

Cottam Parkway Railway Station

Design and Access Statement

Document Reference 07-DAS-04

www.lancashire.gov.uk

Document Control

Project Title: Cottam Parkway Railway Station

Document Title: Design and Access Statement

Document Reference: 07-DAS-04

Version: 4

	Created By	Checked By	Date Comments provided
Version 1 March 2021	Robert Taylor	Niamh O'Sullivan	23/03/2021
Version 2 September 2021	Robert Taylor	Niamh O'Sullivan	01/10/2021
Version 3 May 2022	Robert Taylor		
Version 4 June 2022	Grace Wilson	Niamh O'Sullivan	09/06/2022
Document Status	Final		

Contents

1	Introduction.....	2
1.1	Overview.....	2
1.2	Proposed Development	2
1.3	Legislative Requirements and National Guidance	3
2	Assessment of the Site Context.....	5
2.1	Site Location and Land Uses	5
3	Social and Economic Context	6
4	Policy Context and Standards.....	8
4.1	The Development Plan	8
4.2	Transport Strategies	8
4.3	Design Manual for Roads and Bridges	9
4.4	Station Design Principles for Network Rail.....	10
4.5	Design Standards for Accessible Railway Stations.....	12
4.6	Additional Standards.....	12
5	Community Involvement.....	13
5.1	Plans and Strategies.....	13
5.2	Pre-application Consultation	14
6	Evaluation	15
7	Design	18
7.1	Preferred Options Report.....	18
7.2	Use	25
7.3	Amount	38
7.4	Layout.....	38
7.5	Scale.....	38
7.6	Landscaping	39
8	Access.....	40
8.1	Vehicular and Transport Access	40
8.2	Access to Railway Station Building.....	42

1 Introduction

1.1 Overview

- 1.1.1 This Design and Access Statement has been prepared by Lancashire County Council (the applicant) in support of a planning application for the construction of a railway station. The railway station known as the Cottam Parkway Railway Station and would be situated on the Preston Fylde Junction to Blackpool North line at Cottam approximately 4.7km to the North West of Preston City Centre. The location of the Scheme is illustrated on drawing number CLM07-LCC-DEV-0000-001 as part of the planning application drawings
- 1.1.2 The purpose of this Design and Access Statement is to demonstrate how the applicant has taken into account the design, layout and access constraints in order to produce a development to the highest quality possible in the light of the functional requirements, the budget available and in the required timescale.

1.2 Proposed Development

- 1.2.1 In summary the Scheme would include the following development: a railway station building; railway station platforms; a footbridge over the railway, a 248 space lit car park; access road from a new roundabout (connected via Preston Western Distributor Road's Cottam Link Road) including segregated cycle track and pedestrian footway; an access road bridge over the Lancaster Canal and bridge approach embankments; and a secondary means of escape on the southern side of the railway line.
- 1.2.2 The site would be accessed by the Cottam Link Road at a new junction between Earl's Farm and Quaker Lodge. The access road would provide a new alignment for Sidgreaves Lane. The proposed development would be accessed on foot and by cycle using the existing Quakers Bridge over the Lancaster Canal. An alternative access restricted to bus/ cycle / foot would be formed from the development onto Lea Road.

1.2.3 The development is shown on the general arrangement drawing number CLM07-LCC-DEV-0000-002.

1.2.4 In order to assist the development assimilate into the landscape, to mitigate and provide environmental net-gain a full landscaping scheme is proposed this is illustrated in Appendix 18.1 Environmental Masterplan in volume 3 of the Environmental Statement (ES).

