



Cottam Parkway Railway Station

Environmental Statement

Volume 2: Main Statement

Chapter 15: Land Use and Accessibility

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15 Land Use and Accessibility

ES Chapter Number	Environmental Topic	Relevant Appendices
15	Land Use and Accessibility	Appendix 15.1: Figure Appendix 15.2: Agricultural Assessment (confidential)

15.1 Introduction

15.1.1 This chapter details an assessment of the potential effects of the Scheme on land use and accessibility. This chapter complies with Design Manual for Roads and Bridges (DMRB) LA 112 Population and human health.

15.1.2 This chapter considers the effects of construction and operation of the Scheme 'on land use and accessibility' including:

- Private property and housing:
 - a) the location and number of properties at risk of demolition, or from which land would be required/access affected by a project; and,
 - b) the location of residential development land and number of units that would be affected by a project;
- Community land and assets:
 - a) the location of community land (e.g. common land, village greens, open green space, allotments, sports pitches etc.) and amount of land which would be required/access affected by a project;
 - b) the location of community assets (e.g. village halls, healthcare facilities, education facilities, religious facilities etc.) and number of assets from

which land would be required/access affected by a project; c) the level of existing accessibility restrictions/severance to community land and assets within the study area; and d) the frequency of use of community land and assets within the study area;

▪ Development land and businesses:

a) the location and number of businesses (and associated jobs) at risk or from which land would be required/access affected by a project;

b) the location of land allocated for development by local authorities and the number of future jobs that would be affected by a project;

c) land not allocated by local authorities which is subject to planning application(s) supporting future jobs; and,

d) the level of existing accessibility restrictions/severance to development land and businesses within the study area;

▪ Agricultural land holdings:

a) the type, location and number of agricultural holdings at risk of demolition or from which land would be required/access affected by a project;

b) the level of existing severance/accessibility restrictions to agricultural land holdings within the study area; and,

c) the frequency of use of the agricultural holdings/assets within the study area;

▪ Walkers, Cyclists and Horse-riders (WCH):

a) the type, location and extent of WCH provision (e.g. public rights of way) within the study area; and

b) the frequency of use of the WCH provision within the study area.

15.1.3 This chapter reports on the nature and scale of effects on land use and accessibility as beneficial, neutral, or adverse.

15.1.4 All data would be collated, stored, and used in accordance with the General Data Protection Regulation (GDPR).

15.2 Relevant Legislative, Plans, Policies and Background

15.2.1 The following section provides a summary of national and local designations and planning policy of relevance to the landscape of the Scheme.

National Planning Policy

15.2.2 The National Planning Policy Framework (the NPPF) (MHCLG, 2021) is considered for the preparation of this chapter as a material consideration in planning decisions.

15.2.3 The NPPF sets out the Government's planning policies for England and contains topic-based advice to help achieve sustainable development. The paragraphs relevant to this topic include core planning principles (paragraph 17) and the promotion of sustainable transport and healthy communities (paragraphs 104-109, 92-97).

15.2.4 The NPPF sets out the national policy on how the Scheme should be considered in relation to sustainable development, including:

- Supporting the transition to a low carbon future (paragraph 152), and consideration of whether the opportunities for sustainable transport modes have been taken up (paragraph 110). The NPPF acknowledges that transport policies play a part in facilitating sustainable development but also contribute to wider sustainability and health objectives by giving people a choice about how they travel (paragraph 105);
- Protecting and exploiting opportunities for the use of sustainable modes for the movement of goods or people (paragraphs 85 and 106),

including the protection and enhancement of public rights of way and access (paragraph 100). To achieve this people should be encouraged to make the fullest possible use of public transport, walking and cycling (paragraph 104). The Scheme should consider pedestrian and cycle movements, access to high quality public transport, creation of safe crossing points and the needs of people with disabilities (paragraph 112); and,

- The Scheme should reflect the vision and aspirations of local communities. The NPPF advises local planning authorities to identify and set out strategic policies for the provision of infrastructure of transport in collaboration with local communities and relevant bodies (paragraph 25).

Local Planning Policy

Central Lancashire Adopted Core Strategy

15.2.5 The Central Lancashire Adopted Core Strategy (Preston City Council et al., 2012) policies relevant to this chapter are:

- Policy 1 Locating Growth - this policy focuses on growth and investment on well located brownfield sites and the Strategic Location of Central Preston, whilst protecting the character of suburban and rural areas. To promote vibrant local communities and support services, an appropriate scale of growth and investment will be encouraged in identified Local Service Centres, providing it is in keeping with their local character and setting, and at certain other key locations outside the main urban areas.
- Policy 2 Infrastructure - this policy requires contributions from developer to be paid via planning approvals to help meet the infrastructure needs of Central Lancashire. 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.

