

SUPPORTING STATEMENT

(Incorporating the Design & Access, Climate Change and Flood Risk Assessment Statements)

15th January 2024

Improvement of Crossover including dropped kerb

Field at Preston Road, Carrs Green, Inskip, PR4 0TJ

Prepared by MacMarshalls Rural Chartered Surveyors & Planning Consultants
on behalf of Mr J Livesey





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1. INSTRUCTIONS

- 1.1. MacMarshalls are instructed on behalf of Mr Livesey, herein referred to as the 'Applicant', to submit a planning application and highways agreement for:

The Improvement of an agricultural access including dropped kerb

- 1.2. This statement has been prepared to accompany the planned replacement access to farm land north of the B5296 Preston Road at Inskip, PR4 0TJ from the B5296 Preston Road.
- 1.3. This planning statement incorporates a Climate Change Statement and Flood Risk Assessment as required by the planning section in a letter dated 15 January 2024. These reflect the very small nature of the development in terms of scale and impact upon the environment as discussed with Wyre Planning Administration.
- 1.4. No pre application advice has otherwise been sought.

2. INTRODUCTION & BACKGROUND

- 2.1. The Applicant owns Hodgkinsons Farm, Preston Road, Inskip which is located approximately 1 Km to the west of the application site on the west side of the village.
- 2.2. The Applicant and his family farm the land and rent other parts of the farm, but own the subject field. The purpose of the proposal is to provide a suitable agricultural access for the landowners to enter their land from the B5296 Preston Road.
- 2.3. The site is allocated as countryside under the adopted Wyre Local Plan (2011-2031) (incorporating partial update 2022).
- 2.4. The site is located on the edge of Flood Zone 2/3

3. THE PROPOSAL & JUSTIFICATION

- 3.1. Vehicular access into and through the agricultural holding is essential to allow the movement of vehicles within the farm and over the land. The repeated driving and manoeuvring of vehicles and machinery over land which is not reinforced quickly reduces farmland to bare earth, causing compaction, erodes the soil and may develop a rutted surface. Drivers accessing the land via an unmade track can cause widespread soil compaction and impact on the landscape.

- 3.2. Unstable, slippery soil surfaces make it difficult to control machinery, especially when hauling heavy loads. Access becomes increasingly difficult, especially during and after wet weather and can often render the land impassable.
- 3.3. The area around the existing site entrance suffers from limited drainage and regularly becomes waterlogged.
- 3.4. The proposal is to form a replacement entrance incorporating a dropped kerb and recessed entrance to prevent farm vehicles blocking the roadway near the entrance. It will therefore be safer than the existing gate entrance.
- 3.5. The access is proposed as a gated agricultural access set back 5 metres from the back of the footpath so as to enable the vehicles to pull clear of both the carriageway and footpath so as to cause minimal disruption to road users and pedestrians.
- 3.6. A good quality access track with well-maintained gateway follows best practice guidance and will:
 - Increase the safety of vehicles entering from the public highway or exiting onto the public highway;
 - Aid movement around the land and enable access to all areas throughout the year;
 - Prevent soil erosion and compaction;
 - Prevent muddy gateways and stop mud being dragged onto the public highway;
 - Avoid damage to machinery.
- 3.7. The existing kerb is uneven in height and varies between approximately 8-10 centimetres in height. The direct access will take the form of a simple dropped kerb access, which will splay 2 metres in either direction from front to back
- 3.8. The 5 metre recess will be paved with permeable tarmac to assist with drainage.
- 3.9. New post and rail fencing will be erected around the entrance.
- 3.10. A small part of the existing hedge will be removed to allow for the widened access and visibility splays and replacement hedging will be planted inside the fencing thereby increasing the overall amount of hedging and making a small contribution to the ecological biodiversity.

4. PLANNING HISTORY

- 4.1. A planning search has been conducted on the property and no applications relate to the application site itself.

5. LOCATION

- 5.1. The field and entrance is situated on the B5269 Preston Road at Carrs Green some 1100 metres to the south east of the edge of the village of Inskip.
- 5.2. Preston Road is a classified road designated the B5269. The section of Preston Road adjacent to the site is predominantly rural in nature.



- 5.3. The road has good visibility in each direction. There is an access to Hawthorne Cottage opposite some 25 metres to the east. There is a further access to a small shed/workshop accommodating small businesses a further 50 metres or so to the south east.
- 5.4. There are bus stops on either side of the road approximately 30-40 metres to the east.
- 5.5. The crashmap.co.uk database shows no records of any traffic incident close to the site with the closest recorded incident (a slight incident) near to the junction with Woods Lane some 500

metres to the south east in 2022. It does not appear therefore that the highway network around the site has any significant safety issues.

- 5.6. The entrance will be used for farm machinery for activities such as silage and slurry times, therefore traffic generation will be subject to seasonal variation, however it is noted that these vehicle movements are already occurring and therefore the new proposed access would create no more vehicular movements on the public highway.