1.3 Legislative Requirements and National Guidance

1.3.1 Section 42 of the Planning and Compulsory Purchase Act 2004 requires a statement to be submitted with an application for planning permission covering design concepts and access issues. The Statement has been written in accordance with national and local guidance relating to the preparation of Design and Access Statements which are:

- The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015
- National Planning Policy Guidance Paragraph: 029 Reference ID: 14-029-20140306
- Section 6 of the Lancashire County Council Validation Checklist Guide

1.3.2 Part 3 of the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 states a Design and Access Statement must:

- a) Explain the design principles and concepts that have been applied to the development (see section 7 of this statement);
- b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes the context into account (see section 3 of this statement);
- c) Explain the policy adopted as to access, and how policies relating to

access in relevant local development documents have been taken into account (see section 5 of this statement);

- d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation (see section 3 of this statement); and,
- e) Explain how any specific issues which might affect access to the development have been addressed (see section 5 of this statement).

1.3.3 The National Planning Policy Guidance requires Design and Access Statements to provide information covering the design process and physical characteristics of a scheme. Design and Access Statements must demonstrate how a scheme has evolved, and how this process is underpinned by a thorough understanding of the baseline conditions, advocating the 'Assessment, Involvement, Evaluation and Design' approach. This Design and Access Statement would demonstrate how the layout and access accords with the above requirements.

1.3.4 This statement is considered to be in accordance with the above guidance this statement would provide a description of the proposed:

- Use of the site;
- Amount, layout; scale, appearance of the development;
- Landscaping; and,
- How access to the development would be suitably achieved.

2 Assessment of the Site Context

2.1 Site Location and Land Uses

- 2.1.1 The Cottam Parkway Railway Station site (the site) is located entirely within the local authority boundary of Preston City Council and is situated to the North West of Preston district in a parcel of land approximately 14.5Ha in area immediately approximately 0.7km to the south west of Cottam village.
- 2.1.2 The site is situated on land which has a landscape character type of 'Coastal Plain'. The site is currently predominantly in agricultural use bound by Lea Road to the east, the Cottam Link Road to the north, Sidgreaves Lane to the west and, beyond the Preston Fylde Junction to Blackpool North line, the Ashton and Lea Golf Course to the south.
- 2.1.3 The nearest dwellings to the site, some with full or partial sight of the development, are a group of five former railway cottages on Sidgreaves Lane, a small development (The Shires) off Lea Road and to the southeast a larger housing area off Lea Road. Approximately 1.04km to the west is the Preston Western Distributor Road (PWDR) (under construction).
- 2.1.4 The location of the Scheme is illustrated on the Location Plan drawing reference CLM07-LCC-DEV-0000-001
- 2.1.5 The site is formed partially from land which is in agricultural use and also railway land in active use as the Preston Fylde Junction to Blackpool North line. The land is classified as Grade 3 Agricultural pasture land. Part of the site was formerly the location of the Lea Road railway station which closed in 1938. Because of the former station use of the railway land the site of the platforms is located on a section of railway track that is straight enough to meet the needs of the train rolling-stock that is expected to use the railway station.
- 2.1.6 Taken as a whole the site slopes from the northwest to the southeast and

there is approximately 8-10m in fall over the site. In this location the Preston Fylde Junction to Blackpool North line was constructed approximately 2m above the natural grade of the surrounding terrain. Existing field boundaries are enclosed by hedgerows and are set with semi-mature and mature native trees. The railway land boundaries are particularly dense and there is a small copse at Lea Road Bridge. The site is located in Flood Zone 1 and there is a pond located to the west of Lea Road within the site boundary.

- 2.1.7 The access road would bridge the Lancaster Canal which is a biological heritage site as well as being a public recreational thoroughfare.
- 2.1.8 There are a number of listed highway bridges which cross the canal close by; the Quaker Bridge (Sidgreaves Lane) and, Westleigh Canal bridge (Lea Malt Kiln) (Lea Road). On construction of the access road the Quakers Bridge would be converted to a segregated pedestrian footway and cycle track.
- 2.1.9 The site is crossed by Footpath no. 44 which follows the alignment of the north railway embankment from Lea Road Bridge to the railway bridge (Lea Road Station West Bridge) adjacent to five railway cottages on Sidgreaves Lane. The site is directly accessible from a designated on-road cycle route along Sidgreaves Lane which connects to an off-road route on Cottam Way via Lea/Cottam villages and also a further route on Darkinson Lane. Ultimately this route would connect into the PWDR.

