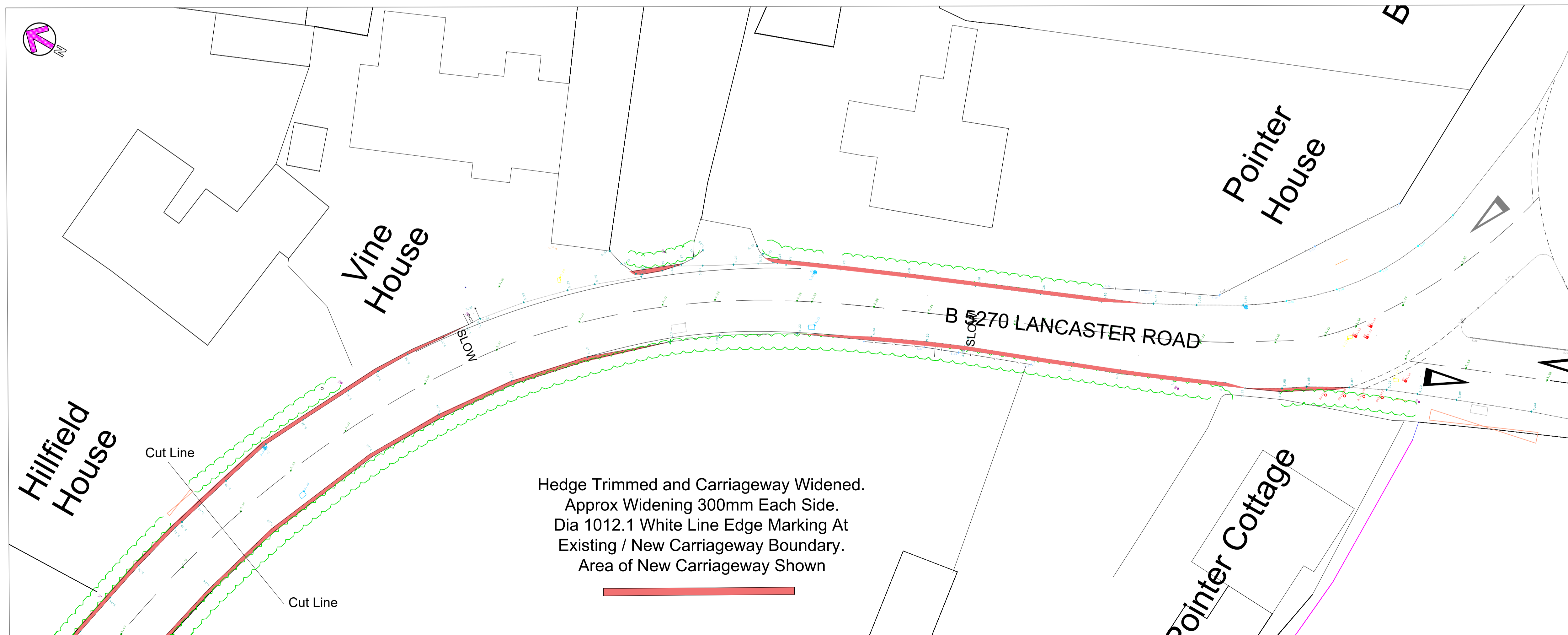
The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely sections 70 and 72(1) of the Act.

**S|C|P**

**APPENDIX JRB10**



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



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

General Notes

No.	Revision/Issue	Date

Turner Lowe Associates  
 410 Belmont Road  
 Bolton BL1 7DH  
 Tel: 01204 773 760  
 Email:  
 enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral Extraction  
 Mytax Farm. Presall  
 Lancaster Road Carriageway  
 Widening Scheme

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2026	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 10

