

Booth Ventures

**Proposed Land Reprofilng / Landscape and Drainage
Engineering at Lytham Green Drive Golf Club**

Transport Statement

230876

FEBRUARY 2024



SCP GENERAL NOTES

Project No.: 230876-TA (0.0)

Title: Proposed Land Reprofilling / Landscape and Drainage Engineering at Lytham Green Drive Golf Club, Transport Statement

Client: Booth Ventures

Date: 27 February 2024

Office: Manchester

Author	Liam Bessell	Reviewer	Peter Todd
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Revision	Date	Status	Prepared by	Approved by
0	05.01.24	Planning	LB	PT
1	27.02.24	Planning	LB	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Booth Ventures to provide highways, traffic and transport advice in connection with a proposed land reprofiling / landscaping scheme at Lytham Green Drive Golf Club, Lytham.
- 1.2 The proposals include the importation and deposit of inert fill material to extend the existing golf course by increasing the 4th hole from a par 4 hole to a par 5 hole. The proposed filling operations would raise levels by a maximum of 5 metres and requires in the region of 188,000m³ of non-waste material. Further details on the proposed development are provided later in this report.

Background

- 1.3 A Environmental Impact Assessment (EIA) Screening Opinion was submitted for the scheme which was revised by Lancashire County Council (LCC). LCC provided a response dated 28th June 2023, a copy of which is presented in **Appendix A** and, in relation to highways and transport, provided the following comments:-

“the application should contain full details of the proposed access improvements onto Saltcoates Road, including visibility splays to be provided, areas of hard surfacing to be installed and design and location of wheel cleaning facilities. The proposal should contain details of proposed HGV movements per day required to import the fill materials over the proposed time period of the development. The applicant should provide an indication of the roads that will be used to access the site although it is acknowledged that this will be dependant upon the availability of fill materials over the lifetime of the infilling scheme.”

Purpose and Structure of This Report

- 1.4 This Transport Statement has been prepared to support the planning application and provides relevant information in response to the comments raised by the LCC in the EIA Screening Opinion response. In addition, the report has been produced in accordance with the National Planning Practice Guidance and the now archived Department for Transport’s “*Guidance on Transport Assessment*” document.

1.5 The structure of this report is as follows:-

- Chapter 2 - describes in detail the site location, existing uses and local highway network;
- Chapter 3 - defines the development proposals including the proposed access;
- Chapter 4 – presents a summary of the potential trip generation during both the construction and operational phases of the project; and
- Chapter 5 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

Overview

2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

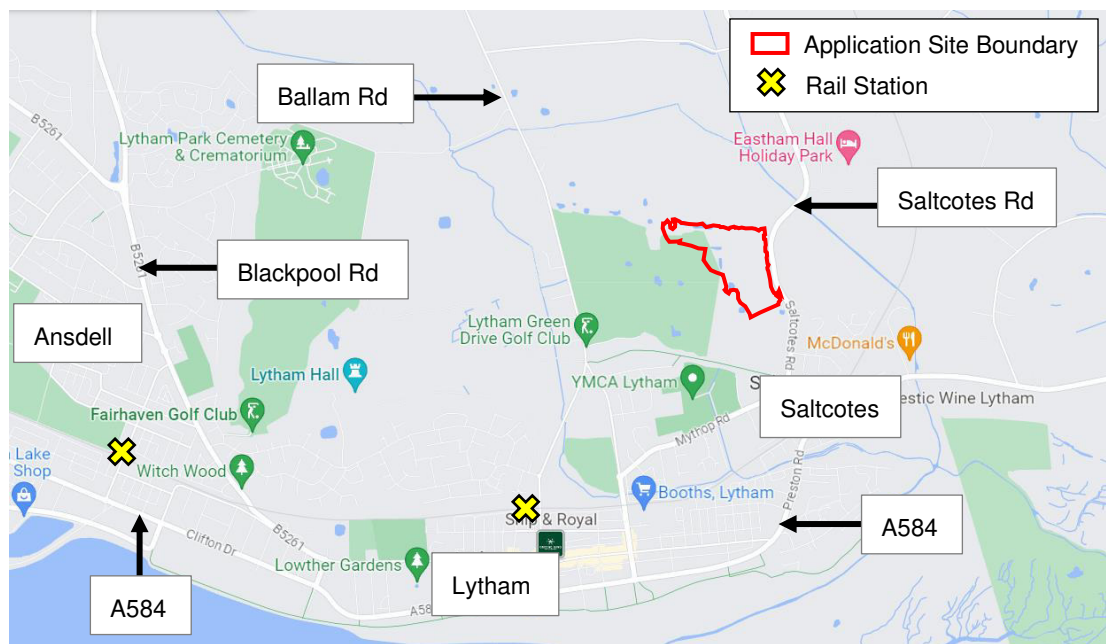
Site Location / Composition

2.2 The application site has an area of approximately 6 hectares at Lytham Green Drive Golf Club, currently comprising unused areas of the golf course and agricultural land.

2.3 Lytham Green Drive Golf Club is an 18 hole, par 70 (6305 yard), private, parkland golf course.

2.4 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



2.5 The site is shown in relation to the local highway network on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.6 The application site is bounded by Saltcotes Road to the east and the wider Lytham Green Drive Golf Club to the west and south and undeveloped land to the north.
- 2.7 The main vehicular access to Lytham Green Drive Golf Club is provided via a priority access along Ballam Road. In addition, there is a simple priority control gated access located along Saltcotes Road. The access currently has a width of approximately 3.0m, with the existing arrangement shown on **Figure 2.3** below.

Figure 2.3 – Existing Vehicular Access to Application Site along Saltcotes Road



- 2.8 There is no Public Right of Way (PRoW) within the immediate vicinity of the site, however PRoW ref BW05020 runs along the southern boundary of Lytham Green Drive Golf Club and provides a link between Ballam Road to the west and Saltcotes Road to the east. PRoW ref FP050200504 runs to the north-east of the site and provides a link between Saltcotes Road to the west and Huck Lane to the east.

Local Highway Network

- 2.9 Saltcotes Road is located along the eastern boundary of the site and provides a link between Preston Road to the south-east and Lytham Road/Brays Road to the north.
- 2.10 Within the vicinity of the site access, Saltcotes Road has a carriageway width of approximately 7.3m and is street lit. Saltcotes Road is subject to the National Speed limit which changes to mandatory 30mph speed limit approximately 115m to the south of the vehicular access.

Speed Survey and Visibility

- 2.11 In order to empirically determine what the design speed of Saltcotes Road in the vicinity of the site access, SCP commissioned an independent radar speed survey which was undertaken on Monday 20th November 2023, and measured traffic speeds on the northbound and southbound approaches to the site access.