3 Social and Economic Context

- 3.1.1 The development has been made possible through a grant of £22.44m from the Department for Transport (DfT) Transforming Cities Fund. There is also a portion of money of £2.13m contributed from the City Deal fund. It is expected that the investment would be repaid through Preston City Council's Community Infrastructure Levy system.
- 3.1.2 The DfT transport investment strategy aims to reduce congestion on the transport network and ensure journeys become more reliable.

- 3.1.3 It is an aspiration of Government to improve the health of the population in general. This can be achieved by reducing road traffic congestion resulting from the assumed transfer of trips from car to rail. Therefore the air quality in built up areas could improve coupled with other benefits for example reduction of collisions, road noise and greenhouse gas emissions.
- 3.1.4 The Preston Fylde Junction to Blackpool North line provides a direct train service to Preston and onwards to Manchester and destinations beyond
- 3.1.5 Owing to the delivery of housing developments of approx. 7,000 homes to be delivered in Fylde, Blackpool and North West Preston (6,500 being delivered in the North West Preston Strategic Location (NWPSL)) rail usage is expected to rise. Coupled to this the demand for rail travel is also expected to continue growing at its current rate for long distance business, regional commuting and leisure trips. It is possible that rail commuting on the Preston Fylde Junction to Blackpool North line could increase at a higher rate into regional centres because of the recent investment in electrification allowing high speed train access, new rolling stock and the increased service frequency proposed.
- 3.1.6 Increased frequency of service and a new railway station would result in a better-connected rail network for local residents travelling to Blackpool, Preston, or larger cities such as Manchester and Liverpool. Residents travelling by the private car may be more inclined to use an improved rails service that accesses local business centres.
- 3.1.7 Better transport links to key employment centres such as Preston and Manchester can facilitate the decrease of unemployment rates in the South Fylde area.

4 Policy Context and Standards

4.1 The Development Plan

4.1.1 The Development Plan for the Scheme comprises

- the National Planning Policy Framework (the NPPF) (MHCLG, 2021)
- the Central Lancashire Adopted Core Strategy (Preston City Council et al., 2012)
- the Preston Local Plan 2012-26 (Preston City Council, 2015)

4.1.2 The area to the west of Preston that is undergoing development is known as the North West Preston Strategic Location (NWPSL). The NWPSL is identified in the Preston Local Plan under policy MD2 more particularly illustrated on MAP 05 - Main Masterplan indicative framework (March 2017). This scheme is not identified in this masterplan but is complimentary to the delivery of NWPSL.

4.2 Transport Strategies

4.2.1 DfT Transport Investment Strategy (DfT, 2017) aims to create a more reliable, less congested, and better-connected transport network that works for the users who rely on it.

4.2.2 The Central Lancashire Highways and Transport Masterplan (CLHTM) (Lancashire County Council, 2013) sets out the Lancashire County Council's programme for highways and transport investment priorities across Central Lancashire to 2026 and beyond.

4.2.3 Fylde Coast Highways and Transport Masterplan (July 2015) has been produced jointly by Lancashire County Council and by Blackpool Council. The geographical area of the Fylde Coast relates to the unitary authority of Blackpool together with the Lancashire districts of Fylde and Wyre.