- Policy 3 Travel - increasing accessibility and promoting sustainable travel is a key theme within this chapter. The approach to planning for travel focuses on a series of measures, including reducing the need to travel, improving pedestrian facilities, public transport and opportunities for cycling, enable travellers to change their mode of travel on trips, encourage car sharing, managing car use, improve the road network.
- Policy 4 Housing Delivery – this policy aims to provide for and manage the delivery of new housing Ensuring that sufficient housing land is identified for the medium to longer term by identifying specific developable sites or broad locations for future growth.
- Policy 13 Rural Economy - the aim of the policy is to achieve economic and social improvement for rural areas by sustaining and encouraging appropriate growth of rural businesses in the following ways: (b) Supporting rural based tourist attractions, visitor facilities, recreational uses, business and storage activities.
- Policy 17 The Design of New Buildings - the design of new buildings will be expected to take account of the character and appearance of the local area.
- Policy 18 Green Infrastructure - this policy aims to manage and improve environmental resources through a green infrastructure approach to. This policy is relevant because the Scheme requires mitigation due to the works associated with the green infrastructure network.
- Policy 19 Areas of Separation and Open Space - this policy aims to protect the identity, local distinctiveness and green infrastructure of certain settlements and neighbourhoods by the designation of Areas of Separation and Major Open Space, to ensure that those places at

greatest risk of merging are protected and environmental/ open space resources are safeguarded.

- Policy 24 Sport and Recreation - this policy aims to ensure that everyone has the opportunity to access good sport, physical activity and recreation facilities.
- Policy 31 Agricultural Land - protect the best and most versatile agricultural land, (Grades 1, 2 and 3a) that occurs in the west of Central Lancashire when considering both agricultural and other forms of development to avoid irreversible damage to, and instead achieve the full potential, of the soil. This policy is relevant because the Scheme includes agricultural land in a semi-rural setting.

Preston Local Plan

15.2.6 The Preston Local Plan 2012-26 (Preston City Council, 2015) includes Policy EN7 Land Quality states that 'new development should demonstrate that: a) any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and b) the proposed development will not cause the land to become contaminated, to the detriment of future use or restoration of the site or so that it would cause pollution in the surrounding area.'

15.2.7 The policies referred to in this chapter are found in full within the Planning Policy Reference Document Appendix 1-3.

15.3 Methodology

15.3.1 For the purposes of the assessment, properties and land within 500m of the Scheme were considered and impacts on them assessed. Reference is also made to properties on the boundary of the study area where part of their curtilages are within the study area.

15.3.2 Existing private property, community land and agricultural land were identified using a 500m search area around the Scheme boundary. Information was obtained from data held by the applicant both in its role as promoter of the Scheme and as the Local Authority. Information was also obtained from the following sources:

- Land Registry;
- Lancashire County Council;
- Preston City Council;
- Company websites;
- Ordnance Survey mapping; and,
- Google Maps website (www.google.co.uk/maps).

15.3.3 Identification of community facilities and private and commercial assets in the study area is based on Ordnance Survey mapping, surveys of the Scheme boundary, information held by Lancashire County Council as the Local Education Authority and the body responsible for social care and information held by Lancashire County Council in association with its responsibilities for economic regeneration.

15.3.4 The assessment considers the impact of the Scheme on the defined topic areas, using information derived from desk based research and personal interviews with owners and occupiers of property within the Scheme footprint.

15.3.5 The topic areas that have been assessed include effects on:

- Private Property and Housing;
- Community Land and Assets;
- Development Land and Businesses;

- Agricultural Land Holdings; and,
- Walkers, Cyclists and Horse-riders (WCH).

15.3.6 For the purposes of this assessment the sensitivity of land use receptors and descriptions is determined in accordance with the criteria outlined in Table 15.1.

Table 15.1 Environmental value (sensitivity) and descriptions - Private property and housing, community land and assets, development land and businesses, agricultural land holdings and WCH

Receptor value (sensitivity)	Description
Very high	<p>Private property and housing:</p> <ul style="list-style-type: none"> 1) existing private property or land allocated for housing located in a local authority area where the number of households are expected to increase by >25% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering >5ha and / or >150 houses. <p>Community land and assets where there is a combination of the following:</p> <ul style="list-style-type: none"> 1) complete severance between communities and their land/assets, with little/no accessibility provision; 2) alternatives are only available outside the local planning authority area; 3) the level of use is very frequent (daily); and, 4) the land and assets are used by the majority ($\geq 50\%$) of the community. <p>Development land and businesses:</p> <ul style="list-style-type: none"> 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment

	<p>sites) covering >5ha.</p> <p>Agricultural land holdings:</p> <ol style="list-style-type: none"> 1) areas of land in which the enterprise is wholly reliant on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a frequent basis (daily). <p>WCH:</p> <ol style="list-style-type: none"> 1) national trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little/no potential for substitution. 2) routes regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. 3) rights of way for WCH crossing roads at grade with >16,000 vehicles per day.
High	<p>Private property and housing:</p> <ol style="list-style-type: none"> 1) private property or land allocated for housing located in a local planning authority area where the number of households are expected to increase by 16-25% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering >1-5ha and / or >30-150 houses. <p>Community land and assets where there is a combination of the following:</p>