View from the east



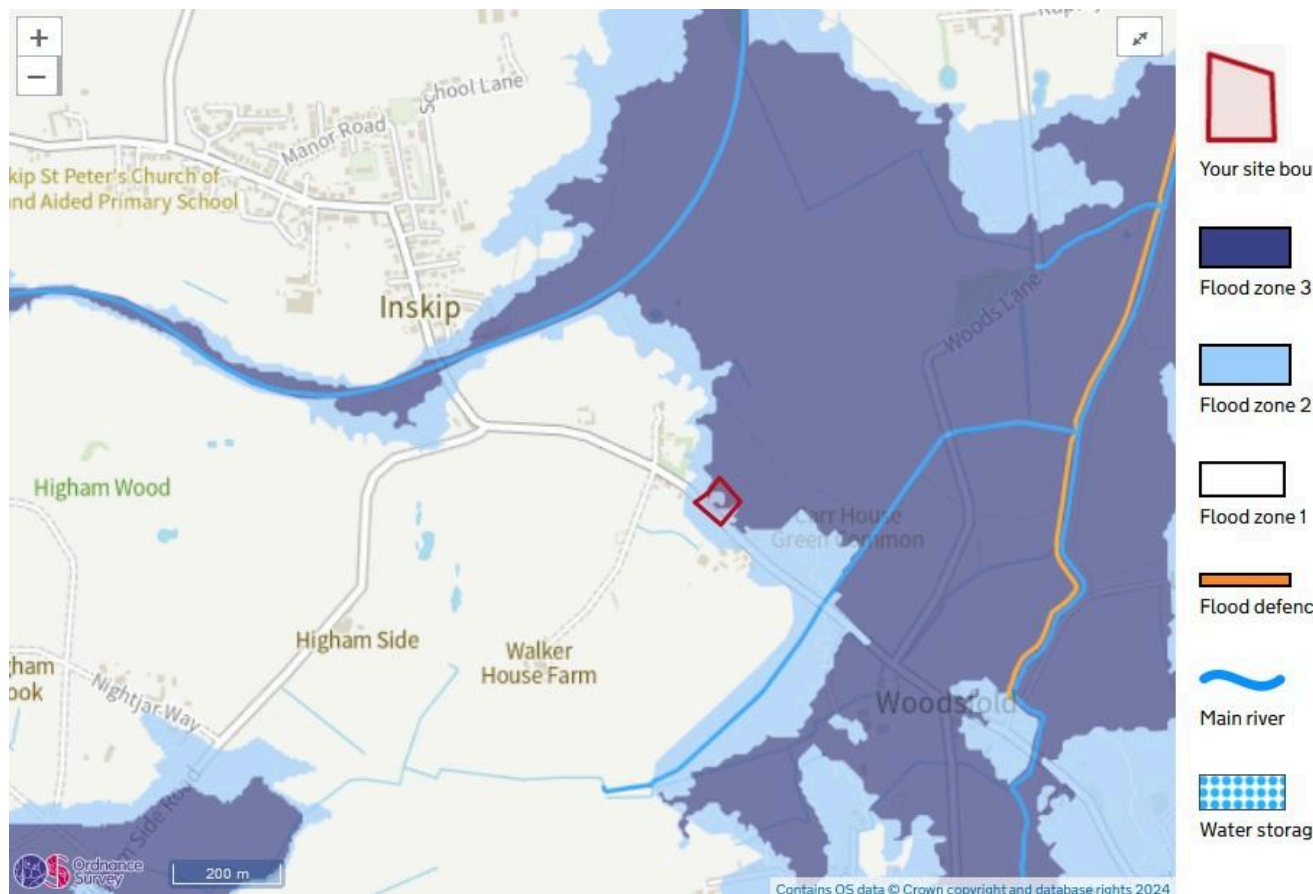
View from the west

6. PLANNING POLICY

- 6.1. The application site is identified as Countryside Area under the Adopted Wyre Local Plan, therefore Policy SP4 is relevant. Policy SP4 sets out the types of development that would be supported in the countryside.
- 6.2. Policy EP8 of the Local Plan supports proposals that help diversify the rural economy.
- 6.3. The NPPF sets out support for economic growth in rural areas in order to create jobs and prosperity, including sustainable growth and expansion of all types of business, and also through development and diversification of agricultural and other land-based rural businesses.
- 6.4. The proposal is for access to an existing field.
- 6.5. The proposal is supporting infrastructure which is necessary to support and sustain the long-term viability of the farming business. As such, the development would accord with the NPPF in providing support for rural businesses.

7. FLOOD RISK ASSESSMENT

- 7.1. The proposed development is located in an area that has a flood risk. It is on the edge of an area that is designated either Flood zone 3 or 2 and is therefore subject to a high degree of risk of flooding.
- 7.2. The nature of the works proposed will not increase the risk of flooding and will not be impacted by flooding given that they are simply access improvements.
- 7.3. Permeable tarmac will be employed to help disperse any standing water.
- 7.4. The improvements will allow the field to continue to be used with reduced impact upon the road at times of high water tables and will therefore allow for increased use of the accessway.



8. CLIMATE CHANGE STATEMENT

- 8.1. The use of the access will not change in its nature or in the frequency of use as a result of the development of an improved access. As a result, there will be no negative impact and increase in trip generation and no increase in energy demand.
- 8.2. Given the scale of the project the amount of carbon consumed in the implementation and construction process will be very limited and will be offset in the long term by reduced carbon generation repairing damage to the field and in entering and leaving the field in muddy and wet weather.
- 8.3. The field is currently used for grazing and other agricultural purposes and this will not change as a result of the improved access.
- 8.4. A very small area of hedging will be removed to facilitate the works, but this will be mitigated by the addition of new hedging around the access resulting in a net gain in the vegetation. As a result, there will be a small biodiversity net gain.
- 8.5. The use of porous tarmac will result in a number of benefits. It will permit natural water absorption (replacing non porous tarmac across the entranceway) and reduce the potential for

flooding in an area that is at risk. Porous materials also help to filter pollutants. The new surface will also help to reduce damage and erosion.

9. CONCLUSION

- 9.1. It has been demonstrated within this supporting statement that the improved access has been designed so that it is sympathetic and respectful of its surroundings and in keeping with the character of the area.
- 9.2. It will not exacerbate the potential for flooding or have any significant carbon impacts and may even marginally reduce such effects and create and will make a very small contribution to biodiversity by extending the hedging.
- 9.3. The Application satisfies the policy and guidance relevant to determining the application, therefore we respectfully request the LPA approves the application.

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