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BETHELL CONSTRUCTION

**PROPOSED TEMPORARY ACCESS OFF DARKINSON LANE WEST AND DARKINSON
LANE EAST**

PLANNING DESIGN AND ACCESS STATEMENT

DECEMBER 2023

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DECEMBER 2023

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Wardell Armstrong has been instructed by Bethell Construction (hereafter referred to as ‘the Agent’) to prepare a Planning, Design and Access Statement on behalf of United Utilities (‘the Applicant’) to support a full planning application for the creation of two temporary access points to enable the works associated with the replacement and upgrade of United Utilities infrastructure from Hoyles Lane, Cottam, Preston PR4 0NB to the existing United Utilities Lea Gate pumping station, north of Blackpool Road (A583), Lea, Preston PR4 0XB.
- 1.1.2 The upgrades will provide protection against foul flooding associated with storm events, and will help to deliver the aspirations of the North West Preston Masterplan (Preston City Council (PCC) Supplementary Planning Document (SPD), adopted March 2017), which sets out the growth and development of new residential properties in the area, in line with the Preston Local Plan (Site Allocations and Development Management Policies) 2012-26 (PCC, adopted July 2015) and the Central Lancashire Core Strategy (CLCS) (PCC, Chorley Council and South Ribble Council, adopted July 2012).
- 1.1.3 The works will include the upsizing and installation of approximately 4km of new 600mm diameter sewer pipeline to improve the capacity of the existing sewer network at Hoyles Lane, which is currently undersized for the generated flow. This will be installed via a combination of open-cut (within Hoyles Lane and field areas) and trenchless/tunnelling methodologies (under the Lancaster Canal, Blackpool-Preston Railway, Savick Brook and the Preston Western Distributor Road (PWDR)).
- 1.1.4 The overall scheme will involve both above and below ground elements relating to United Utilities’ infrastructure. In order to facilitate the works between Hoyles Lane and Lea Gate pumping station, the temporary access points along the pipeline route require planning permission under the Town and Country Planning Act (1990). The upgrade works are to be carried out under United Utilities’ Permitted Development (PD) rights as statutory undertaker under The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO).
- 1.1.5 The proposed sites subject to this planning application comprise two temporary accesses off Darkinson Lane, one to the west (427m²) and the other to the east (250m²).

1.1.6 For context, the full list of access points required to facilitate the scheme are detailed below:

- Planning Application #1 – Lea Road (Access 3) and Sidgreaves Lane South (Access 4)
- Planning Application #2 – Sidgreaves Lane North (Access 5)
- Planning Application #3 – Darkinson Lane West & East (Accesses 6A and 6B)
- Planning Application #4 – Riversway (Access 1)
- Permitted Development – Blackpool Road (Access 2) and Darkinson Lane South (Access 7)

1.1.7 The planning application detailing the proposed development is supported by the following documents which have been submitted and should be read in conjunction with this Planning Design and Access Statement:

Report/drawing Reference:	Report Title:	Author:
80061057-02-BET-MISCE-99-DR-W-00061	Site Location Plan	Wilde Consulting
80061057-02-BET-MISCE-99-DR-W-00062	Existing Site Layout	Wilde Consulting
80061057-02-BET-MISCE-99-DR-W-00063	Proposed Site Layout	Wilde Consulting
80061057-02-BET-MISCE-99-DR-W-00064	Swept Path Analysis & Visibility Splays	Wilde Consulting
80061057-02-BET-MISCE-99-DR-W-00065	Existing and Proposed Levels	Wilde Consulting
80061057-02-BET-MISCE-99-DR-W-00066	Temporary Access Works	Wilde Consulting
80061057-02-BET-MISCE-99-DR-W-00054	Construction Details	Wilde Consulting
80061057-02-EMG-MISCE-99-RP-04-00009	Preliminary Ecological Assessment	Ecology Services Environmental Consultants