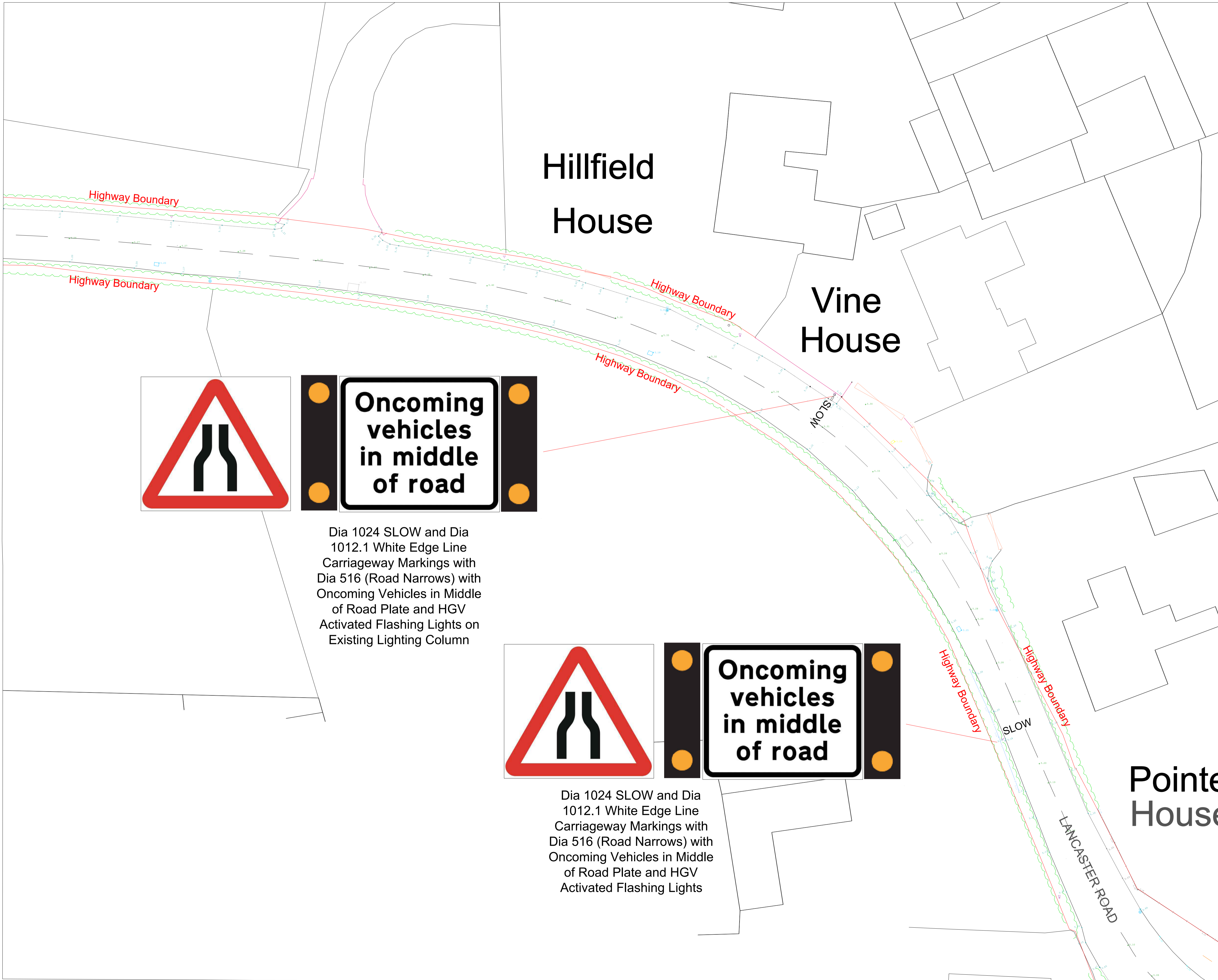
**S|C|P**

**APPENDIX JRB11**

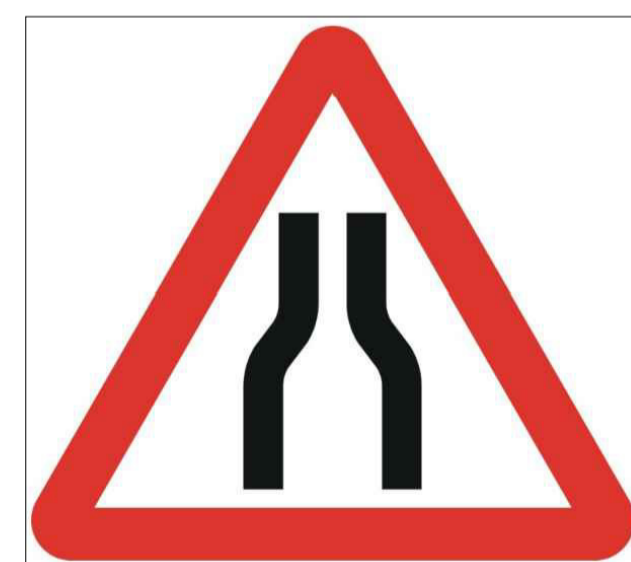
Hillfield House

Vine House

Pointe House



Dia 1024 SLOW and Dia 1012.1 White Edge Line  
 Carriageway Markings with Dia 516 (Road Narrows) with Oncoming Vehicles in Middle of Road Plate and HGV Activated Flashing Lights on Existing Lighting Column



Dia 1024 SLOW and Dia 1012.1 White Edge Line  
 Carriageway Markings with Dia 516 (Road Narrows) with Oncoming Vehicles in Middle of Road Plate and HGV Activated Flashing Lights

General Notes

No.	Revision/Issue	Date

Turner Lowe Associates  
 410 Belmont Road  
 Bolton BL1 7DH  
 Tel: 01204 773 760  
 Email: enquiries@turnerlowe.co.uk

The Baxter Group

Proposed Mineral Extraction  
 Mytax Farm. Pilling  