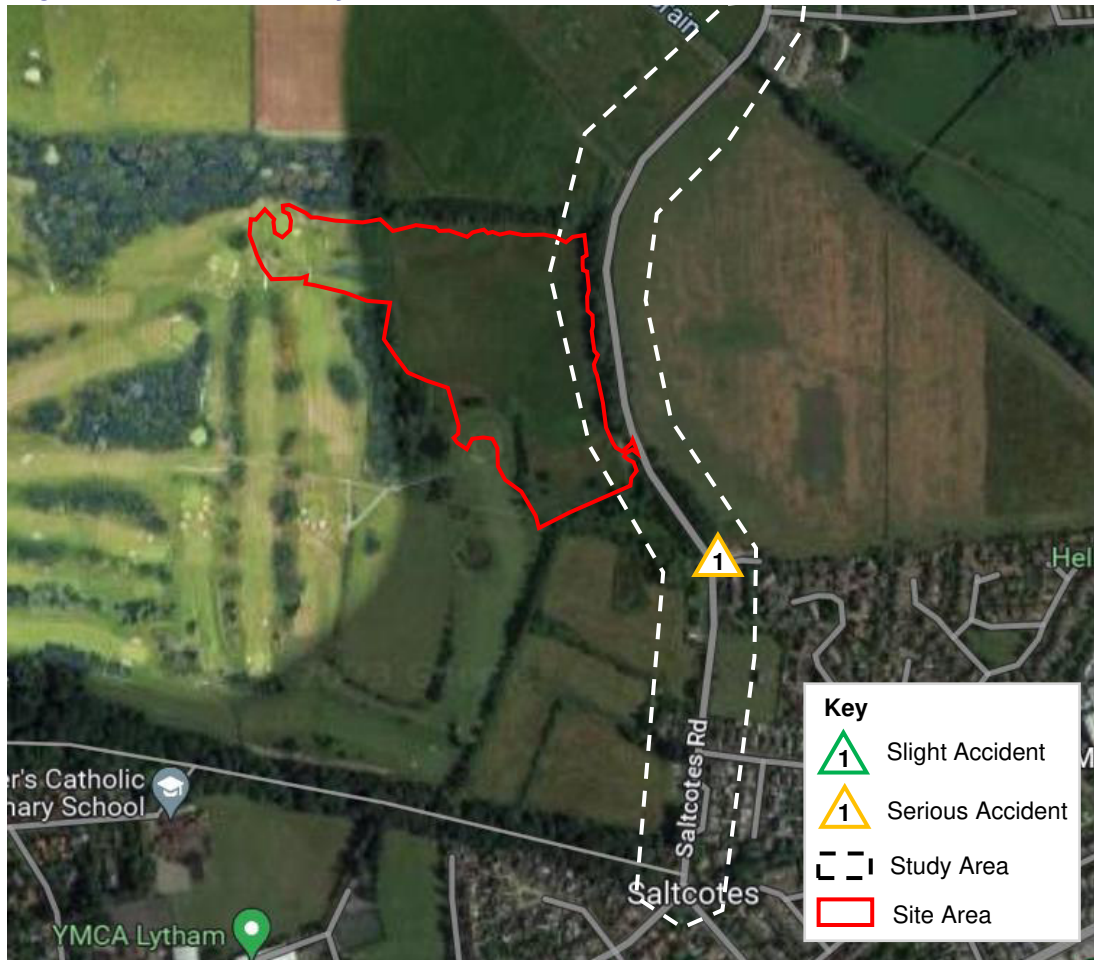
- 2.12 The sample size of traffic speeds recorded during the survey was 200 vehicles in both directions which is in accordance with the Design Manual for Roads and Bridges CA 185 'Vehicle Speed Measurement' document.
- 2.13 A copy of the speed survey results and accompanying design speed analysis is contained in **Appendix B**.
- 2.14 The speed survey confirmed that the 85th percentile design speed of Saltcotes Road on the approaches to the site access location is as follows:-

85th Percentile Design Speed of the Saltcotes Road in Vicinity of the Proposed Site Access	
Northbound	34mph / 55kph
Southbound	35mph / 57kph

Existing Road Safety Record

- 2.15 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.16 In order to identify critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period (up to 31st December 2022) has been undertaken using the online resource Crash Map. The results of the accident search and study area are shown on **Figure 2.4** below.

Figure 2.4 – Road Safety Plan



- 2.17 The key points derived from the 5-year accident analysis are summarised below:-
- One serious accident occurred along Saltcotes Road / private farm access junction; and,
 - No other accidents occurred within the study area along Saltcotes Road between the roundabout with Mythop Road to the south and the Eastham Hall Holiday Park access to the north-east, including along the site's frontage and existing access.
- 2.18 Having regard to the very low number of accidents recorded and given there are no accident clusters, the existing road safety record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

General

- 3.1 The application proposals are for the importation and deposit of inert fill materials to extend the existing golf course by increasing the 4th hole from a par 4 hole to a par 5 hole.
- 3.2 The proposed filling operations would raise levels by a maximum of 5 metres and requires in the region of 188,000m³ of non-waste material. The importation of the material will be a temporary impact and is anticipated to be completed within a period of approximately 20-24 months, however this depends on material availability at the time, with further details on vehicle movements presented later in this report.
- 3.3 The proposals are shown on the site layout plan provided in [Appendix C](#)

Proposed Access Arrangement

- 3.4 Access for the HGV / construction traffic will be provided via the existing access along Saltcotes Road which will be widened to 6.0m. The proposed access strategy will provide a dedicated access for HGV / construction traffic, providing segregation of large HGV's / commercial vehicles and general Golf Club traffic.
- 3.5 The access has been designed to accommodate the movements of two HGV tipper type vehicles, based on the vehicle tracking without crossing over into opposing lanes, with appropriate carriageway width (6m) and radii / tapers provided.
- 3.6 The proposed access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of in excess of 83m to the left and 78m to the right.
- 3.7 The visibility for the proposed site access is based on the observed traffic speeds on Saltcotes Road and using the guidance presented in the Design Manual for Roads and Bridges (DMRB). The Manual for Streets (MfS) guidance is normally used on roads with design speeds less than 37mph, however for robustness the DMRB guidance has been used given the road is subject to the national speed limit at the location of the site access.
- 3.8 The proposed access arrangements and visibility splays are shown on Drawing Number SCP/230876/D01 Rev A presented in [Appendix D](#).

- 3.9 A wheel wash facility will be provided within the site to reduce impact and debris being carried onto Saltcotes Road, the details of which will be provided as part of the Construction Management Plan (CMP) which will be submitted as part of the planning application.
- 3.10 Temporary traffic signage will be provided for the duration of the construction works, including “Caution Lorries Turning” signs at the entrance to warn the public using the of lorries turning into the entrance.
- 3.11 Given the proposals will result in existing golf course largely remaining as existing, with only the 4th hole being increased from a par 4 hole to a par 5 hole, there will be no material increase in traffic once the infill operations are complete, with all traffic continuing to use the main entrance off Ballam Road.

Proposed Internal Layout and Parking

- 3.12 During the construction phase, the internal haulage routes, including the vehicle turning, waiting and parking areas will be detailed within the CEMP. However, the site is large enough to safely accommodate the required areas and ensure that no blocking back will take place onto the adopted highway and allow vehicles to safely enter and leave the site in forward gear. Ample internal space is provided which will accommodate all parking associated with construction traffic.

4 ANTICIPATED HIGHWAY IMPACT

Overview

- 4.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed uses of the site during both the construction phase and draws conclusions on the anticipated impact of the development on the local highway network.
- 4.2 As detailed earlier, the proposals will result in existing golf course largely remaining as existing, with only the 4th hole being increased from a par 4 hole to a par 5 hole. As a result, once the infill operations have been completed the proposals will not result in a material change in vehicle movements when compared to that currently generated by the Golf Club

Construction Phase

- 4.3 The infill operation requires in the region of 188,000m³ of non-waste material.
- 4.4 Loads are usually transported on HGV's capable of moving 15 tonnes or 8.5m³ loads which equates to a total of 22,118 loads to complete the works.
- 4.5 Typically, a site will generate around 60 one-way or 120 two-way trips per day, which equates to a construction phase duration of approximately 369 working days or between 20-24 months.
- 4.6 Based on the above, the trip generation analysis is summarised in **Table 4.1** below:-

Table 4.1 – Estimated Proposed Trip Generation During the Construction Phase

	One-Way	Two-Way
Proposed Trip Generation Per Day	60	120
Proposed Trip Generation Per Hour (based on 10.5 hours per working day)	6	11

- 4.7 As shown in **Table 4.1** above, the proposals are anticipated the generate around 11 two-way trips during the peak hour periods. Volumetrically, this equates to an average increase in the peak hours of less than one additional vehicle every 5-6 minutes, the impact of which will not be material.

4.8 As the time of writing this report there is no information on the location of suppliers / where the material will be sourced and therefore no information to determine the potential distribution of construction traffic. Notwithstanding this, it is likely that deliveries will come from the Preston or Blackpool areas, with nearly all deliveries routing via:-

- A583 Preston New Road / either the B5260 Fox Lane Ends or B5259 Ribby Road / B5259 Moss Side Lane / B5259 Saltcotes Road; or,
- A583 Blackpool Road / A584 Preston New Road / B5259 Saltcotes Road

4.9 On this basis and given that the impact during the construction phase is of a temporary nature, the traffic impacts of the development during this phase are considered acceptable and no further detailed assessments are required.