	<p>1) there is substantial severance between community and assets, with limited accessibility provision;</p> <p>2) alternative facilities are only available in the wider local planning authority area;</p> <p>3) the level of use is frequent (weekly); and,</p> <p>4) the land and assets are used by the majority ($\geq 50\%$) of the community.</p> <p>Development land and businesses:</p> <p>1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering $>1 - 5$ha.</p> <p>Agricultural land holdings:</p> <p>1) areas of land in which the enterprise is dependent on the spatial relationship of land to key agricultural infrastructure; and,</p> <p>2) access between land and key agricultural infrastructure is required on a frequent basis (weekly).</p> <p>WCH:</p> <p>1) regional trails and routes (e.g. promoted circular walks) likely to be used for recreation and to a lesser extent commuting, that record frequent (daily) use. Limited potential for substitution; and/or</p> <p>2) rights of way for WCH crossing roads at grade with $>8,000 - 16,000$ vehicles per day.</p>
Medium	<p>Private property and housing:</p> <p>1) houses or land allocated for housing located in a local authority area where the number of households are</p>

expected to increase by >6-15% by 2041 (ONS data); and/or

2) existing housing and land allocated for housing (e.g. strategic housing sites) covering <1ha and / or <30 houses.

Community land and assets where there is a combination of the following:

- 1) there is severance between communities and their land/assets but with existing accessibility provision;
- 2) limited alternative facilities are available at a local level within adjacent communities;
- 3) the level of use is reasonably frequent (monthly); and,
- 4) the land and assets are used by the majority ($\geq 50\%$) of the community.

Development land and businesses:

- 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering <1ha.

Agricultural land holdings:

- 1) areas of land in which the enterprise is partially dependent on the spatial relationship of land to key agricultural infrastructure; and,
- 2) access between land and key agricultural infrastructure is required on a reasonably frequent basis (monthly).

WCH:

- 1) public rights of way and other routes close to communities which are used for recreational purposes (e.g. dog

	<p>walking), but for which alternative routes can be taken. These routes are likely to link to a wider network of routes to provide options for longer, recreational journeys; and/or,</p> <p>2) rights of way for WCH.</p>
Low	<p>Private property and housing:</p> <p>1) proposed development on unallocated sites providing housing with planning permission/in the planning process.</p> <p>Community land and assets where there is a combination of the following:</p> <p>1) limited existing severance between community and assets, with existing full Equality Act 2010 compliant accessibility provision;</p> <p>2) alternative facilities are available at a local level within the wider community;</p> <p>3) the level of use is infrequent (monthly or less frequent); and,</p> <p>4) the land and assets are used by the minority ($\geq 50\%$) of the community.</p> <p>Development land and businesses:</p> <p>1) proposed development on unallocated sites providing employment with planning permission/in the planning process.</p> <p>Agricultural land holdings:</p> <p>1) areas of land which the enterprise is not dependent on the spatial relationship of land to key agricultural</p>

	<p>infrastructure; and,</p> <p>2) access between land and key agricultural infrastructure is required on an infrequent basis (monthly or less frequent).</p> <p>WCH:</p> <p>1) routes which have fallen into disuse through past severance or which are scarcely used because they do not currently offer a meaningful route for either utility or recreational purposes; and/or,</p> <p>2) rights of way for WCH crossing roads at grade with <4000 vehicles per day.</p>
Negligible	<p>Private property and housing:</p> <p>N/A.</p> <p>Community land and assets where there is a combination of the following:</p> <p>1) no or limited severance or accessibility issues;</p> <p>2) alternative facilities are available within the same community;</p> <p>3) the level of use is very infrequent (a few occasions yearly); and</p> <p>4) the land and assets are used by the minority ($\geq 50\%$) of the community.</p> <p>Development land and businesses:</p> <p>N/A.</p>

Agricultural land holdings:

1) areas of land which are infrequently used on a non-commercial basis.

WCH:

N/A.

15.3.7 The magnitude of the impact on the ability of local residents to access and use private property and housing, community land and assets, development land and business, agricultural land holding and WCH is defined using the criteria set out in Table 15.2.

Table 15.2 Estimating the Magnitude of Impact - Private property and housing, community land and assets, development land and businesses, agricultural land holdings and WCH

Magnitude	Criteria
Major	<p>Private property and housing, community land and assets, development land and businesses and agricultural land holdings:</p> <p>1) loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements. e.g. direct acquisition and demolition of buildings and direct development of land to accommodate highway assets; and/or</p> <p>2) introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision.</p> <p>WCH:</p> <p>>500m increase (adverse) / decrease (beneficial) in WCH journey length.</p>
Moderate	<p>Private property and housing, community land and assets, development land and businesses and agricultural land holdings:</p> <p>1) partial loss of/damage to key characteristics, features or elements, e.g. partial removal or substantial amendment to access or acquisition of land compromising viability of property, businesses, community assets or agricultural holdings; and/or,</p> <p>2) introduction (adverse) or removal (beneficial) of severe severance with limited / moderate accessibility provision.</p>