- 4.2.4 The Central Lancashire Highways and Transport Masterplan set out Lancashire County Council's investment priorities for transport and travel in Lancashire, and its commitment to the development.
- 4.2.5 The Preston City Transport Plan Technical Advice (Preston City Council, 2019) presents a long-term strategy for reducing congestion, providing for better public transport, and transforming the city and the wider sub-region's streets and spaces. It recognises Preston's recent economic growth and future significant development ambitions, and its importance at a sub-regional and pan-Lancashire level, including the city's inter relationships across the Northern Powerhouse and nationally. With a 20-year vision, it looks further into the future, setting out an ambitious programme of proposals.
- 4.2.6 Chapter 4 of The Preston City Transport Plan identifies a number of Major Transformational Schemes in response to significant increases in demand for local, regional, and national rail travel. Access to Preston Railway Station, a major rail hub, would be supported by the delivery of feeder stations such as Cottam Parkway Railway Station. Cottam Parkway Railway Station forms part of a Local Rail Investment Package.

4.3 Design Manual for Roads and Bridges

- 4.3.1 The access road is required to meet the minimum highway design standards set out within the Design Manual for Roads and Bridges (DMRB) and comply with the general principles of good road design.
- 4.3.2 The volume entitled GG103 Introduction and General Requirements for Sustainable Development and Design sets out the overarching aims and objectives for achieving sustainable development in road design. At paragraph 4.2 the DMRB confirms the goals of sustainable development require that the design shall aspire to:
- 1) improve the health, safety and wellbeing of those affected by road infrastructure;

- 2) improve land, water and air quality;
- 3) support a sustainable economy;
- 4) represent good 'whole life' value across the design life of road infrastructure;
- 5) embrace innovation;
- 6) reduce inequalities and ensure access to all;
- 7) use responsibly sourced materials that minimise adverse impacts on people and their environment;
- 8) be resource efficient and reflect a circular approach to the use of materials;
- 9) minimise greenhouse gas emissions;
- 10) be resilient to future climate change;
- 11) protect, and where possible enhance, the surrounding environmental and cultural context; and,
- 12) be shaped by the opinions of communities and road users.

4.4 Station Design Principles for Network Rail

4.4.1 The document Station Design Principles for Network Rail (NR/GN/CIV/100/02) (Network Rail, 2021) provides standards and guidance for station design and the architectural qualities. Under this document the development would be considered a Category C station (important feeder) having the following anticipated characteristics 0.5-2m trips £2-20 million revenue. There are also key requirements for Cottam Parkway Railway Station that have been forwarded by Network Rail for a station as follows:

- Access to the station would be from the Preston Western Distributor Road as well as local roads.

- The design would allow access for all vehicle types including Network Rail vehicles, delivery vehicles, local authority refuse collection vehicles; coaches and buses and all types of private cars.
- The railway station would be designed to handle a footfall of 500,000 passengers per annum – to future proof the station should North West Preston housing development expand and/or the Park and Ride facility becomes more successful.
- A railway station car park capable of holding at least 250 motor vehicles and capable of being expanded by a further 250 spaces to hold 500.
- Provision of bus/rail interchange with a minimum requirement for x1 drive through stand.
- Provision of high quality pedestrian and cycle access to the railway station and covered cycle parking.
- Suitable provision for taxi pick-up/drop-off, set down and also public pick-up/drop-off
- Platform length would be determined by rolling stock needs. The platforms would allow minimum provision of two 8-car length platforms – based on 25m length carriages to accommodate two four-car Electrical Multiple Units (EMU) in each direction including Northern Rail's British Rail Class 331 and Class 195 Civity with potential options for platform length to accommodate the 11-car British Rail Class 390 Pendolino.
- Provision of a staffed booking and information office – the facilities to be staffed 7-days per week with Wi-Fi, provision for catering and public toilets. The design would allow single and multiple persons retailing tickets and offer a secure environment for lone working especially at night – in particular the design would accommodate lone persons safe working environment.

- Railway Station to be provided with CCTV, CIS, PA, help points, TVM's located in the booking hall area and on the platforms, signage and information boards.
- Single point of entry to platforms to protect revenue and gating to be provided.
- A footbridge that is accessible for persons with reduced mobility connecting both platforms (uncovered) along with passenger operated lifts.
- Passenger waiting shelters to be provided on both platforms capable of handling the projected footfall.
- Option in design for the provision of solar panels, solar hot water system and a rainwater harvesting system.
- Area to be landscaped using bee and insect friendly planting.