 Lancaster Road Highway  
 Works Oncoming Vehicles  
 Warning Signs Scheme

Job No:	220503	Drawn By:	J.L.
Date:	Feb 2026	Checked By:	J.L.
Scale:	1 / 200 @ A1	Drawing No:	220503 / 12

**S|C|P**

**APPENDIX JRB12**



**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

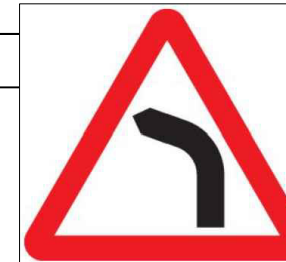
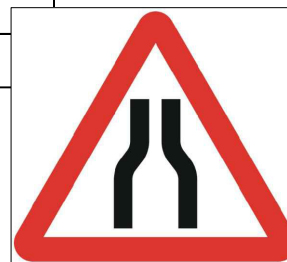


Fold House  
5.2m

A 588

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

Bell Burn



**Oncoming vehicles in middle of road**

General Notes		
No.	Revision/Issue	Date

Turner Lowe Associates  
410 Belmont Road  
Bolton BL1 7DH  
Tel: 01204 773 760  
Email: enquiries@turnerlowe.co.uk

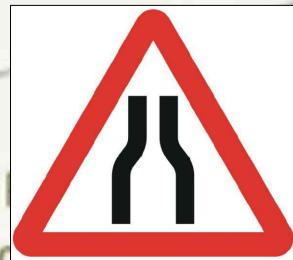
The Baxter Group

Proposed Mineral Extraction  
Mytax Farm. Pilling  
A588 / Fold House Farm Bend  
Signage