5 SUMMARY AND CONCLUSIONS

- 5.1 SCP have been instructed by Booth Ventures to provide highways, traffic and transport advice in connection with a proposed land reprofiling / landscaping scheme at Lytham Green Drive Golf Club, Lytham.
- 5.2 The proposals include the importation and deposit of inert fill material to extend the existing golf course by increasing the 4th hole from a par 4 hole to a par 5 hole. The proposed filling operations would raise levels by a maximum of 5 metres and requires in the region of 188,000m³ of non-waste material.
- 5.3 Access for the HGV / construction traffic will be provided via the existing access along Saltcotes Road which will be widened to 6.0m. The access has been designed to accommodate the movements of two HGV tipper type vehicles, based on the vehicle tracking without crossing over into opposing lanes, with appropriate carriageway width (6m) and radii / tapers provided.
- 5.4 The access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance in excess of 83m to the left and 78m to the right. These visibility splays have been shown to be acceptable based on the observed 85th percentile traffic speeds on Saltcotes Road.
- 5.5 Given that the proposals will result in existing golf course largely remaining as existing, with only the 4th hole being increased from a par 4 hole to a par 5 hole, there will be no material change to vehicles movements generated by the golf course once the infill operations have been completed.
- 5.6 The number of peak hour trips that will be generated by the infill activities will be 11 two-way (arrivals and departures combined) in each peak hour. Volumetrically, this equates to an average increase in the peak hours of approximately one additional vehicle every 5-6 minutes, the impact of which will not be material, particularly when distributed on the network.
- 5.7 On this basis and given that the impact of the development is of a temporary nature for only 20-24 months, the traffic impacts of the development during the construction phase are considered acceptable and no further detailed assessments are required.
- 5.8 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

S|C|P

APPENDIX A

Mr D Starkie
Appletons
17 Chorley Old Road
BOLTON
BL1 3AD

Phone: 01772 534130
Email: DevCon@lancashire.gov.uk

Our ref: SCR/2023/0008

Date: 28 June 2023

Dear Mr Starkie

APPLICATION: SCR/2023/0008

PROPOSAL: Proposed land reprofiling/ landscape and drainage engineering of the golf course.

LOCATION: Lytham Green Drive Golf Club, Lytham

I refer to your letter of 27th April 2023 in which you request an EIA screening opinion and pre application advice in respect of a land reprofiling and engineering exercise at Lytham Green Golf Course involving the importation of inert waste materials.

EIA Screening : I have attached a copy of the County Council's EIA screening opinion where you will see that I have concluded that the proposal is not EIA development. This opinion is based upon the information provided in your letter of 27th April 2023. If the proposal changes in any way such that the environmental impacts would significantly increase, you should seek a further screening opinion.

Pre application advice: Please find below the County Council's pre application advice on your proposal. This advice is based upon the information set out in your letter to Fylde Borough Council in March 2023 as well as the discussions at our site meeting on 24th May 2023.

In this pre application advice I have set out the information requirements, the relevant planning policies and my general advice in terms of the issues that you would need to address in any planning application. This advice is provided without prejudice to the determination of any planning application.

The following topic areas will need to be covered by your planning application:-

- Information showing the working scheme: You will need to prepare and submit plans / drawings showing the method of working including preliminary access works, direction of working, any phasing proposed, stripping and storage of existing topsoil materials, heights of tipping and progressive restoration.
- Highways / transport – the application should contain full details of the proposed access improvements onto Saltcoates Road, including visibility splays to be

Andrew Mullaney • Director of Environment and Planning

Development Management • PO Box 100 • County Hall • Preston • PR1 0LD



provided, areas of hard surfacing to be installed and design and location of wheel cleaning facilities. The proposal should contain details of proposed HGV movements per day required to import the fill materials over the proposed time period of the development. The applicant should provide an indication of the roads that will be used to access the site although it is acknowledged that this will be dependant upon the availability of fill materials over the lifetime of the infilling scheme.

- Agricultural land – most of the site is grade 2 best and most versatile agricultural land. The proposal has the potential to result in a loss of quality agricultural land. Your proposal should be designed in a manner to allow the existing soil resource to be conserved and quality maintained.
- Flooding : The development would be over 1 ha in area and is also with Flood Zone 3 (area at highest risk of flooding). You will therefore need to provide a flood risk assessment. The FRA should demonstrate how the development meets the sequential test. As the proposal would involve the raising of land levels within the flood plain, you will need to demonstrate how the development will not increase flood risk elsewhere. The proposal may also change the pattern of run off from the site. The impacts on this should be modelled in terms of the existing streams and water courses that will receive run off from the site.
- Landscape – you will not need to provide a full landscape appraisal. However, your proposal should include sufficient detail (contour plans and cross sections) to allow the impact of the proposed landform to be adequately assessed. It should also include information on any existing landscape features (tree and hedges) that would be lost and those that would be retained. A tree survey should be prepared showing the location and value of significant trees / hedgerows on the site. Retained vegetation should be protected by an adequate stand off distance. The tree belt close to the north west corner of the site is subject to a TPO.

From the site visit it appeared that the site is well enclosed by the tree belt to the north and east and that views into the site are limited. You should ensure that the degree of land raising is restricted such that the existing boundary vegetation will be effective in providing screening to the tipping operations. Cross sectional or photographic information may help to demonstrate this.

- Heritage issues : You should consult the Lancashire Sites and Monuments Record to assess the likelihood of any archaeological interest on the site. If the site does have potential, then this may need further investigation to quantify the nature of any interest on the site.
- Restoration proposals : The application should be accompanied by a restoration plan which explains how the site would be restored following completion of the tipping activity. If possible the restoration should be progressive and phased. This should include a drawing showing the golf course extension proposal including the alignment of fairways and greens and how it would be landscaped. The landscaping should aim to replace any existing landscape features lost to the

development as well as providing for an element of biodiversity net gain (for further information see ecology section below).

- Need for the development : It would be helpful if you could provide an explanation of why the proposed land raising works are required. What are the issues with the current golf course? Why does the 4th hole need to be extended and why is the land raising required to achieve this?
- Green Belt : Your pre application letter states that the site is in the Green Belt. However, on review of the Local Plan proposals map this does not appear to be the case and therefore you will not need to address the green belt tests in your planning application.
- Ecology ; I have consulted my ecologist for some advice on your pre application request and the following comments are made:
 - The application will need to include evidence that all ecological surveys, assessments and mitigation / compensation proposals have been undertaken by a suitably qualified and experienced ecologist. It will also need to demonstrate that all relevant ecology related legislation and policy requirements have been complied with.
 - The planning application should include the results of a data search for the site and immediate surrounding area which should at least include records from Lancashire Environmental Records Network, RSPB, local recorder groups for badgers, bats, amphibians, reptiles and birds and ecological data from other nearby planning applications that included ecological survey information. The data should be used to inform the scope of field surveys.
 - The ecological assessment should include the preliminary ecological appraisal which should be used to determine the requirement for any further survey work. The surveys should cover the proposal site and a suitable surrounding buffer zone and include UKHab classifications, condition assessments and all data necessary to inform a net gain assessment. The areas of each habitat or length of linear habitat should be quantified using the current DEFRA metric. Habitats of Principal Importance and irreplaceable habitats should be identified and mapped.
 - The planning application should also include the results of more detailed phase 2 vegetation / habitat surveys of any semi natural habitats, priority habitats and other features with the potential to support ecologically significant species. Habitat surveys should include an assessment of the potential to support protected species, species of principle importance, other species of ecological significance (for example red list species) or nationally or locally rare species. There should be specific surveys for these species if the PEA identifies potential.
- Any hedgerows removed (for example to improve the access) should be assessed according to the criteria in the Hedgerows Regulations 1997

- There should be a survey of bird interests on the site
- You will need to include evidence within your application that there are no significant issues with regard to protected and notable species.
- The results of the eDNA surveys for GCN should be included with the planning application. There should also be justification for not extending the survey boundary to 500 metres from the application site.
- The application should contain details of how any impacts on ecology have been avoided (including by retaining habitats of interest)
- The application should demonstrate that there would be no impacts on statutorily designated sites such as SSSI's or SPA's. The application site and surrounding land may have potential to be used by qualifying bird species and your application should therefore contain information to demonstrate the value of the application site and surrounding land as functionally linked land.
- If any European protected species are present, the application should present measures to avoid any breach of the Habitats Regulations 2017
- The results of the surveys should inform the design of the development and proposed restoration. Evidence of a gain in biodiversity should be submitted and should include complete DEFRA metric calculations. Use of the metric will be a statutory requirement when the legislation covering net gain is in force.