80061057-02-BET-MISCE-99-RP-W-00018	Archaeological Assessment	Wardell Armstrong
80061057-02-EMG-MISCE-99-DR-04-00003	Landscape Reinstatement Plan	MD Landscape
80061057-02-EMG-MISCE-99-RP-04-00008	Arboricultural Impact Assessment	ACS Consulting
80061057-02-EMG-MISCE-99-RP-04-00003	Environmental Control Plan	EGEMS
80061057-02-BET-MISCE-99-RP-W-00019	Construction Traffic Management Plan	Bethell Construction

1.1.8 The purpose of this Planning Design and Access Statement is to provide an assessment of the proposed development against the relevant national and local planning policy and other material considerations. This statement provides information in respect of the site context and the proposed development, in addition to setting out the relevant national and local planning policy and providing an assessment of how the proposed development is in compliance with these policies.

2 SITE CONTEXT AND SURROUNDINGS

2.1 Site Location and Surroundings

2.1.1 The application site ('the Site') is located within agricultural / equestrian fields approximately 5km to the west of Preston City centre and 1.4km to the north of Lea. The Site is within an urban fringe area to the north-west of Preston with agricultural fields surrounding the site as well as an Equestrian centre and stables to the north and the Ashton and Lea golf course to the south east.

2.1.2 The Site is bounded by the Blackpool to Preston railway line to the north, and further agricultural fields to the south, east and west. It is bisected by Darkinson Lane. There are several new housing developments in the area surrounding the planning application boundary and the new Preston Western Distributor Road (Edith Rigby Way) linking the north west of Preston to the M55.

2.1.3 The two access points which are the subject of the planning application will be located on either side of Darkinson Lane.

2.2 Site Description

2.2.1 The Site can be split into two areas that require planning permission: the proposed access point to the west of Darkinson Lane, and the proposed access point to the east of Darkinson Lane. These two areas are shown on the Site Location Plan (Drawing Number: 80061057-02-BET-MISCE-99-DR-W-00061). After the construction period is complete the application areas will be handed back to the landowner and will be restored to their existing condition. Further detail is provided below.

2.3 Relevant Planning History

2.3.1 There are a number of planning applications in the area which are relevant to the proposed new access points and are summarised in the table below.

Planning Application Reference	Determining Authority	Decision date	Decision	Application Description
06/2023/0989	Preston City Council	09/11/2023	Approval	Replacement of existing roof with a high pitched roof, front and rear dormer, front

Planning Application Reference	Determining Authority	Decision date	Decision	Application Description
				porch, and external alterations including the installation of five roof lights, and the installation of window and doors to all elevations (retrospective).
06/2023/0852	Preston City Council	30/08/2023	Withdrawn	Amendment to planning permission 06/2021/1081 to formalise the amendments to the plans and elevations to the approved scheme (non-material amendment not subject to consultation).
06/2021/1286	Preston City Council	12/10/2021	Approval	Amendment to reserved matters permission 06/2020/0152 comprising of inclusion of 1m x 0.35m air source heat pump to the left of the property, update of the Biodiversity Plan to ensure Maple trees are

Planning Application Reference	Determining Authority	Decision date	Decision	Application Description
				more than 12m from the property and front elevation to include triangular window to the top of central gable (non-material amendment not subject to consultation).
06/2021/1081	Preston City Council	21/09/2021	Approval	Replacement of existing roof with a high pitched roof, front and rear dormer, front porch, and external alterations including the installation of three roof lights, and the installation of window and doors to all elevations.
06/2020/0575	Preston City Council	06/08/2020	Approval	Erection of new stable building and tack / feed store, following demolition of an existing stables and tack / feed store.
06/2020/0152	Preston City Council	12/05/2020	Approval	Reserved matters application (namely access, appearance,

Planning Application Reference	Determining Authority	Decision date	Decision	Application Description
				landscaping, layout and scale) pursuant to outline planning permission 06/2019/0865 for 1no. dwelling following demolition of existing stables and tack room.
06/2019/0865	Preston City Council	10/09/2019	Approval	Outline planning application with all reserved matters for the erection of 1no dwelling following demolition of existing stables and tack room.
06/2011/0120	Preston City Council	13/09/2011	Approval	Change of use from agricultural land to equestrian to form menage.