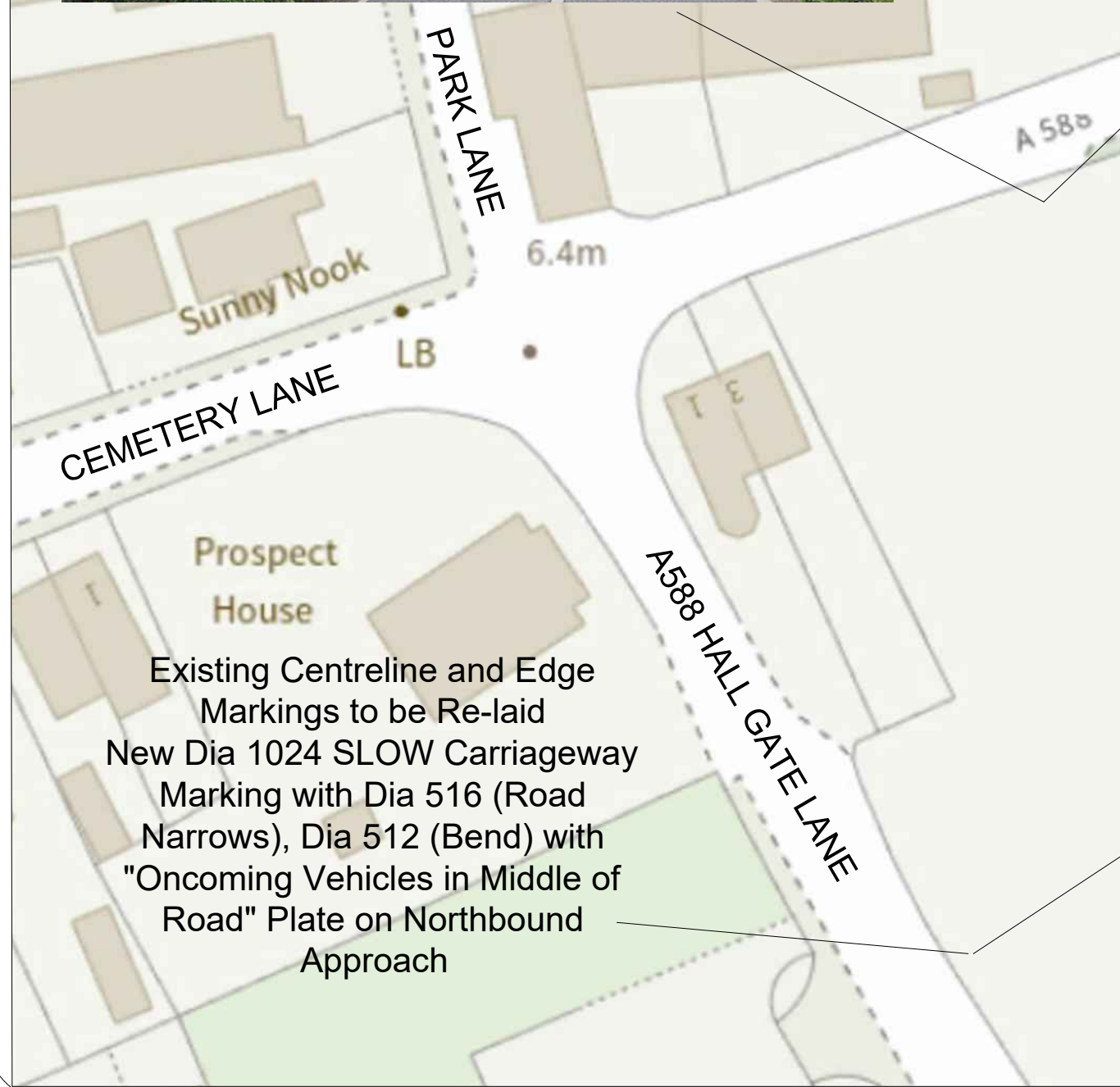
Job No: 220503	Drawn By J.L.
Date Feb 2026	Checked By J.L.
Scale 1 / 500 @ A3	Drawing No 220503 / 17

**S|C|P**

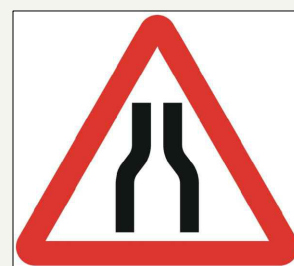
**APPENDIX JRB13**



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



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 Northbound  
 Approach



No.	Revision/Issue	Date

Turner Lowe Associates  
 410 Belmont Road  
 Bolton BL1 7DH  
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 Email:  
 enquiries@turnerlowe.co.uk