4.5 Design Standards for Accessible Railway Stations

- 4.5.1 A further set of guidance that the proposed scheme should comply with is the Department for Transport Design Standards for Accessible Railway Stations. The underlying principle of the code is that, whenever work takes place, the opportunity is taken to ensure the output of that particular work provides for improved accessibility. The railway station building incorporates appropriate ramps and accessible features, and the proposed footbridge over the railway would include lifts for accessible access to the southern platform.

4.6 Additional Standards

- 4.6.1 As with all large-scale developments there are a number of standards, guidelines and strategies which must be complied. Network Rail has produced a Catalogue of Network Rail Standards (NR/CAT/STP/001) (Network Rail, 2019) which refers to all requirements for new railway stations and associated infrastructure. These standards would be used to ensure that the station is

designed to be safe, high performing and cost efficient.

5 Community Involvement

5.1 Plans and Strategies

5.1.1 The Scheme has been identified in a number of transport and planning policy documents and direct consultation in the scheme approval process.

5.1.2 Lancashire County Council produced CLHTM for Lancashire which was approved in March 2013. It contains options for major improvements to highways, public transport and walking and cycling facilities to ensure the area can realise its potential for economic growth.

5.1.3 The CLHTM paragraph 2.6 states 'Support emerged for the proposed new railway station at Cottam, although clarification was sought in terms of its likely location.'

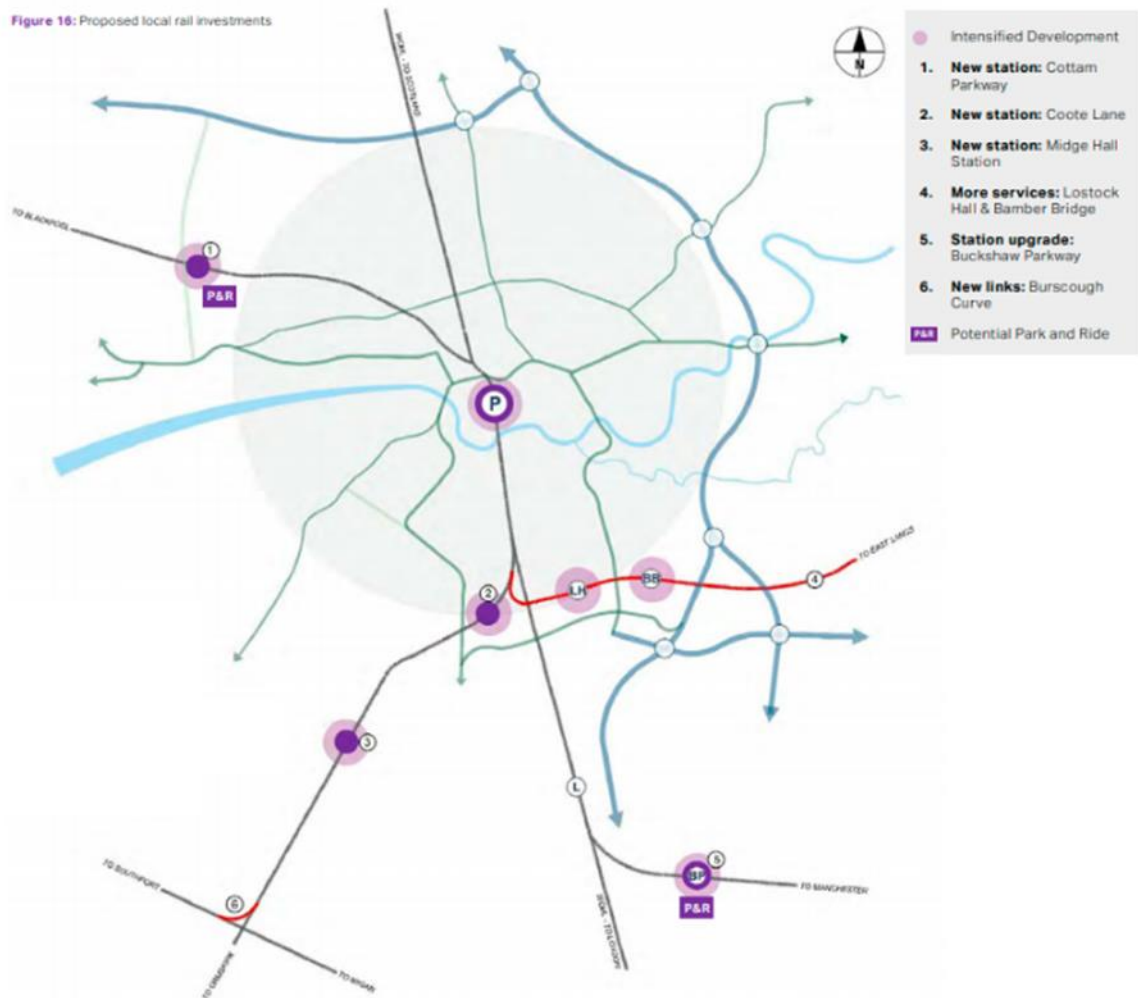
5.1.4 At paragraph 4.2 'Cottam' the CLHTM goes on to state 'Over 100 people attended the event held in Cottam. Due to the nature of the proposals, views expressed centred on local issues rather than the wider strategic proposals set out in the draft Central Lancashire Highways and Transport masterplan. Key issues to emerge were:

- the proposed housing developments in the area and associated infrastructure implications route alignment for the proposed Preston Western Distributor Road location of proposed Cottam Parkway railway station problems of congestion at Broughton
- concern regarding developer contributions to fund infrastructure
- clarification sought on new infrastructure within development sites

5.1.5 A proposed railway station is illustrated in Figure 19: Key Diagram on page 151 of the Central Lancashire Core Strategy adopted in July 2012.

- 5.1.6 On page 61 of the adopted Preston City Transport Plan Technical Advice that was adopted in October 2019 the indicative location of the station is illustrated to the west of the alignment of the Preston Western Distributor Road.

Figure 1: Indicative location of Cottam Parkway as illustrated in The Preston City Transport Plan



5.2 Pre-application Consultation

- 5.2.1 A pre- application consultation took place for six weeks from 6 December 2021 until 31 January 2022. It was a web-based consultation which invited comments from the public to assist in refining the final design. It presented a technical summary of the Scheme and the draft Environmental Masterplan. These comments are documented in the Consultation Statement in Appendix 4.1 in volume 3 of the ES

5.2.2 A total of 241 responses were received. The response to the overall principle of the Scheme was generally positive with 70% of respondents stating they would use the railway station and 20% of respondents stating they may use it. The key subjects arising from the consultation were as follows:

- Accessibility;
- Carbon footprint and climate change;
- Cycle lanes / walking facilities;
- Cycle storage;
- Cost;
- Design;
- Environmental impact;
- Lea Road;
- Lighting;
- Location of the Scheme;
- Naming of the Scheme;
- Safety;
- Public transport; and,
- Perceived increase in traffic.

6 Evaluation

6.1.1 It is a long-term aspiration for Preston City Council and the applicant to reduce road traffic congestion and improve public transport in Preston. The development would help to provide better public transport which would assist in contribution to the city economy and generally improve the way in which the residents of Preston can access public transport. The development would also

improve the city of Preston's transport relationships across Lancashire, the North West Region and nationally.