3 PROPOSED DEVELOPMENT

3.1 Details of Proposed Development

- 3.1.1 The planning application relates to two new access points either side of Darkinson Lane, which will provide construction access to the working area for the proposed new sewer pipeline running from Hoyles Lane to Lea Gate pumping station.
- 3.1.2 Construction of the temporary access points will include the removal of an area of established hedgerow either side of Darkinson Lane, subject to a separate hedgerow removal application. The existing conditions are shown on Figure 1 below. During the temporary use of the site new carriageway surfacing and a kerbed entrance will be provided, further details of these can be found on drawing no. 80061057-02-BET-MISCE-99-DR-W-00054.



Figure 1: Darkinson Lane access points existing conditions and proposed hedgerow removal (source: Bethell Construction)

3.2 Permitted Development

- 3.2.1 The majority of the elements of the proposed sewer pipeline are deemed to fall under The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO).

Wider Sewer Pipeline Works

- 3.2.2 The wider sewer improvement works will be located between Hoyles Lane, Cottam to Lea Gate pumping station, north of Blackpool Road (A583). The approximate length of the pipeline will be 4.2km utilising a mixture of open cut, trenching and trenchless construction methods.

3.2.3 The items relating to the sewer improvements are to be undertaken through Schedule 2, Part 13 of the GDPO, Water and Sewerage, Class B, and are assessed against the conditions set out in the GDPO.

3.2.4 This states that:

B. Development by or on behalf of a sewerage undertaker consisting of –

- a) *Development not above ground level required in connection with the provision, improvement, maintenance or repair of a sewer, outfall pipe, sludge main or associated apparatus;*
- b) *the provision of a building, plant, machinery or apparatus in, on, over or under land for the purpose of survey or investigation;*
- c) *the maintenance, improvement or repair of works for measuring the flow in any watercourse or channel;*
- d) *the installation in a sewerage system of a pumping station, valve house, control panel house or switch-gear house;*
- e) *any works authorised by or required in connection with an order made under Section 73 of the Water Resources Act 1991 (power to make ordinary emergency drought orders) (1);*
- f) *any other development in, on, over or under their operational land, other than the provision of a building but including the extension or alteration of a building.*

3.2.5 This states that development is not permitted if:

B.1 Development is not permitted by Class B if –

- a) *In the case of any Class B(d) development involving the installation of a station or house exceeding 29 cubic meters in capacity, that installation is carried out at or above ground level or under a highway used by vehicular traffic;*
- b) *In the case of Class B (f) development, it would consist of or include the extension or alteration of a building so that –*
 - i. *its design or external appearance would be materially affected;*
 - ii. *the height of the original building would be exceeded, or the cubic content of the original building would be exceeded, by more than 25%;**or*

iii. *the floor space of the original building would be exceeded by more than 1,000 square meters; or*

c) *in the case of class B(f) development it would consist of the installation or erection of any plant or machinery exceeding 15 meters in height or the height of anything it replaces, whichever is greater.*

3.2.6 The majority of the works will fall under Class B. (a) as “*development not above ground level required in connection with the provision, improvement, maintenance or repair of a sewer, outfall pipe, sludge main or associated apparatus*”.

3.2.7 In addition, the temporary haul roads and working areas are considered to be permitted development under Schedule 2, Part 4 Temporary buildings and uses, Class A – temporary buildings and structures.

3.3 **Proposed Lighting**

3.3.1 There is no proposed external lighting to be included within the proposed development for the access points on Darkinson Lane.

3.4 **Landscaping**

3.4.1 During the construction of the access points a small area of hedgerow and grassland will be removed within the planning application boundary as illustrated on the Landscape Reinstatement Plan (ref: 80061057-02-EMG-MISCE-99-DR-04-00003). Upon completion of construction, the proposed reinstatement scheme will be implemented to return the working area to its previous state.