	<p>WCH:</p> <p>>250m - 500m increase (adverse) or decrease (beneficial) in WCH journey length.</p>
Minor	<p>Private property and housing, community land and assets, development land and businesses and agricultural land holdings:</p> <p>1) a discernible change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g. amendment to access or acquisition of land resulting in changes to operating conditions that do not compromise overall viability of property, businesses, community assets or agricultural holdings; and/or,</p> <p>2) introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision.</p> <p>WCH:</p> <p>>50m - 250m increase (adverse) or decrease (beneficial) in WCH journey length.</p>
Negligible	<p>Private property and housing, community land and assets, development land and businesses and agricultural land holdings:</p> <p>1) very minor loss or detrimental alteration to one or more characteristics, features or elements. e.g. acquisition of non-operational land or buildings not directly affecting the viability of property, businesses, community assets or agricultural holdings; and/or,</p> <p>2) very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision.</p> <p>WCH</p> <p>50m increase (adverse) or decrease (beneficial) in WCH journey length.</p>

No Change

No loss or alteration of characteristics, features, elements or accessibility; no observable impact in either direction.

15.3.8 The significance of effect is determined as a combination of the importance of the environmental value (sensitivity) attribute and the impact magnitude. This is achieved using the matrix in Table 4.1 in Chapter 4 'Assessment Methodology and Consultation Process'. Five levels of significance were defined which apply equally to adverse and beneficial impacts.

15.4 Baseline Description and Evaluation

15.4.1 The private assets considered under this topic area include residential or commercial buildings, land in private ownership and property owned by central government. Community land and agricultural land (including farm units) are considered separately. The main private assets identified within the study area are illustrated on Figure 15.1 in Appendix 15.1.

Private Property and Housing

15.4.2 There are a number of residential properties situated on the boundaries of the study area. Lea Town lies to the south west and Lea to the south east and Cottam to the north east of the Scheme.

15.4.3 There are a number of residential properties located within the study area in parallel to Darkinson Lane, Lea Road and Hoyles Lane. There are no residential properties that need to be demolished in order to construct the Scheme.

15.4.4 There are several listed buildings and structures that are located within the 500m radius. These are all Grade II listed and include residential dwellings and canal bridges. The assessment of Scheme impact and their settings on these listed buildings identified is detailed in Chapter 7 'Cultural Heritage'.

Community Land and Assets

15.4.5 The Scheme does not pass through any designated open space, woodland or registered parks and gardens.

15.4.6 Community facilities (education, healthcare and recreation) located within 500m of the Scheme have been identified using Ordnance Survey mapping surveys within the area, the applicant as the Local Education Authority, information held by the body responsible for social care, and information held by the applicant in association with its responsibilities for economic regeneration. Information obtained from the Canal and River Trust would be used to assess the impact of the Scheme on this resource. Figure 15.1 in Appendix 15.1 illustrates these community facilities which have been identified following a desktop study. These facilities include:

- 1) Lea Endowed C of E Primary School, Lea Road (which serves mainly the Lea area);
- 2) Westleigh Conference Centre, Lea Lane which is an in-house conference facility and offices for the University of Central Lancashire;
- 3) Preston Sports Area, Tom Benson Way is a sports complex for the University of Central Lancashire;
- 4) Preston North End Springfields Training Ground, Dodney Drive;
- 5) Ashton & Lea Golf Club, Tudor Avenue;
- 6) The Lancaster Canal.
- 7) Canberra Lane play area is an children's outdoor playground and park;
- 8) St Peter & St Paul Catholic Church, Lea Road; and,

- 9) Preston City Council has identified green infrastructure within the study area including land near Savick Brook and land within the grounds of Westleigh Conference Centre. However, part of Ashton & Lea Golf Club and Preston North End Springfields Training Ground also forms part of green infrastructure to the south of the Scheme.

Development Land and Businesses

- 15.4.7 The Preston Western Distributor Road and Cottam Link Road would facilitate the provision of the Scheme which would act as a park and ride facility and would serve new developments in the locality.
- 15.4.8 The Preston Local Plan identifies a significant part of the study area as open countryside and is protected from unacceptable development which would harm its open and rural character. However residential development is permitted in exceptional cases provided it supports local needs for affordable housing. The Scheme would directly affect this planning allocation.
- 15.4.9 There is developer interest for residential development on the combined area of 14.5ha of land to the north and south of the Scheme. The developer requested a screening assessment as part of the pre planning application process to consider the potential environmental effects of their scheme. It was determined in December 2020 that an Environment Impact Assessment was not required.
- 15.4.10 There is significant residential development underway within the study area to the north east of the Scheme which fall on the edge of the land allocations to develop Cottam and North West Preston. This includes a Rowland Homes scheme on Lea Road to develop an area of approximately 6.0ha.
- 15.4.11 The Cottam Strategic Site comprises mostly greenfield land as well as the derelict urban brownfield Cottam Brickworks site. It is anticipated that approximately 1,300 homes would be delivered across the two sites.

15.4.12 The North West Preston Strategic Site comprises most greenfield land south of the M55 to Cottam and has the capacity to accommodate 5,300 homes.

15.4.13 It is unlikely that commercial properties or businesses including retail or office space directly impacted by the Scheme. No commercial properties would be demolished as part of the Scheme.