- 6.1.2 The role of Cottam Parkway Railway Station is to support 6,500 new homes in North West Preston and serve a catchment area of around 12,000 homes in Cottam, Ingol and Lea. The development would also provide a new local station for the settlements of Lea and Cottam. The development would act as a park and ride providing an alternative transport option into the centre of Preston, or Blackpool, that would be accessed from the PWDR. The development would be linked to a new motorway junction on the M55 via the PWDR. The development would therefore provide access to a large catchment beyond Preston providing frequent links to the railway stations Blackpool, Preston, Manchester and Liverpool. By providing advanced infrastructure the development would foster sustainable travel patterns in the northwest of Preston as local transport connections to the development can be achieved using bus, cycle and walking modes.
- 6.1.3 Providing better rail services on the Preston Fylde Junction to Blackpool North line could therefore reduce road traffic congestion in the Preston district. Residents travelling to work via car may be more inclined to use an improved rails service that accesses local business centres which in turn would reduce road traffic. Increased frequency of service and a new station results in a better-connected transport network for those living in the local area wishing to travel to Blackpool, Preston, Manchester and Liverpool.
- 6.1.4 There would be better access to key employment centres for residents, the service would also provide more opportunities for visitors to access key leisure, shops and service centres by rail. The upgraded rail service would encourage more residents to travel via train which would relieve road congestion.
- 6.1.5 The key constraints identified by Network Rail which the design would have to adhere would be to avoid unnecessary placement of station platforms on sections of curved track and minimise or avoid alterations to existing signalling

infrastructure; The development should be of a design that minimises onwards maintenance of railway track; and, also to avoid alterations to the overhead lines.

- 6.1.6 Owing to the rural / urban fringe location there is a requirement to minimise land take considering the scale of introduced urban features, the impact of the railway station building itself and the footbridge, the access road, its associated structures and also the impact of the car park. The railway station building should offer pleasant, interrelated views between the development and the surroundings.
- 6.1.7 Due to the surrounding terrain the railway station will be visible from the surrounding area, therefore a significant consideration in visual terms is the means by which the development would be lit at night and the footbridge. The Section 7.6 would demonstrate how the proposed landscaping scheme would assist the development assimilate into the landscape setting and contribute to net ecological gain.
- 6.1.8 The design of the railway station building considers the Station Design Guidance Design Manual by Network Rail. (NR/GN/CIV/100/02). This includes designing stations to develop the historical heart of the network by responding to the character of their heritage and social context. New design solutions should also consider future changes to the environment and steps should be taken to minimise energy usage and to consider sustainable solutions.
- 6.1.9 The expected patronage of the railway station influences the Network Rail station category which is demand-led. As a consequence of this the level of facilities required to be available on opening and in future years may change.
- 6.1.10 Whilst the application site is situated on land which is currently in agricultural use and, the majority of the surroundings also being predominantly rural in their characteristics, the development represents the implementation of advance transport infrastructure and would be highly accessible to these

future developments associated with the North West Preston. Construction of these new developments is underway, and a number of dwellings are occupied. Further developments are expected to come forward once the PWDR (incorporating the East West Link Road and the Cottam Link Road) is completed in 2023. The matter of balancing current impact and catering for future demand from the development is discussed in the Section 7 of this statement.

- 6.1.11 The applicant anticipates the parcel of land which abuts the northern boundary of the site would be the subject to a planning application for new residential development. Consideration has to be taken of the likely constraints that are imposed by this neighbouring use.
- 6.1.12 As part of the detailed design (to be done post application submission), design of the access road would be designed with adherence to the DMRB and the Equality Act 2010. The access road and the access road bridge are required to consider the requirements of the Canal River Trust to ensure the role and function of the canal and the towpath is maintained.
- 6.1.13 The technical design of the railway station building and surrounding infrastructure has been developed based on topographical survey information for non-rail assets, and topographical survey information used to develop the electrification of the rail corridor from 2016. The design has also been developed in consultation with the Train Operation Company and the British Transport Police.