Relevant Planning Policies

The following Development Plan policies are considered relevant to your proposal and you should address their requirements in your application:

- Lancashire Minerals and Waste Core Strategy and Local Plan (Development Management Policies)

Core Strategy : Policies CS7, CS8 and CS9

Minerals and Waste Local Plan : Policies DM2 and LF2

The plan period for these documents ran until the end of 2020 and there is currently no replacement plan in place. Some of the policies in the plan may therefore be considered as out of date depending on their degree of conformity with national policy or subject matter. Those policies dealing with projected demands for waste capacity over the plan period may now have less weight attached to them as the plan period has now expired. You will note that policy LF2 allocates sites for inert waste landfill and the proposed site is not one of those listed in the policy. My interpretation of policy LF2 is that it does not prevent other sites from being brought forward and in any event the policy dealt with requirements between 2001 and 2020 - further sites will be required post 2020.

- Fylde Borough Plan to 2032:

Policy GD4 – Development in the Countryside

Policy GD7 – Achieving good design in development

Policy EC6 – Leisure, Culture and tourism development

Policy HW3 – Protection and provision of indoor and outdoor sports facilities

Policy CL1 – Flood alleviation, water quality and water efficiency

Policy CL2 – Surface water run off and sustainable drainage

Policy ENV1 – Landscape

Policy ENV2 – Biodiversity

In my view the main issue with this proposal is access / traffic. The site access is onto Saltcotes Road. The access itself appears to be acceptable and capable of improvement to create the necessary visibility splays without requiring major vegetation removal. However travelling south from the site access leads into the main urban area of Lytham including along Mythop Road where the road is residential in character and passes a school entrance. North from the site entrance leads to Wrea Green which is a conservation area and is also a residential area with a less than ideal highway layout around the green itself. There will be issues in both directions in relation to the impacts of HGV traffic both in terms of highway safety and amenity.

I hope this information is useful to you. If there are any issues that you wish to discuss further please contact me.

Yours sincerely

Jonathan Haine

Jonathan Haine
Team Leader Development Management

LANCASHIRE COUNTY COUNCIL'S SCREENING OPINION ON

SCREENING OPINION REQUEST FOR PROPOSED LAND REPROFILING AND DRAINAGE ENGINEERING AT LYTHAM GREEN GOLF COURSE, SALTCOTES ROAD, LYTHAM

Applicant's Proposal

The proposal is for the importation and deposit of inert fill materials to extend the existing golf course by increasing the 4th hole from a par 4 hole to a par 5 hole. The site area extends to around 6 hectares. The proposed filling operations would raise levels by a maximum of 5 metres with a total overall fill volume of 123,000m³.

The fill would take around 1 year to import based upon 60 HGV loads per day.

Observations on Selection Criteria for Screening Schedule 2 Developments

The proposed development falls within the description of development contained in paragraph 11b of schedule 2 to the 2017 Environmental Impact Assessment Regulations. Paragraph 11b relates to facilities for the disposal of waste where the development exceeds 0.5 ha.

The Planning Practice Guidance contains further guidance on screening schedule 2 projects. For waste developments, the guidance states that EIA is more likely to be required for installations including landfill sites where new capacity is created to hold more than 50,000 tonnes of waste per year or to hold waste on a site of 10 ha or more. Sites taking smaller quantities of wastes or those taking only inert wastes are unlikely to require EIA. The guidance states that the key issues to consider are the scale of development and nature of the potential impact in terms of discharges, emissions or odour.

Characteristics of the development

a) Size and design of development

The total site is approximately 6 hectares in area and is comprised of areas of former disused golf course and agricultural land.

Cumulative impact with other development

There is no other similar development in the area.

b) Use of natural resources

The development would involve the disposal by landfill of naturally occurring soils from construction projects.

c) Production of waste

The development would not produce any waste

d) Pollution and nuisance

The waste types to be landfilled would be inert in nature and therefore would be unlikely to cause any pollution of ground or surface water resources. The main risks in terms of nuisance would be noise and dust from the operation of plant on the site and from HGV's importing materials to the site.

e) Risk of major accidents and/or disasters

The development is not of a nature where there would be a risk of major accidents or disasters.

f) Risks to human health

The development is not of a type or nature which would result in a risk to human health

Location of the development

a) Existing and approved land use

The majority of the site is formed by areas of golf course that have been unused for a number of years and have been colonised by rank grassland and scrub.

b) Quality and regenerative capacity of natural resources in the area

The site is not subject to any higher tier or local level landscape or ecological designations. The Lytham Coastal Changes SSSI is located immediately to the east of Saltcotes Road approximately 25 metres east of the proposed site. This SSSI is designated for its geological interest as it provides evidence of sea level changes during the Holocene. The Ribble and Alt Estuary SSSI / SPA is located 1 km south of the application site. The existing site comprises of areas of disused golf course and former agricultural grassland which does not have any features that give rise to designated ecological value although there could be some protected species and general ecological interest.

The absorption capacity of the natural environment

The site is currently former golf course and agricultural land. The site is therefore not natural unimproved habitat.

Characteristics of the potential impact

a) The magnitude and spatial extent of the impact

The site measures approximately 6 ha of which the majority would be used for inert landfill activities.

b) The nature of the impact

The proposed development would have the following main impacts:

- i) The proposed development site is mainly grade 2 agricultural land with a small area of grade 3a land therefore the development would affect a significant area of

best and most versatile farm land. The importation of inert fill materials would involve a loss of agricultural potential.

- ii) Habitats: No part of the site is subject to any higher level ecological designations and the site does not currently possess significant hedgerows, trees or other features that would be removed by the development and which have significant ecological value. The adjacent land to the east is designated as a SSSI but this is for its geological interest and not for ecological value. The proposal would therefore not have the potential to damage the SSSI interest features. The Ribble and Alt Estuary SPA is located relatively close to the site. The site is currently not subject to any agricultural operations so therefore its value for birds associated with the SPA appears to be limited.
- iii) Traffic – the proposal would generate significant levels of traffic but over a relatively short period. The proposed access would be onto Saltcotes Road which is a relatively lightly trafficked highway which does not experience high levels of congestion. There would be more significant traffic and highway issues on parts of the network further from the site but these issues can be assessed as part of a planning application and do not justify EIA.
- iv) Impacts on properties and local amenity: There are no properties close to the site that would be affected by noise, dust or vibration from the tipping activities
- v) Visual / landscape : The site location is comprised of flat agricultural land which is not subject to any higher tier landscape designations (AONB). The proposal would not result in the removal of any existing landscape features that would not be replaceable through restoration.
- iv) Pollution : The inert landfill operations would not be likely to give rise to significant pollution risks
- vi) Flooding – the majority of the site is located in flood zone 3 with small areas in zone 2. The proposals to raise land levels have the potential to change flooding patterns and increase flood risks elsewhere
- vii) Heritage – the site is not subject to any heritage designations such as scheduled ancient monuments, listed buildings or conservation areas. It is therefore unlikely that the development would give rise to significant heritage impacts. However, any application may need to be subject to an archaeological evaluation.

c) The transboundary nature of the impact

There would be no transboundary impacts.

d) The intensity and complexity of the impact

The proposal has the potential to result in some impacts particularly in terms of HGV traffic through the nearest built up areas

e) The probability of the impact

The development would have a high probability of certain impacts such as noise and dust, flooding issues, traffic and visual impacts arising from the operation of the site.

f) The expected onset, duration, frequency and reversibility of the impact

The main environmental impacts would arise on commencement of the development and would continue over the operation of the site. Upon restoration, the environmental impacts would largely cease.

g) The cumulation of the impact with the impact of other existing and/or approved development

There is no other existing development in the local area that could have cumulative impacts with the proposal.

h) The possibility of effectively reducing the impact.