3.5 **Construction access**

3.5.1 The materials and plant required for the alterations and creation of the two new access points will be delivered by the public highway network, the Preston West Distributor Road (PWDR) provides the closest connection to the application which provides access to Junction 2 of the M55 to the north.

3.6 **Public Rights of Way**

3.6.1 There are no public rights of way that pass through the application site.

3.7 **Construction Phase**

3.7.1 The indicative construction timeline indicates that site set up and enabling works will begin in early 2024 before the construction phase takes place between March 2024

and June 2025. Once this is complete the commissioning and reinstatement activities will take place in mid-2025.

4 STATEMENT OF COMMUNITY INVOLVEMENT

4.1 Planning Policy

4.1.1 Under Section 18 of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities (LPAs) are required to produce a Statement of Community Involvement (SCI). As part of the SCI, LPAs are requested to encourage participation from local community groups where development is proposed.

4.1.2 The main planning policy references for pre-application consultation relevant to the proposals are:

- National Planning Policy Framework (NPPF) (2023)
- Planning Practice Guidance 'Before Submitting an Application' (March 2019)

4.2 National Planning Policy Framework

4.2.1 The NPPF sets out the national planning policy for the delivery of sustainable development through the planning system.

4.2.2 In addressing the need for pre-application consultation, the NPPF states at paragraph 39 that:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community”.

4.3 Planning Practice Guidance

4.3.1 Planning Practice Guidance 'Before Submitting an Application' (updated March 2019) sets out the expectations on pre-application discussions.

4.3.2 It states that pre-application engagement by prospective applicants offers significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of the planning applications and their likelihood of success. Pre-application engagement provides a collaborative process between a prospective application and other parties which may include:

- The Local Planning Authority (LPA)
- Statutory and non-statutory consultees
- Elected Members

- Local People

4.4 **Community Consultation Event**

- 4.4.1 A 'drop-in' session was held on 31 May 2023, approximately 30 people attended to discuss the scheme and the Applicant team answered questions.
- 4.4.2 A public exhibition and consultation event was held on 18 October 2023. The event was also attended by approximately 30 members of the public who were able to talk to representatives from United Utilities and Bethell Construction.
- 4.4.3 The feedback received from the public was generally positive. A number of feedback forms were received, with the average comment being that the event was very useful in helping the responder to understand the proposed development.
- 4.4.4 The Applicant continues to work proactively with interested parties to address their concerns and ensure impacts to local residents are minimised during the construction period.

5 PLANNING POLICY CONTEXT

5.1 Overview

5.1.1 The Local Plan policies will be considered alongside the National Planning Policy Framework (NPPF).

5.2 National Planning Policy Framework (NPPF)

5.2.1 At a national level, the NPPF (2023) sets out the Government's policies for England and how it expects them to be applied.

Chapter 2: Sustainable Development

5.2.2 Chapter 2 of the NPPF sets out the presumption in favour of sustainable development, in terms of economic, social and environmental objectives.

5.2.3 Paragraph 12 of the NPPF clarifies the status of the local development plan and states: *"The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed."*

Chapter 15: Natural Environment

5.2.4 Chapter 15 of the NPPF identifies the need to protect and enhance the natural environment. Within the NPPF, paragraph 174 states:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) Recognising the intrinsic character and beauty of the countryside, and the wider benefits from the natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland."*

Chapter 16: Conserving and enhancing the historic environment.

5.2.5 Chapter 16 of the NPPF sets out the importance of conserving and enhancing the natural environment. The NPPF states within paragraph 194:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

5.3 Local Planning Policy

5.3.1 The Preston Local Plan 2012-26 was adopted on 2nd July 2015 and forms part of the statutory Development Plan for the City of Preston. Together with the Central Lancashire Core Strategy (adopted July 2012) they form the development plan for all parts of the city excluding the City Centre.