15.4.14 Land allocations and committed developments, within the study area, have been identified on Figure 15.1 and are considered in Chapters 17 'Cumulative Impacts'.

15.4.15 Non-residential property within the study area:

- 1) Northern Dairy Equipment, Lea Road
- 2) Brylea Caravan Park is at Bryars Farm, Lea Lane. Bryars Farm also has 4 storage or commercial units which include Peter Marquis contractors and plant hire and The Sachet Company; and,
- 3) Mason Fold Farm, Lea Lane houses Chamley Fields Rural Business Park which has 2 industrial units with offices over and a storage yard;

Agricultural Land Holdings

15.4.16 Most of the land required for the Scheme is agricultural land within a rural area of north west Preston. The land is primarily used for the grazing of livestock (dairy, beef and sheep) with associated forage production.

15.4.17 Agricultural land is graded according to the degree to which its physical characteristics impose long-term limitations on agricultural use. An Agricultural Land Classification survey was carried out in 2015 for the Preston Western Distributor Road Scheme. The survey identified all the land in the area as Grade 3b which is moderate. It is noted that the Natural England Agricultural Land Classification Map North West Region (ALC002) identified the land as Grade 3.

15.4.18 Whilst a number of agricultural operations are run within a 500m radius of the Scheme, Of those agricultural businesses directly affected by the Scheme, only 2 have their main holdings within the 500m radius of the Scheme.

15.4.19 There are 7 agricultural businesses based outside the study area but farming land within the study area.

15.4.20 There are 5 non-farming landowners within the study area.

15.4.21 There are 7 non-agricultural uses all of which are equestrian.

15.4.22 Further details of the rural businesses are set out in the Agricultural Assessment in Appendix 15.2.

Walkers, Cyclists and Horse-Riders

15.4.23 There is one cycle route which crosses the Scheme down Sidgreaves Lane and one through the study area on Lea Road. The Preston Guild Wheel Cycle Route, a 21 mile circular route for cyclists and pedestrians crosses the study area at the southern and eastern ends.

15.4.24 There are a number of Public Rights of Way which cross the Scheme and the study area. Footpath FP-44 would be directly affected. Footpaths FP-4, FP-5, FP-7, FP23A, FP-26, FP-45, FP-70 cross the study area and would be indirectly affected.

15.4.25 The Scheme crosses the Lancaster Canal.

Estimating the Importance of Private and Community Assets

15.4.26 The importance of each of the private and community assets is provided in Table 15.3.

Table 15.3 Estimating the Importance of Private and Community Assets

Attribute		Considerations	Importance
Private Property and Housing	Residential Property	The majority of the residential property in the main urban areas of the study area is of low or negligible importance and rarity on a local scale.	Low
	Canal Bridge Number 19: Quakers Bridge, Sidgreaves Road	Grade 2 Listed canal bridge within the Scheme boundary.	Medium
	Canal Bridge Number 18, Lea Road, 250m	Grade 2 Listed canal bridge within the study area	Medium
	Clock House, Lea Road, 100m	Grade 2 Listed house within the study area	Medium
	Leyland Bridge Farmhouse, Lea Road, 80m	Grade 2 Listed house within the study area	Medium
	Network Rail	The property is of high importance on a national scale with limited potential for substitution.	High
	Canal and Rivers Trust (Lancaster Canal)	The property is of high importance on a national scale with limited potential for substitution.	High
Community Land and Assets	Education	Lea Endowed primary school and UCLAN are of medium importance on a local scale.	Medium
	Sports Clubs	The majority of sports clubs in the study area are of low and medium importance and rarity on a local scale.	Medium
	Places of Worship	St Peters and St Pauls Catholic church is situated within the study area and is of low and medium importance and rarity on a local scale	Medium
Development Land and Businesses	Development Land	The development land is of high importance on a regional basis.	High
	Non-residential	The majority of the non-residential property in the study	Low

Attribute		Considerations	Importance
	property	area is of low or negligible importance and rarity on a local scale	
Agricultural Land Holdings		The land lost to the Scheme is all Grade 3b land. The majority of farm holdings are stock or dairy farms and so the majority of the land is down as grass.	Low
Walkers Cyclists and Horse-riders (WCH)	Open Space	The majority of the open space in the study area is of low or medium importance and rarity on a local scale with the exception of the Lancaster Canal and the millennium Ribble Link/Savick Brook and the Public Rights of Way associated with both bodies.	Medium
	PRoW	The Public Rights of Way contained within the study area are of low or medium importance and rarity on a local scale.	Medium

15.5 Consultation

15.5.1 Consultations with commercial businesses or their agents within the study area of the Scheme were carried out in early 2022.

15.5.2 Consultations with agricultural businesses or their agents and other rural land users was undertaken in early 2022.

15.6 Impacts – Construction

15.6.1 In addition to the permanent land take for the construction of the Scheme requires temporary land take for the contractor's compounds, storage sites, etc.