Many of the impacts could be mitigated through careful working practices. However, the following impacts could not be mitigated during the working period or it is likely that there would be some residual impact:

- Amenity impacts on local residents from HGV traffic
- Loss of best and most versatile agricultural land
- Visual effects during working period

Conclusion

The site falls below the size threshold for waste management operations where EIA is more likely. It does exceed the relevant threshold for annual throughput but the waste types would be inert and the guidance states that EIA will not normally be required for inert - only sites

The main environmental impacts of this development are likely to be flooding, loss of best and most versatile agricultural land and the impacts of HGVs on the highway and local amenity. Although the proposal does not directly or indirectly affect any statutory or non statutory ecological sites, it is likely that there will be some ecological issues given the current condition of the site. However, these issues can be assessed through the planning application process and do not give rise to a need for EIA.

Given these issues and comparison with the screening indicative thresholds it is considered that this development is not EIA development.

Screening Opinion

That the proposed development is not EIA Development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

A Mullaney

Andrew Mullaney
Director of Environment and Planning

Date

28 June 2023

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APPENDIX B

Weather Conditions - Dull, Light Showers & Breezy/Road Surface - Damp to Wet

Northbound

38	32	29	33	35	29	35	30	34	29
31	28	36	28	30	32	36	29	31	27
37	32	41	31	26	33	27	38	28	33
30	33	36	24	30	36	32	30	22	30
28	31	33	29	25	32	28	33	30	25
33	36	31	34	29	25	33	30	27	31
26	29	34	30	34	31	27	35	31	34
30	36	30	35	31	27	33	39	35	29
37	31	26	30	27	35	31	27	30	34
27	34	29	25	33	27	30	33	27	31
31	27	34	31	35	32	26	30	32	29
33	30	22	30	33	36	28	25	30	35
28	33	40	28	32	30	26	35	28	33
25	29	33	38	28	24	32	27	34	27
30	38	28	31	26	29	36	30	38	31
28	30	26	29	34	22	31	28	30	26
33	26	30	35	30	38	32	30	38	34
30	23	28	31	28	24	29	23	31	30
27	30	33	29	36	31	34	29	36	32
32	25	31	25	32	25	23	33	25	31

Max - 41

Min - 22

85% - 35

Ave - 31

Sp. Limit - 30 to 60

38 - Cars/LGV's

25 - HGV's/PSV's

Southbound

30	31	27	31	29	25	28	23	27	30
32	23	32	29	25	30	33	30	34	31
24	35	25	31	22	32	29	35	29	35
26	31	33	26	33	30	28	32	36	32
31	28	30	42	23	32	30	33	30	38
29	32	27	35	29	32	26	29	25	32
35	28	25	27	32	37	32	28	26	34
29	32	25	30	33	31	36	29	32	34
31	29	34	28	30	30	36	31	28	37
35	29	33	31	28	36	33	27	30	24
31	36	31	33	29	33	29	32	43	27
28	31	31	36	33	38	31	35	25	31
32	40	35	26	32	34	38	31	34	36
33	29	32	38	32	39	32	27	36	33
23	31	28	35	31	28	32	39	33	29
24	31	35	31	33	32	27	32	28	35
30	26	39	28	30	27	32	30	35	29
33	30	27	40	26	29	35	29	33	39
25	35	31	42	25	39	27	41	30	26
36	27	32	28	24	31	42	31	28	34

Max - 43

Min - 22

85% - 35

Ave - 31

Sp. Limit - 60

30 - Cars/LGV's

23 - HGV's/PSV's

Speed (mph)	Frequency	
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	3	66
23	3	69
24	3	72
25	10	250
26	9	234
27	14	378
28	15	420
29	16	464
30	29	870
31	22	682
32	13	416
33	19	627
34	12	408
35	10	350
36	10	360
37	2	74
38	7	266
39	1	39
40	1	40
41	1	41
42	0	0
43	0	0
44	0	0
45	0	0
46	0	0
47	0	0
48	0	0
49	0	0
50	0	0
51	0	0
52	0	0
53	0	0
54	0	0
55	0	0
56	0	0
57	0	0
58	0	0
59	0	0
60	0	0
61	0	0
62	0	0
63	0	0
64	0	0
65	0	0
66	0	0
67	0	0
68	0	0
69	0	0
70	0	0
71	0	0
72	0	0
73	0	0
74	0	0
75	0	0
76	0	0
77	0	0
78	0	0
79	0	0
80	0	0
81	0	0
82	0	0
83	0	0
84	0	0
85	0	0
86	0	0
87	0	0
88	0	0
89	0	0
90	0	0
91	0	0
92	0	0
93	0	0
94	0	0
95	0	0
96	0	0
97	0	0
98	0	0
Total	200	6126

Speed (mph)	Frequency	Class Mark	x - mean	
Band	f	x	e	e*f
6.5-7.4	0	7	558.38	0.00
7.5-8.4	0	8	512.12	0.00
8.5-9.4	0	9	467.86	0.00
9.5-10.4	0	10	425.60	0.00
10.5-11.4	0	11	385.34	0.00
11.5-12.4	0	12	347.08	0.00
12.5-13.4	0	13	310.82	0.00
13.5-14.4	0	14	276.56	0.00
14.5-15.4	0	15	244.30	0.00
15.5-16.4	0	16	214.04	0.00
16.5-17.4	0	17	185.78	0.00
17.5-18.4	0	18	159.52	0.00
18.5-19.4	0	19	135.26	0.00
19.5-20.4	0	20	113.00	0.00
20.5-21.4	0	21	92.74	0.00
21.5-22.4	3	22	74.48	223.43
22.5-23.4	3	23	58.22	174.65
23.5-24.4	3	24	43.96	131.87
24.5-25.4	10	25	31.70	316.97
25.5-26.4	9	26	21.44	192.93
26.5-27.4	14	27	13.18	184.48
27.5-28.4	15	28	6.92	103.75
28.5-29.4	16	29	2.66	42.51
29.5-30.4	29	30	0.40	11.51
30.5-31.4	22	31	0.14	3.01
31.5-32.4	13	32	1.88	24.40
32.5-33.4	19	33	5.62	106.72
33.5-34.4	12	34	11.36	136.28
34.5-35.4	10	35	19.10	190.97
35.5-36.4	10	36	28.84	288.37
36.5-37.4	2	37	40.58	81.15
37.5-38.4	7	38	54.32	380.22
38.5-39.4	1	39	70.06	70.06
39.5-40.4	1	40	87.80	87.80
40.5-41.4	1	41	107.54	107.54
41.5-42.4	0	42	129.28	0.00
42.5-43.4	0	43	153.02	0.00
43.5-44.4	0	44	178.76	0.00
44.5-45.4	0	45	206.50	0.00
45.5-46.4	0	46	236.24	0.00
46.5-47.4	0	47	267.98	0.00
47.5-48.4	0	48	301.72	0.00
48.5-49.4	0	49	337.46	0.00
49.5-50.4	0	50	375.20	0.00
50.5-51.4	0	51	414.94	0.00
51.5-52.4	0	52	456.68	0.00
52.5-53.4	0	53	500.42	0.00
53.5-54.4	0	54	546.16	0.00
54.5-55.4	0	55	593.90	0.00
55.5-56.4	0	56	643.64	0.00
56.5-57.4	0	57	695.38	0.00
57.5-58.4	0	58	749.12	0.00
58.5-59.4	0	59	804.86	0.00
59.5-60.4	0	60	862.60	0.00
60.5-61.4	0	61	922.34	0.00
61.5-62.4	0	62	984.08	0.00
62.5-63.4	0	63	1047.82	0.00
63.5-64.4	0	64	1113.56	0.00
64.5-65.4	0	65	1181.30	0.00
65.5-66.4	0	66	1251.04	0.00
66.5-67.4	0	67	1322.78	0.00
67.5-68.4	0	68	1396.52	0.00
68.5-69.4	0	69	1472.26	0.00
69.5-70.4	0	70	1550.00	0.00
70.5-71.4	0	71	1629.74	0.00
71.5-72.4	0	72	1711.48	0.00
72.5-73.4	0	73	1795.22	0.00
73.5-74.4	0	74	1880.96	0.00
74.5-75.4	0	75	1968.70	0.00
75.5-76.4	0	76	2058.44	0.00
76.5-77.4	0	77	2150.18	0.00
77.5-78.4	0	78	2243.92	0.00
78.5-79.4	0	79	2339.66	0.00
79.5-80.4	0	80	2437.40	0.00
80.5-81.4	0	81	2537.14	0.00
81.5-82.4	0	82	2638.88	0.00
82.5-83.4	0	83	2742.62	0.00
83.5-84.4	0	84	2848.36	0.00
84.5-85.4	0	85	2956.10	0.00
85.5-86.4	0	86	3065.84	0.00
86.5-87.4	0	87	3177.58	0.00
87.5-88.4	0	88	3291.32	0.00
88.5-89.4	0	89	3407.06	0.00
89.5-90.4	0	90	3524.80	0.00
90.5-91.4	0	91	3644.54	0.00
91.5-92.4	0	92	3766.28	0.00
92.5-93.4	0	93	3890.02	0.00
93.5-94.4	0	94	4015.76	0.00
94.5-95.4	0	95	4143.50	0.00
95.5-96.4	0	96	4273.24	0.00
96.5-97.4	0	97	4404.98	0.00
97.5-98.4	0	98	4538.72	0.00
Total	200			2858.62