5.3.2 The table below identifies first relevant policies from the Preston Local Plan and then policies from the Central Lancashire Core Strategy:

Preston Local Plan	
Policy number:	Policy wording:
ST2 – General Transport Considerations	All development will need to show that: a) road safety and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and equestrians) is not prejudiced; b) appropriate provision is made for public transport services;

	<p>c) appropriate measures are included to facilitate access on cycle or foot;</p> <p>d) where practicable, ensuring existing pedestrian, cycle and equestrian routes are protected and extended;</p> <p>e) the needs of disabled people are fully provided for;</p> <p>f) corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.</p>
<p>EN1 – Development in the Open Countryside</p>	<p>Development in the open countryside, as shown on the Policies Map, other than that permissible under policies HS4 and HS5, will be limited to:</p> <p>a) that needed for purposes of agriculture or forestry or other uses appropriate to a rural area including uses which help to diversify the rural economy;</p> <p>b) the re-use or re-habitation of existing buildings;</p> <p>c) infilling within groups of buildings in smaller rural settlements.</p>
<p>EN2 – Protection and Enhancement of Green Infrastructure</p>	<p>Development proposals should seek to protect and enhance existing green infrastructure as identified on the Policies Map. Proposals which would involve the loss of green infrastructure will only be granted planning permission where:</p> <p>a) it can be clearly shown that the site is surplus to requirements; or</p> <p>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</p>

	<p>c) the development itself is for alternative green infrastructure provision, the needs for which clearly outweighed the loss; and</p> <p>d) policy EN10 is adhered to where the site is part of an ecological network.</p>
<p>EN10 – Biodiversity and Nature Conservation</p>	<p>In Preston, Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced:</p> <p>Priority will be given to:</p> <ul style="list-style-type: none"> i. Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar sites, Special Protection Areas, Special Areas of Conservation, national nature reserves, sites of special scientific interest and biological heritage sites, S41 Habitats of Principal Importance, geological heritage sites, local nature reserves and wildlife corridors together with any ecological network approved by the Council; ii. Protecting, safeguarding and enhancing habitats for European, nationally and locally important species; iii. The ecology of the site and the surrounding area (safeguarding existing habitats/features such as but not exclusive to trees, hedgerows, ponds and streams), unless justified otherwise. iv. When considering applications for planning permission, protecting, conserving, restoring and enhancing Preston’s ecological network and providing links to the network from and/or through the proposed development site. <p>In addition development must adhere to the provisions set out below:</p>

	<p>a. The production of a net gain in biodiversity where possible by designing in wildlife and by ensuring that any adverse impacts are avoided or if unavoidable are reduced or appropriately mitigated and/or compensated;</p> <p>b. The provision of opportunities for habitats and species to adapt to climate change;</p> <p>c. The support and encouragement of enhancements which contribute to habitat restoration;</p> <p>d. Where there is reason to suspect that there may be protected habitats/ species on or close to a proposed development site, the developer will be expected to carry out all necessary surveys in the first instance; planning applications must then be accompanied by a survey assessing the presence of such habitats/species and, where appropriate, make provision for their needs;</p> <p>e. In exceptional cases, where the need for development in social or economic terms is considered to significantly outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/ or compensatory habitat creation and/or restoration of at least equal area, quality and diversity will be required through planning conditions and/or planning obligations.</p> <p>The following definition of what constitutes damage to natural environment assets will be used in assessing applications potentially impacting upon assets:</p> <ol style="list-style-type: none">1. Loss of the undeveloped open character of a part, parts or all of the ecological network;2. Reducing the width or causing direct or indirect severance of the ecological network or any part of it;3. Restricting the potential for lateral movement of wildlife;
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	<p>4. Causing the degradation of the ecological functions of the ecological network or any part of it;</p> <p>5. Directly or indirectly damaging or severing links between green spaces, wildlife corridors and the open countryside; and</p> <p>6. Impeding links to ecological networks recognised by neighbouring planning authorities.</p>
<p>EN11 – Species Protection</p>	<p>Planning permission will not be granted for development which would have an adverse effect on a protected species unless the benefits of the development outweigh the need to maintain the population of the species in situ. Should development be permitted that might have an effect on a protected species planning conditions or agreements will be used to:</p> <p>a) Facilitate the survival of the individual species affected;</p> <p>b) Reduce the disturbance to a minimum; and</p> <p>c) Provide adequate alternative habitats to sustain the viability of the local population of that species.</p>