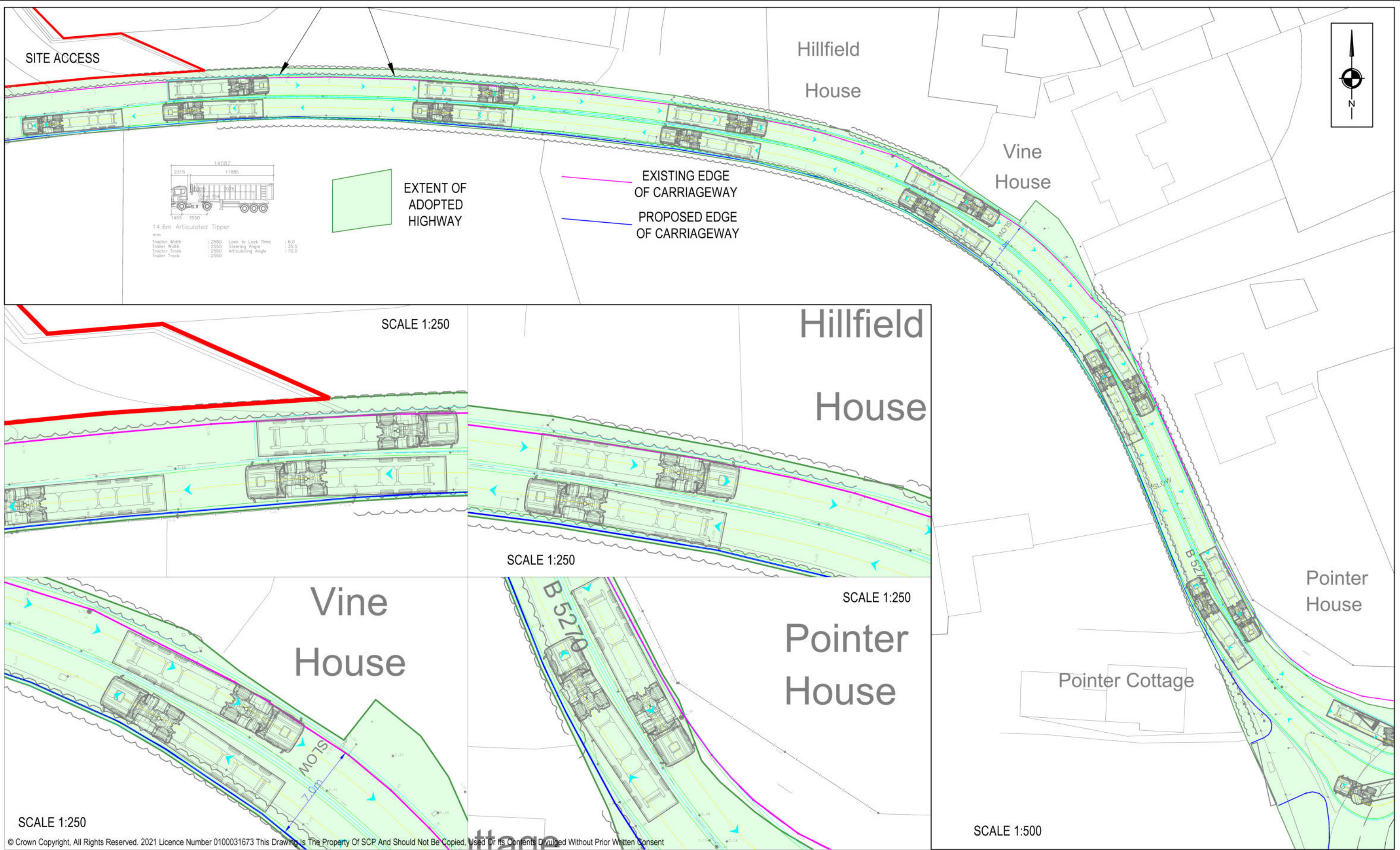
The Baxter Group

Proposed Mineral Extraction  
 Bourbles Farm. Pilling  
 A588 / Burned House Lane  
 Bend Signage

Job No: 220503	Drawn By J.L.
Date Feb 2026	Checked By J.L.
Scale 1 / 500 @ A3	Drawing No 220503 / 18

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**APPENDIX JRB14**



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Rev	Description	Date	By	Approved:	Status:
-	-	-	-	JRB	-
REVISIONS					

Drawn By:	Date:	Client Name:
JRB	09.03.2026	THE BAXTER GROUP
Checked:	Scale@A3:	Project Title:
JRB	AS SHOWN	BOURBLES QUARRY

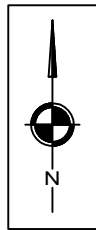
Drawing Title:	Drawing No.
EXAMINATION OF LANCASTER ROAD BETWEEN SITE ACCESS AND JUNCTION WITH A588	SCP/260086/D04
Rev.	
-	