Survey Details

Date: 21.11.23
Road / Location: Saltcotes Road
Direction of traffic: Northbound

Surveyor: Andy Haxby
Speed Limit: National

DMRB - TA22/81 Calculations

Mean Speed = $\sum(f*x)/x$ 30.63 mph
Standard deviation = $\sqrt{\sum(e*f)/\sum(f)}$ 3.79 mph

Therefore, the 85th%ile = 34.42 mph
or 55.38 kph



Calculation of 85th Percentile Design Speed from Speed Survey along Saltcotes Road - Northbound

Lytham Green Drive Golf Course, Lytham

23.11.23.

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Speed (mph)	Frequency	
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	1	22
23	4	92
24	4	96
25	9	225
26	8	208
27	12	324
28	15	420
29	18	522
30	17	510
31	24	744
32	24	768
33	16	528
34	7	238
35	14	490
36	9	324
37	2	74
38	4	152
39	5	195
40	2	80
41	1	41
42	3	126
43	1	43
44	0	0
45	0	0
46	0	0
47	0	0
48	0	0
49	0	0
50	0	0
51	0	0
52	0	0
53	0	0
54	0	0
55	0	0
56	0	0
57	0	0
58	0	0
59	0	0
60	0	0
61	0	0
62	0	0
63	0	0
64	0	0
65	0	0
66	0	0
67	0	0
68	0	0
69	0	0
70	0	0
71	0	0
72	0	0
73	0	0
74	0	0
75	0	0
76	0	0
77	0	0
78	0	0
79	0	0
80	0	0
81	0	0
82	0	0
83	0	0
84	0	0
85	0	0
86	0	0
87	0	0
88	0	0
89	0	0
90	0	0
91	0	0
92	0	0
93	0	0
94	0	0
95	0	0
96	0	0
97	0	0
98	0	0
Total	200	6222

Speed (mph)	Frequency	Class Mark	x - mean	
Band	f	x	e	e*f
6.5-7.4	0	7	581.29	0.00
7.5-8.4	0	8	534.07	0.00
8.5-9.4	0	9	488.85	0.00
9.5-10.4	0	10	445.63	0.00
10.5-11.4	0	11	404.41	0.00
11.5-12.4	0	12	365.19	0.00
12.5-13.4	0	13	327.97	0.00
13.5-14.4	0	14	292.75	0.00
14.5-15.4	0	15	259.53	0.00
15.5-16.4	0	16	228.31	0.00
16.5-17.4	0	17	199.09	0.00
17.5-18.4	0	18	171.87	0.00
18.5-19.4	0	19	146.65	0.00
19.5-20.4	0	20	123.43	0.00
20.5-21.4	0	21	102.21	0.00
21.5-22.4	1	22	82.99	82.99
22.5-23.4	4	23	65.77	263.09
23.5-24.4	4	24	50.55	202.21
24.5-25.4	9	25	37.33	335.99
25.5-26.4	8	26	26.11	208.90
26.5-27.4	12	27	16.89	202.71
27.5-28.4	15	28	9.67	145.08
28.5-29.4	18	29	4.45	80.14
29.5-30.4	17	30	1.23	20.95
30.5-31.4	24	31	0.01	0.29
31.5-32.4	24	32	0.79	19.01
32.5-33.4	16	33	3.57	57.15
33.5-34.4	7	34	8.35	58.46
34.5-35.4	14	35	15.13	211.85
35.5-36.4	9	36	23.91	215.21
36.5-37.4	2	37	34.69	69.38
37.5-38.4	4	38	47.47	189.89
38.5-39.4	5	39	62.25	311.26
39.5-40.4	2	40	79.03	158.06
40.5-41.4	1	41	97.81	97.81
41.5-42.4	3	42	118.59	355.78
42.5-43.4	1	43	141.37	141.37
43.5-44.4	0	44	166.15	0.00
44.5-45.4	0	45	192.93	0.00
45.5-46.4	0	46	221.71	0.00
46.5-47.4	0	47	252.49	0.00
47.5-48.4	0	48	285.27	0.00
48.5-49.4	0	49	320.05	0.00
49.5-50.4	0	50	356.83	0.00
50.5-51.4	0	51	395.61	0.00
51.5-52.4	0	52	436.39	0.00
52.5-53.4	0	53	479.17	0.00
53.5-54.4	0	54	523.95	0.00
54.5-55.4	0	55	570.73	0.00
55.5-56.4	0	56	619.51	0.00
56.5-57.4	0	57	670.29	0.00
57.5-58.4	0	58	723.07	0.00
58.5-59.4	0	59	777.85	0.00
59.5-60.4	0	60	834.63	0.00
60.5-61.4	0	61	893.41	0.00
61.5-62.4	0	62	954.19	0.00
62.5-63.4	0	63	1016.97	0.00
63.5-64.4	0	64	1081.75	0.00
64.5-65.4	0	65	1148.53	0.00
65.5-66.4	0	66	1217.31	0.00
66.5-67.4	0	67	1288.09	0.00
67.5-68.4	0	68	1360.87	0.00
68.5-69.4	0	69	1435.65	0.00
69.5-70.4	0	70	1512.43	0.00
70.5-71.4	0	71	1591.21	0.00
71.5-72.4	0	72	1671.99	0.00
72.5-73.4	0	73	1754.77	0.00
73.5-74.4	0	74	1839.55	0.00
74.5-75.4	0	75	1926.33	0.00
75.5-76.4	0	76	2015.11	0.00
76.5-77.4	0	77	2105.89	0.00
77.5-78.4	0	78	2198.67	0.00
78.5-79.4	0	79	2293.45	0.00
79.5-80.4	0	80	2390.23	0.00
80.5-81.4	0	81	2489.01	0.00
81.5-82.4	0	82	2589.79	0.00
82.5-83.4	0	83	2692.57	0.00
83.5-84.4	0	84	2797.35	0.00
84.5-85.4	0	85	2904.13	0.00
85.5-86.4	0	86	3012.91	0.00
86.5-87.4	0	87	3123.69	0.00
87.5-88.4	0	88	3236.47	0.00
88.5-89.4	0	89	3351.25	0.00
89.5-90.4	0	90	3468.03	0.00
90.5-91.4	0	91	3586.81	0.00
91.5-92.4	0	92	3707.59	0.00
92.5-93.4	0	93	3830.37	0.00
93.5-94.4	0	94	3955.15	0.00
94.5-95.4	0	95	4081.93	0.00
95.5-96.4	0	96	4210.71	0.00
96.5-97.4	0	97	4341.49	0.00
97.5-98.4	0	98	4474.27	0.00
Total	200			3427.58