<p>Central Lancashire Core Strategy</p>	
<p>Policy Number:</p>	<p>Policy Wording:</p>
<p>Policy 2 – Infrastructure</p>	<p>Work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions, having taken account of other likely funding sources.</p> <p>If a funding shortfall in needed infrastructure provision is identified, secure, through developer contributions, that new development meets the on</p>

	<p>and off-site infrastructure requirements necessary to support development and mitigate any impact of that development on existing community interests as determined by the LPA.</p> <p>In such circumstances developer contributions in the form of actual provision of infrastructure, works or facilities and/or financial contributions will be sought through one off negotiations and/or by applying a levy as appropriate. This will ensure that all such development makes an appropriate and reasonable contribution to the costs of provision after taking account of economic viability considerations.</p> <p>The levy to be charged on a specific development will take account of cases where actual provision of infrastructure, works or facilities normally covered by the levy is provided as part of the development proposals.</p> <p>The local planning authorities will set broad priorities on the provision of infrastructure, which will be linked directly to the commencement and phasing of Development. This will ensure that appropriate enabling infrastructure is delivered in line with future growth, although some monies will be specifically collected and spent on the provision of more localised infrastructure. The infrastructure provision will be coordinated and delivered in partnership with other authorities and agencies.</p>
<p>Policy 3 – Travel</p>	<p>The best approach to planning for travel will involve a series of measures:</p> <p>(a) Reducing the need to travel by:</p> <ul style="list-style-type: none"> i. encouraging more flexible working patterns and home working

	<ul style="list-style-type: none">ii. enabling better telecommunications for business, education, shopping and leisure purposesiii. assisting home deliveries of ordered goods <p>(b) Improving pedestrian facilities with:</p> <ul style="list-style-type: none">i. high quality designed City and town centre paving schemesii. safe and secure urban and rural footways and paths (including canal towpaths) linking with public transport and other services <p>(c) Improving opportunities for cycling by:</p> <ul style="list-style-type: none">i. completing the Central Lancashire Cycle Network of off-road routes (including canal towpaths) supplementing this with an interconnected system of on-road cycle lanes and related road junction improvements <p>(d) Improving public transport by:</p> <ul style="list-style-type: none">i. providing new railway stations at Buckshaw Village*, Cottam*, Midge Hall and Coppull (* park and ride sites), and improving Preston and Leyland stationsii. creating a bus rapid transit system on routes into Preston and to Leyland and Chorleyiii. improving main bus routes elsewhereiv. supporting Demand Responsive Transport <p>(e) Enabling travellers to change their mode of travel on trips through:</p> <ul style="list-style-type: none">i. providing a ring of new bus based park and ride sites around Preston at – Broughton
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	<p>Roundabout, Tickled Trout, Penwortham, Cuerden and Riversway.</p> <ul style="list-style-type: none">ii. improving car and cycle parking facilities at railway stations, including at Adlingtoniii. better coordinated bus and rail servicesiv. providing better public transport interchanges and hubs including a new bus station at Prestonv. preparing, implementing and monitoring Travel Plans including Personal Travel Plans <p>(f) Encouraging car sharing by:</p> <ul style="list-style-type: none">i. promoting work based schemesii. providing high vehicle occupancy road lanes into Preston <p>g) Managing car use by:</p> <ul style="list-style-type: none">i. managing long and short stay car parking in the centres of Preston, Chorley and Leylandii. public car parking chargesiii. reviewing work place car parkingiv. setting and applying car parking standardsv. pursuing Quiet Zones <p>(h) Improving the road network with:</p> <ul style="list-style-type: none">i. bypasses of Broughton and Penworthamii. completing a new road from Walton Park through to Lostock Halliii. improving the A582 and linking to the A59iv. improvements between Cottam and Eastway
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	<p>v. variable traffic flow measures on existing roads</p> <p>(i) Enabling the use of alternative fuels for transport purposes.</p>
<p>Policy 16 – Heritage Assets</p>	<p>Protect and seek opportunities to enhance the historic environment, heritage assets and their settings by:</p> <p>(a) Safeguarding heritage assets from inappropriate development that would cause harm to their significances.</p> <p>(b) Supporting development or other initiatives where they protect and enhance the local character, setting, management and historic significance of heritage assets that are recognised as being in poor condition, or at risk.</p> <p>(c) Identifying and adopting a local list of heritage assets for each Authority.</p>
<p>Policy 29 – Water Management</p>	<p>Improve water quality, water management and reduce the risk of flooding by:</p> <p>(a) Minimising the use of potable mains water in new developments;</p> <p>(b) Working with the regional water company and other partners to promote investment in sewage water treatment works to reduce the risk of river pollution from sewage discharges;</p> <p>(c) Working with farmers to reduce run-off polluted with agricultural residues into watercourses;</p> <p>(d) Appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas particularly in Croston, Penwortham, Walton-le-Dale and southwest Preston;</p>