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**APPENDIX JRB15**

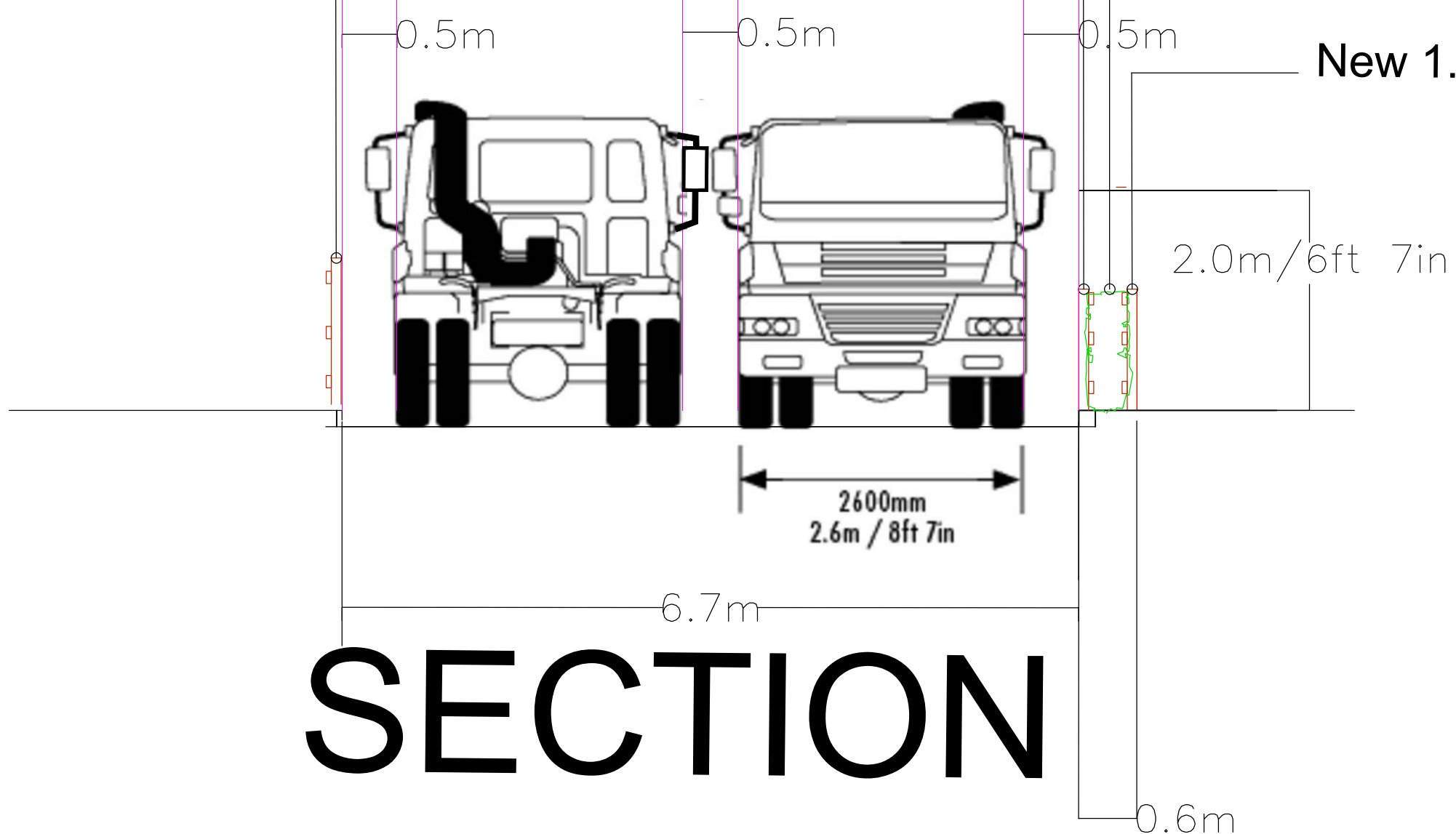


Existing Fence

New 1.25m high fence

New hawthorn hedge

New 1.25m high fence



# SECTION

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Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By:	LD	Date:	19.02.2026
Checked:	TR	Scale@A3:	1:500
Approved:	TR	Status:	PLANNING

Client Name:	BAXTER PARTNERSHIP
Project Title:	BOURBLES QUARRY, LANCASHIRE

Drawing Title:	SITE ACCESS CROSS SECTION UNDER TWO-WAY HGV OPERATION
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Drawing No.	SCP/260086/D03
Rev.	-

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