15.6.2 Table 15.4 sets out the impacts of the Scheme on the private and community assets during the construction phase.

Table 15.4 Impacts of the Scheme on the Private and Community Assets during the Construction Phase

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
Private Property and Housing	Low	All private residential property within the study area that are not subject to any permanent or temporary loss of land. There would be disruption to highways network in the vicinity of the Scheme.	Minor Adverse	Phase traffic management on Sidgreaves Lane.	Minor Adverse	Neutral or Slight depending on distance from the Scheme
	Low	LCC Social Housing Quaker Lodge. No permanent or temporary loss of land, disruption to highways network in the vicinity of the Scheme.	Minor Adverse	Phase traffic management on Sidgreaves Lane.	Minor Adverse	Slight
Community Land and Assets	Medium	Ashton & Lea Golf Course, Permanent loss of wooded area on boundary of the golf course.	Minor Adverse	Replace trees on the north east boundary of the golf course	Minor Adverse	Slight
	High	Lea Endowed C of E Primary School, Lea Road. No permanent or temporary loss of land, disruption to highways network in the vicinity of	Minor Adverse	Phase traffic management on Sidgreaves Lane.	Minor Adverse	Slight

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
		the Scheme.				
	High	UCLAN Westleigh Conference Centre, Lea Road. No permanent or temporary loss of land, disruption to highways network in the vicinity of the Scheme.	Minor Adverse	Phase traffic management on Lea Road	Minor Adverse	Slight
	High	UCLAN Sports Area, Tom Benson Way. No permanent or temporary loss of land, no disruption to highways network on Tom Benson Way.	No Change		No Change	Neutral
	Medium	Preston North End Springfields Training Ground, Dodney Drive. No permanent or temporary loss of land, no disruption to the highways network on Dodney Drive	No Change		No Change	Neutral
	Low	Canberra Lane Children's play area	No Change		No Change	Neutral
Development Land and Businesses	Very High	Rowland Homes, Lea Road. No permanent or temporary loss of land,	Minor Adverse	Phase traffic management on Cottam Link Road	Minor Adverse	Moderate

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
		disruption to the highways network on Lea Road				
	Low	Northern Dairy Equipment, Lea Road. No permanent or temporary loss of land, disruption to highways network in the vicinity of the Scheme.	Minor Adverse	Phase traffic management on Cottam Link Road	Minor Adverse	Slight
	Low	Brylea Caravan Park, Lea Lane. No permanent or temporary loss of land, disruption to highways network in the vicinity of the Scheme.	Minor Adverse	Phase traffic management on Cottam Link Road	Minor Adverse	Slight
	Low	Chamley Fields Rural Business Park, Mason Fold Farm, Lea Lane. No permanent or temporary loss of land, disruption to highways network in the vicinity of the Scheme.	Minor Adverse	Phase traffic management on Cottam Link Road	Minor Adverse	Slight
Agricultural Land Holdings	Low	Earls Farm. Permanent loss and temporary loss of agricultural land. Disruption to severed land areas.	Moderate Adverse	Construction of cattle creeps and new field accesses	Minor Adverse	Slight

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
	Low	Hallsalls Farm. Permanent loss and temporary loss of agricultural land, Disruption to severed land areas.	Minor Adverse	Maintaining field accesses	Minor Adverse	Slight
Walkers, Cyclists and Horse-riders (WCH)	Medium	Disruption to PRowWs	Moderate Adverse	Diversion of paths. Implement Construction Management Plan	Minor Adverse	Slight
	Medium	Disruption to cycle routes	Moderate Adverse	Diversion of cycle routes. Implement Construction Management Plan	Minor Adverse	Slight
	Medium	The Millennium Ribble Link/Savick Brook and the Public Rights of Way	No Change	No mitigation measures planned	No Change	Neutral
	Medium	Disruption to Highways	Moderate Adverse	Restrict lane closures; Phase traffic management; Maintain access throughout the majority of construction until realignments in	Minor Adverse	Slight

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
				place; Occasional road closures may be necessary; Implement an Environmental Management Plan.		

- 15.6.3 There would be no permanent or temporary loss of land to residential properties within the study area. There would be a slight disruption during the construction period to the residential properties and the highways network in the vicinity of the Scheme.
- 15.6.4 There would potentially be a direct impact during construction for community land and assets.
- 15.6.5 Ashton & Lea Golf Club would involve a permanent loss of approximately 0.19 Ha of wooded area on boundary of the golf course. There would be a ***slight adverse non-significant effect*** on the property due to the possible relocation of the 3rd hole championship tee.
- 15.6.6 Lea Endowed C of E Primary School and UCLAN Westleigh Conference Centre would not be directly affected by the construction works for the Scheme and all access would be maintained during construction. The potential impact of the construction of the Scheme for both properties are due to the possible disruptions to the local highway network which is considered to have a potential ***slight adverse non-significant effect***.
- 15.6.7 UCLAN sports arena, Preston North End Springfield Training Ground and Canberra Lane Children's Area are situated within the study area and it is anticipated that there would be no disruption to these properties due to their distance from the Scheme.
- 15.6.8 There would be no direct impact during construction due to the permanent or temporary loss of land for properties within the study area that are used for development land and businesses purposes.
- 15.6.9 The Rowland Homes site is considered a Very High importance attribute due to the size of the site and it is anticipated that there would be a minor disruption to the asset during the construction works equating to a ***moderate adverse significant effect***. It is anticipated that the Rowland Homes scheme would be completed prior to that of Scheme.