	<p>(e) Pursuing opportunities to improve the sewer infrastructure, particularly in Grimsargh, Walton-le-Dale and Euxton, due to the risk of sewer flooding;</p> <p>(f) Managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity;</p> <p>(g) Encouraging the adoption of Sustainable Drainage Systems;</p> <p>(h) Seeking to maximise the potential of Green Infrastructure to contribute to flood relief.</p>
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6 ENVIRONMENTAL CONSIDERATIONS

6.1 Introduction

6.1.1 The site is located within an urban fringe area, and there are few environmental constraints to the proposed development requiring planning permission. Environmental constraints relating to the wider scheme are not considered in detail here.

6.1.2 The following studies have been undertaken to inform the detailed design of the works, including:

- Ground Conditions
- Flood risk
- Historic environment
- Natural environment

6.2 Planning Considerations

6.2.1 Section 5 of this statement identifies the relevant planning policies that should be considered in the determination of this planning application. The following section expands on this by appraising the development against the relevant policies. The key issues which are identified are discussed in the following sub-sections.

6.3 Ground Conditions

6.3.1 In August 2023, Land Drainage Consultancy Ltd Conducted Soil Resource & Land Drainage Assessments across the entire scheme area. These confirmed the depth of topsoil and the possible presence of any pre-existing drainage within the planning application areas. This information will be used to reinstate the areas to their pre-existing condition on completion of the works.

6.4 Flood Risk

6.4.1 The proposed development is located in Flood Zone 1 meaning the site has a less than 1 in a 1000 (0.1%) annual probability of flooding in any given year and is in the lowest flood risk zone. Due to this designation and the site area being less than 1ha, there is no requirement for a Flood Risk Assessment to be submitted with the planning application.

6.5 Historic Environment

- 6.5.1 In line with local and national planning policy and guidance, an Archaeology and Heritage Desk Based Assessment (DBA) has been submitted in support of the application (ref: 80061057-02-BET-MISCE-99-RP-W-00018).
- 6.5.2 The DBA concludes there will be at most, limited less than substantial harm to the significance of one Grade II structure (Canal Bridge Number 9: Quaker's Bridge (NHLE 1165066)). This heritage asset is situated nearby the access point proposed within the scheme for Sidgreaves Lane North, which is subject to a separate planning application. Please see the associated PDAS for Sidgreaves Lane North for further details.
- 6.5.3 In consideration of archaeology, known heritage assets within the wider scheme boundary may be affected, including a hollow way of probable medieval origin (HER PRN 15255), part of the route of a postulated Roman road (HER PRN26142) and areas of ridge and furrow. The assessment also concluded there is potential for additional, associated archaeological remains which may originate from the Roman, medieval and post-medieval periods. The nature of these finds is unknown, but they are unlikely to represent settlement activity; the medieval and postmedieval, if present, may be represented by agricultural features.
- 6.5.4 Overall, there is no evidence for archaeological remains of high (national) significance to be present within the Site. As such there is no evidence to reasonably indicate the potential for the presence of archaeological remains which would preclude development.
- 6.5.5 The proposals are therefore considered to be in accordance with legislation and national and local planning policy on archaeological and heritage grounds.