Survey Details

Date: 21.11.23
Road / Location: Saltcotes Road
Direction of traffic: Southbound

Surveyor: Andy Haxby
Speed Limit: National

DMRB - TA22/81 Calculations

Mean Speed = $\sum(f*x)/x$ 31.11 mph
Standard deviation = $\sqrt{\sum(e*f)/\sum(f)}$ 4.15 mph

Therefore, the 85th%ile = **35.26 mph**
or **56.73 kph**



Calculation of 85th Percentile Design Speed from Speed Survey along Saltcotes Road - Southbound

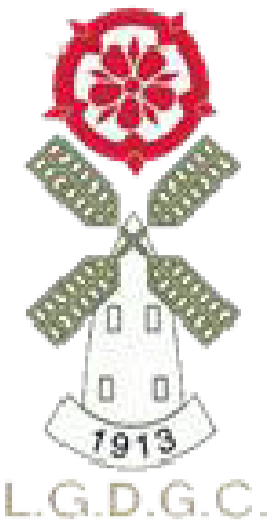
Lytham Green Drive Golf Course, Lytham

23.11.23.

230876

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APPENDIX C



Legend

- Reshaped green surrounds
- New/reshaped green
- New/reshaped bunker
- New/reshaped pond
- New grassy hollow
- New/reshaped fairway
- Woodland man.
- Tree planting
- Cartpath
- Hole No.
- Centreline
- New tee

- Site Boundary
- Work Area
- Ex Contour Lines

Revision History

No.	Description	Date



Jonathan Gaunt
 Director - Golf Course Architect
 50 Gaunt Rd, SHEPHERD, S11 8LL, UK
 Mob: +44 (0) 7703 39441
 email: jon@gaunt-golf-design.com web: www.gaunt-golf-design.com



Client : Lytham Green Drive Golf Club

Project : Course Improvements

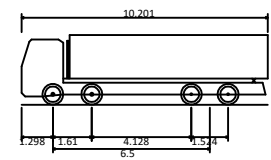
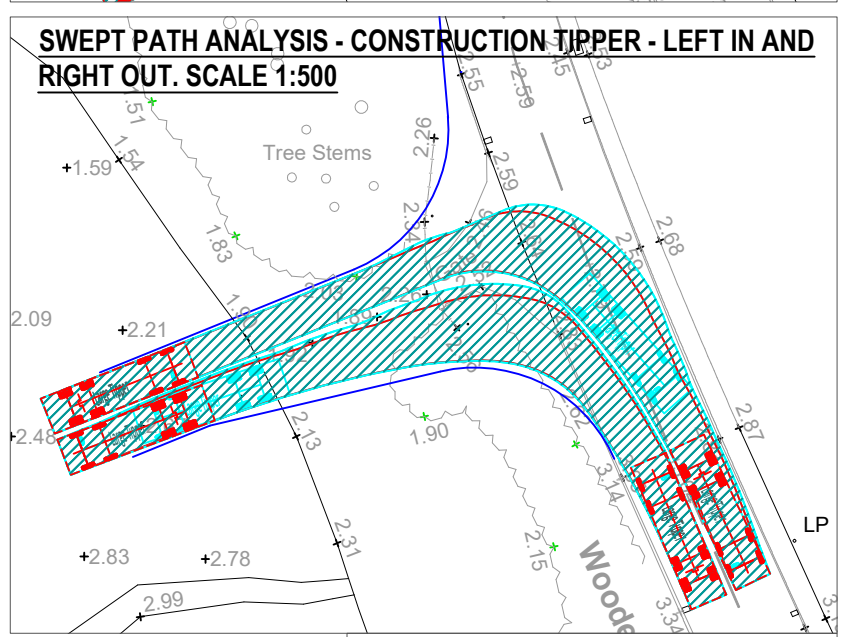
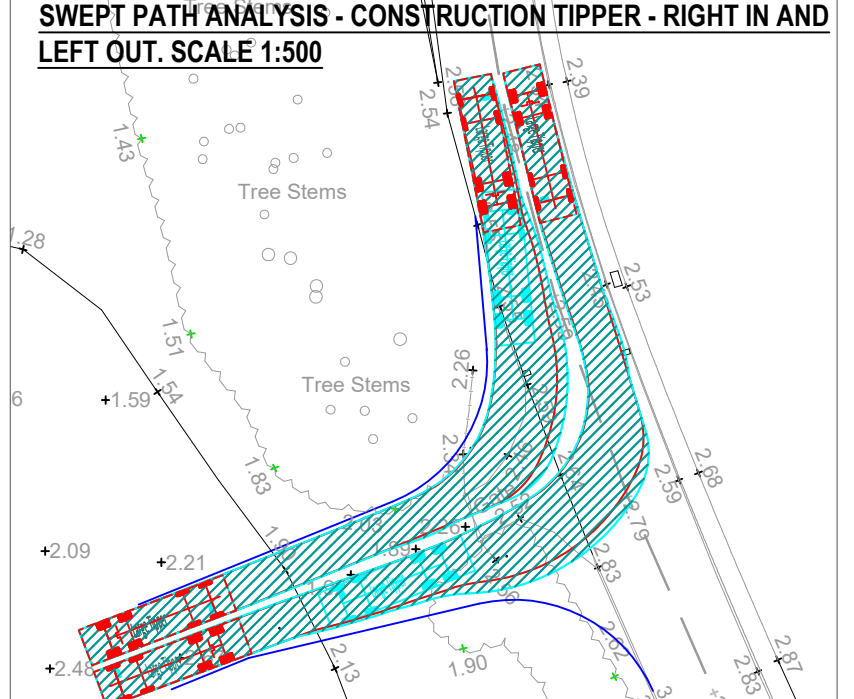
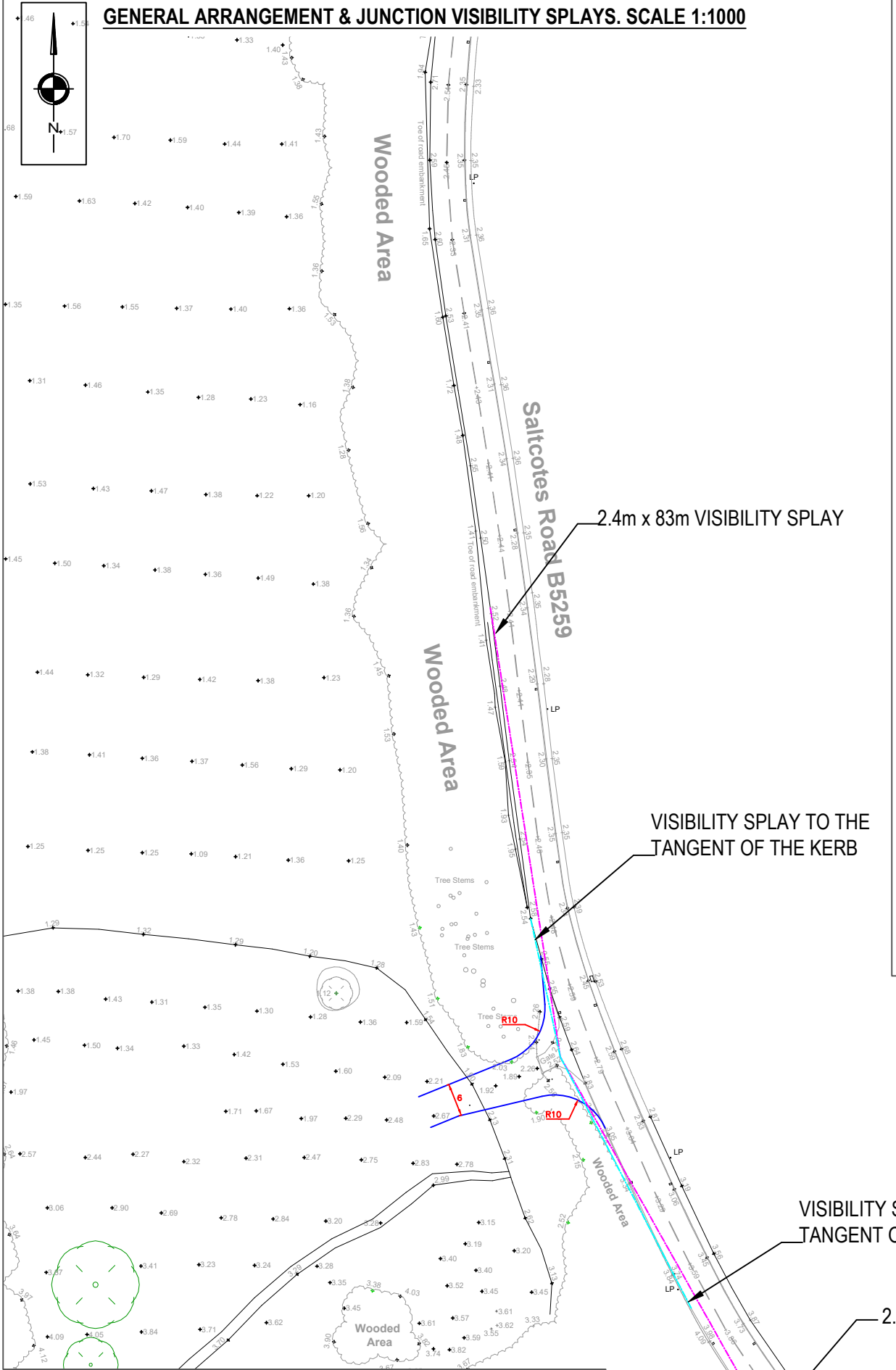
Drawing : Masterplan