- 15.6.10 Access to all commercial businesses within the study area would be maintained during construction but due to the proximity of works being undertaken in the locality, access throughout the local highway network could be temporarily disrupted during the construction phase. The potential impact upon all the identified commercial businesses during the construction phase is considered to be ***slight adverse non-significant effect***.
- 15.6.11 During the construction phase, Public Footpath FP-44 would be temporarily closed and permanently diverted. The footpath would be realigned and form part of a cycletrack, along Darkinson Lane/Sidgreaves Lane. Public access along the Lancaster Canal would be temporarily closed. It is considered that during the construction period the effect of these diversions or stopping up orders would generally have a ***slight adverse non-significant effect***.
- 15.6.12 The routes of Darkinson Lane/Sidgreaves Lane and Lea Road would be subject to major works which would have the potential to cause noticeable and for a limited time significant disruption to traffic. There would be several phases of detailed traffic management to facilitate the works with traffic restrictions and possibly some night work. It is considered that the construction phase of the Scheme would have a ***slight adverse non-significant effect*** upon the local highway network.
- 15.6.13 During construction, there would potentially be a direct impact for properties within the Scheme boundary that are used for agricultural purposes. Whilst a number of agricultural operations are run within a 500m radius of the Scheme, other than those directly affected by the temporary/permanent loss of land, the remainder are considered to have no change during construction. Of the 5 agricultural operations directly impacted due to the permanent or temporary loss of land, this would have a moderate adverse impact on one operation, a minor adverse impact on two operations and a negligible adverse impact on a further two operations. It is considered that the construction works would have a ***slight adverse non-significant effect*** on agricultural operations Appendix 15.2 provides the detailed agricultural assessment.

15.7 Impacts – Operation

15.7.1 Table 15.5 sets out the impacts of the Scheme on community and private assets during the operation phase. Impacts would range from minor adverse to a major beneficial. The minor adverse impacts are largely due to the permanent loss of land to agricultural land to businesses/equestrian property owners. The major beneficial impact would be associated with the improvements to the highway network allowing shortened journey times for community assets including residential properties and those associated with land allocated for development.

Table 15.8 Impacts on Private and Community Assets during Operation of the Scheme

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
Private Property and Housing	Low	All private residential property within the study area are not subject to any permanent loss of land.	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Neutral
	Low	LCC Social Housing Quaker Lodge. No permanent loss of land.	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Natural
Community Land and Assets	Medium	Ashton & Lea Golf Course, No permanent loss of land.	No Change	No mitigation measures planned	No Change	Neutral
	High	Lea Endowed C of E Primary School, Lea Road. No permanent loss of land.	No Change	No mitigation measures planned	No Change	Neutral
	High	UCLAN Westleigh Conference Centre, Lea Road.	No Change	No mitigation measures planned	No Change	Neutral

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
		No permanent loss of land.				
	High	UCLAN Sports Area, Tom Benson Way. No permanent loss of land.	No Change	No mitigation measures planned	No Change	Neutral
	Medium	Preston North End Springfields Training Ground, Dodney Drive. No permanent loss of land.	No Change	No mitigation measures planned	No Change	Neutral
	Low	Canberra Lane Children's play area No permanent loss of land.	No Change	No mitigation measures planned	No Change	Neutral
Development Land and Businesses	Very High	Rowland Homes, Lea Road. No permanent loss of land.	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Slight
	Low	Northern Dairy Equipment, Lea Road. No permanent loss of land.	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Neutral

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
	Low	Brylea Caravan Park, Lea Lane. No permanent loss of land.	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Neutral
	Low	Chamley Fields Rural Business Park, Mason Fold Farm, Lea Lane. No permanent loss of land.	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Neutral
Agricultural Land Holdings	Low	Earls Farm. Permanent loss and temporary loss of agricultural land. Disruption to severed land areas.	Moderate Adverse	cattle creeps and new field accesses in place	Minor Adverse	Slight
	Low	Halsalls Farm. Permanent loss of 3.04ha and temporary loss of 0.5ha agricultural land, Disruption to severed land areas.	Minor Adverse	Maintaining field accesses	Minor Adverse	Slight
Walkers,	Medium	PRoWs	Negligible	No mitigation measures	Negligible	Slight

Attribute	Importance of Attribute	Description of Effect	Unmitigated Magnitude of Impact	Proposed Mitigation	Magnitude of Impact	Significance of Potential Effects
Cyclists and Horse-riders (WCH)			Beneficial	planned	Beneficial	
	Medium	Cycle routes	Negligible Beneficial	No mitigation measures planned	Negligible Beneficial	Slight
	Medium	The Millennium Ribble Link/Savick Brook and the Public Rights of Way	No Change	No mitigation measures planned	No Change	Neutral
	Medium	Improvements to the Highways Network on Sidgreaves Lane, Road, Lea Road and construction of new roundabout on Cottam Link Road	Major Beneficial	The provision of the Scheme linking Cottam Link Road to improve access to the major road network	Major Beneficial	Moderate

15.7.2 Following construction of the Scheme, there would potentially be a direct impact for properties within the study area that are used for agricultural purposes. Whilst a number of agricultural operations are run within a 500m radius of the Scheme, other than those directly affected by the temporary / permanent loss of land, there is not considered to be any affect upon the remainder. Of the 16 agricultural / equestrian within the study areas, it is considered that following completion of the Scheme there would only be a minor adverse impact on three agricultural businesses, a negligible adverse impact on two agricultural businesses, and no change to eleven agricultural businesses. It is considered that the construction works would have a **slight adverse non-significant effect** on three agricultural operations Appendix 15.2 provides the detailed agricultural assessment.