6.6 Natural Environment

Ecology

- 6.6.1 A Preliminary Ecological Appraisal (PEA) Report (ref: 80061057-02-EMG-MISCE-99-RP-04-00009) was undertaken to inform the proposed development. This identified the site as containing species rich hedgerow on either side of Darkinson Lane, which will be impacted by the creation of new access points. The hedgerow on both sides of Darkinson Lane shall be reinstated upon completion of the works. Neutral grassland is also expected to be impacted and will likewise be reinstated upon completion.

- 6.6.2 There are a number of potential species impacts identified within the PEA, including great crested newts (works will be undertaken under an amended District Level Licence (DLL)), common toad, reptiles, otter, breeding birds, bats and invasive species. Mitigation measures and further details of any potential impacts and required mitigation measures are provided within the PEA.
- 6.6.3 For the overall development, a Shadow Habitats Regulation Assessment has been submitted and an appropriate assessment of the proposal has been undertaken in accordance with Regulation 63 of the Conservation of Species and Habitats Regulations 2017. Natural England confirmed that the proposed development will have no adverse impacts on the designated sites, subject to the appropriate mitigation being secured, and has no objection to the proposed development.

Arboriculture

- 6.6.4 An Arboricultural Impact Assessment (AIA) has been prepared for the scheme (ref: 80061057-02-EMG-MISCE-99-RP-04-00008).
- 6.6.5 The AIA notes that there are no Conservation Areas or trees subject to a Tree Preservation Order within the Site. The Site has no ancient woodland, veteran trees or ancient hedgerows.
- 6.6.6 Two sections of species rich hedgerow (H24 and H26), either side of Darkinson Lane, will be required to be removed and reinstated to facilitate the access point subject to this planning application. In addition, pruning of two sections of hedgerow (H23 and H25) is required to provide safe egress sight-lines.
- 6.6.7 A separate Hedgerow Regulations application will be submitted alongside the planning applications to address the proposed hedgerow removal and reinstatement associated with the overall development.

6.7 Planning Policy Summary

- 6.7.1 In summary, the key planning policies, local and national, that are identified in Section 5 have been adequately considered and mitigation incorporated into the design of the proposed development.
- 6.7.2 The proposal is considered to be in compliance with the Development Plan and specifically policies ST2, EN1, EN2 and EN11 of the Preston Local Plan and policies 2,3, 16 and 29 of the Central Lancashire Core Strategy.

- 6.7.3 The proposed development has been sensitively designed to, where possible, retain existing habitats and trees, and only proposed removal where necessary to facilitate development. A reinstatement scheme is provided to ensure satisfactory reinstatement is achieved in accordance with Policy EN2, EN10 and EN11.
- 6.7.4 Overall the proposed development adheres to and supports Policy 29 of the Lancashire Core Strategy which states, “Working with the regional water company and other partners to promote investment in sewage water treatment works to reduce the risk of river pollution from sewage discharges”.

7 CONCLUSIONS

- 7.1.1 This Planning Design and Access Statement has been prepared by Wardell Armstrong LLP on behalf of Bethell Construction and United Utilities to support a planning application for two new temporary access points at Darkinson Lane, Lea Town, Preston PR4 0RE to provide access to the working area for the construction of a new sewer pipeline from Hoyles Lane, Cottam, Preston, PR4 0NB to the existing United Utilities Lea Gate pumping station, north of Blackpool Road (A583), Lea, Preston PR4 0XB.
- 7.1.2 The application has considered a number of potential constraints relating to the site and has assessed this against both national and local planning policy.
- 7.1.3 The proposal for the two access points is crucial to the construction of United Utilities' infrastructure to alleviate existing flooding of the sewer network.
- 7.1.4 The statement demonstrates that the proposed development is in accordance with the relevant national and local planning policy and material considerations.

APPENDICES

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