Drawn By: G.F.	Drawn Date: 4th Feb 2024
Scale: 1:750 @ A1	Revised:
Drawing No.: GGD-350-3090	Revision: A 16th Feb 2024

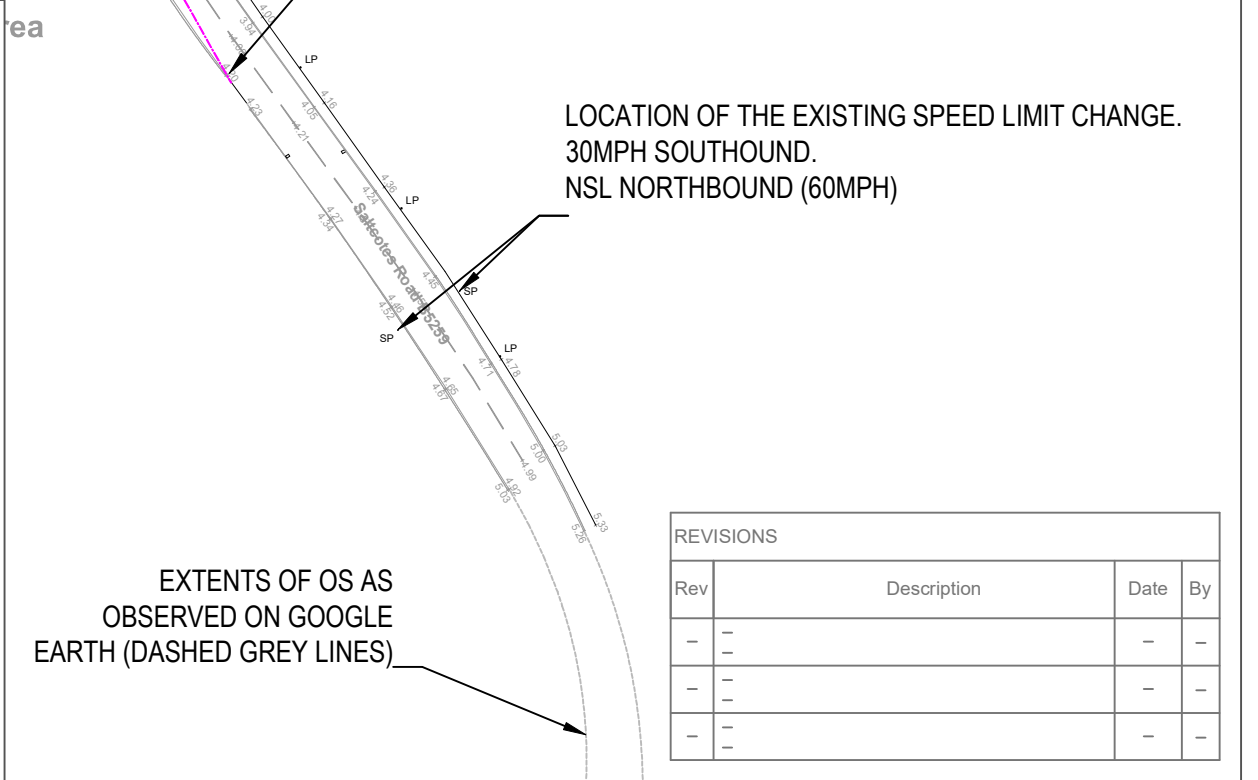
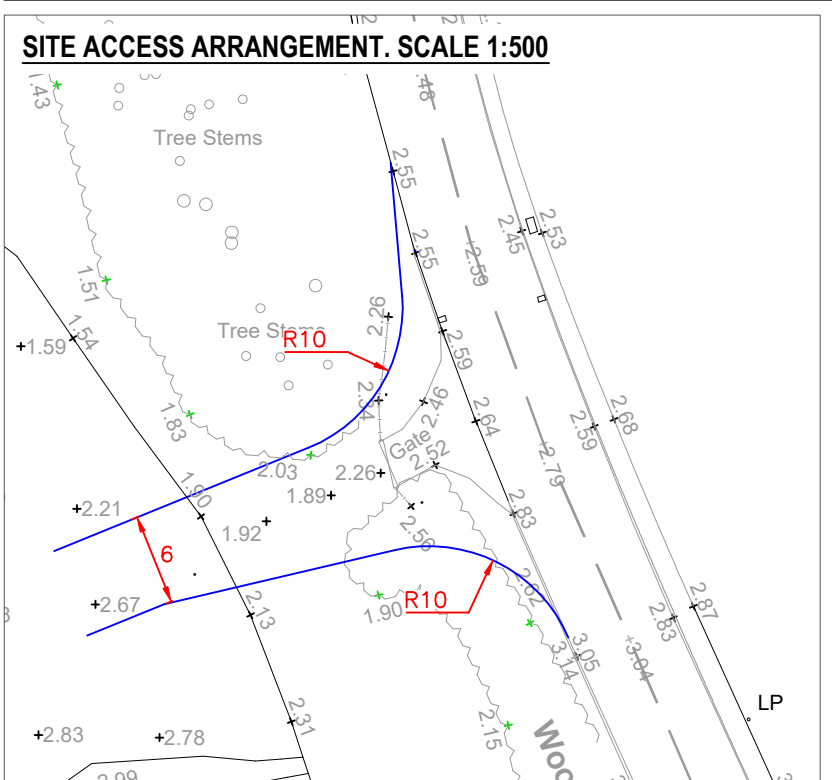
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S|C|P

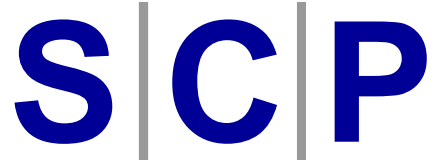
APPENDIX D



Large Tipper	10.201m
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



REVISIONS			
Rev	Description	Date	By
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-	-	-	-

 Transportation Planning : Infrastructure Design <small>Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk</small>	Client	Drawing Title	Scale	By	Drawing No.
	Project Title	PROPOSED SITE ACCESS IMPROVEMENTS ALONG THE B5259 - SALT COTES ROAD	AS STATED @ A3	BA	SCP/230876/D01
	LYTHAM GREEN DRIVE GOLF CLUB, SAINT ANNES		Date	Checked	
			13.11.2023	LB	
			Approved/Unapproved	Status	Revision
			-	PLANNING	A