15.8 Mitigation

15.8.1 Some agricultural land used during the construction phase would be returned to landowners following the completion of construction works of the Scheme. Mitigation measures include fencing along new boundary lines and installing accesses where required. The Scheme has also incorporated the provision of two cattle creeps into the access road bridge in order to facilitate the movement of cattle between land to the north and south of Lancaster Canal.

15.8.2 Some mitigation measures are proposed in order to ensure the security of any retained land such as:

- Implementation of a Soil Management Plan to manage site compounds and soil storage to include run-off provisions. This will be part of the Construction Environmental Management Plan (CEMP);
- Erection of scheme fencing on new boundary line at the start of construction; and,
- Retention, maintenance or replacement of any service supplies that could be affected by the construction process, particularly water.

- 15.8.3 To mitigate the impact of the operation of the Scheme on agricultural businesses accommodation works (if needed) would be agreed to ensure the maintenance of water supplies and access to land. New private means of access would be provided to the public highway where possible.
- 15.8.4 Access for all businesses, agricultural, equestrian and commercial assets would be maintained during construction.
- 15.8.5 A pre-planning application public consultation organised by the applicant has taken place in order to garner the opinions, comments and suggested improvements for the scheme. The aim of the consultation was to gather opinions on active travel provision and landscape mitigation. Details of all consultation carried out is contained within the Consultation Statement in Appendix 4.1.
- 15.8.6 Mitigation measures being considered to reduce the impact of the Scheme on community severance during construction include:
- ensuring the routing of specific construction traffic around education facilities and other vulnerable assets is avoided where possible;
 - use of compounds adjacent to the construction sites to reduce the number of journeys by construction traffic on local routes;
 - maintenance of access or provision of temporary diversions throughout the Scheme to be agreed in consultation with the police and the highway authority;
 - phasing of traffic management on the Sidgreaves Lane, Lea Road and Cottam Link Road during its construction with consideration given to working hours and the impact on traffic and journey times;
 - monitoring of traffic management and alteration of timing and crossing control if significant congestion or disturbance occurs; and,

- The cycle routes to be diverted to pass around the construction sites where possible.

15.8.7 Other mitigation measures proposed during construction includes working to the best practice guidance set out in BS5228: Control of Noise and Vibration on Construction and Open Sites.

15.8.8 Fencing would be erected at the start of construction.

15.8.9 Security would be maintained on the construction site.

15.8.10 Work would be phased to take into account sensitive activities.

15.8.11 Landscaping along the route alignment would mitigate the impact of the Scheme for residential, business and community users along the Scheme.

15.8.12 New signing would mitigate the impact of the Scheme for business and community users.

15.9 Residual Impacts

15.9.1 Residual impacts, i.e. those after mitigation are considered above in Sections 15.6 and 15.7, however a short summary is below.

15.9.2 Residual impacts of this scheme on this topic area are;

- loss of land;
- Diversion of a PRow, and;
- Impact on the highway and cycle network
- Impact on agricultural accesses.

- 15.9.3 Ashton & Lea Golf Club would involve a permanent loss of approximately 0.19 Ha of wooded area on boundary of the golf course and there is no way to mitigate against this impact due to the design and requirements of the secondary means of escape from the southern platform.
- 15.9.4 The diversion of the ProW has neither a positive or negative residual impact. The diversion will increase the length of the PrOW, however the new route has improved safety for the user through the route passing along a well lit section of the station car park and lit highway.
- 15.9.5 A positive residual impact of the scheme would be the improvement to the highway network, including cycle routes. These improvements would allow for shortened journey times to and from private and community assets.
- 15.9.6 Loss of access to the fields to the east of the access bridge has been addressed through the inclusion of cattle creeps either side of the new access bridge.
- 15.9.7 Further information regarding the rural impacts of the scheme can be seen at Appendix 15.2 of the ES.

15.10 Summary

- 15.10.1 The assessment has considered the impacts of the Scheme on demolition and loss of land from private assets, loss of community land, community severance impact and the effects on development and agricultural land.
- 15.10.2 There are no adverse effects on the loss of land from private assets, loss of community land or severance and development land once the Scheme is in operation.

15.11 References

Highways England, Transport for Scotland, Welsh Government and Department for Infrastructure (2020a). Design Manual for Roads and Bridges. Sustainability & Environment Appraisal. LA112 Population and human health [online] Available at:
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