7 Design

7.1 Preferred Options Report

- 7.1.1 This is a proposal for an infrastructure scheme, and in developing the scheme there have been several detail changes to all aspects to take into account; Network Rail requirements, traffic management, engineering, railway station design, environmental advice, and the public and stakeholder concerns or

comments. These changes will be discussed in the following paragraphs.

- 7.1.2 The Preferred Options Report is contained within Appendix 1-3.1 of the ES and provides the engineering constraints and considerations forming the basis of the siting of the proposed development and the justification for the resulting design proposals.

Railway Station Building Location

- 7.1.3 Network Rail prepared a GRIP2 Feasibility Report that identified constraints to feasibility of location and options for development. The aim of the GRIP2 Feasibility Report was to avoid unnecessary placement of a station on sections of curved tracks, minimise or avoid signalling alterations, minimise onerous maintenance of the track, and avoid unnecessary alterations to the overhead lines. It would also provide a provisional preferred option taking into account the rail constraints and considerations.

Figure 2 - Site Area identified for potential new railway station



- 7.1.3 The evaluation the railway station siting options considered were:

- Option 1: situated partly below the PWDR bridge and the overhead power line equipment;
- Option 2 situated to the west of Lea Road;
- Option 2a situated to the east of and adjacent to Darkinson Lane / Sidgreaves Lane;
- Option 2b situated between option 2 and 2a and is an optimised version of these two options; and,
- Option 3: situated on a curved portion of the track in the centre of the area and situated to the west of Darkinson Lane

Figure 3 – Railway Station Siting Options



- 7.1.4 The constraints for all of the options are similar in terms of siting due to the nature of the local topography and the relationship with the railway. All have the same effect on the number of overhead line electrification stanchions (8no.) that need to be redesigned and replaced as all proposed platform lengths are the same. Further all would have to re-route signals cabling and probably drainage runs.
- 7.1.5 Access requirements are preferred from the north and there are a number of constraints that separate the individual options and the effects they have on the operational railway. These relate to both the construction, maintenance

throughout the lifespan of the railway station, and demolition. The first of these is to avoid construction of a railway station on curved sections of track where other viable options exist.

- 7.1.6 Option 3 is located on a curved portion of the track in the centre of the area and whilst stations can be placed on curved track, this would have introduced unnecessary costs owing to a more difficult construction requirements and increased maintenance.
- 7.1.7 Option 1 is located to the west and has a straight piece of track partly below Lea Viaduct and two existing high voltage overhead power lines. Whilst the location has the advantage of a straight track and a relatively minor effect on the signalling, it has disadvantages in terms of the proximity to, and under, the existing power lines, which introduces an unnecessary element into the construction and future maintenance of the railway station and platforms.
- 7.1.8 Option 2 is located on a straight track and it is unhindered by any external uses with the possible exception of the proximity to the golf course. This location provides three variations to mitigate clashes with signalling, viewing distances and proximity to the adjacent underbridge crossing over Lea Road.
- 7.1.9 Option 2 and 2a present some issues with signalling and overhead line electrification. Although these would provide an acceptable solution, Option 2b was developed to minimise the effects on signalling and overhead line electrification. As a consequence of this of the five potential siting options Option 2b is the preferred solution to minimise disruption, costs, and maintenance to the railway corridor.

Station Building

- 7.1.10 The design of the railway station building has not undergone a Preferred Options assessment. This is due to Network Rail requiring the railway station building and platforms to be constructed in a particular way and to be of specific design. The topography of the surrounding land gently rises in a

northerly direction from the railway station. This combined with the elevated level of the track, which has determined the level of the railway station building and the footbridge, would result in the railway station being prominent when travelling south on Sidgreaves Lane and Lea Road. It will also be visible from the Lancashire Canal (the Lancashire Canal runs approximately parallel to the railway and is about 350m to the north).

- 7.1.11 The elements of the railway station building that can be altered has been designed with visual sensitivity in mind. The West Lancashire and Fylde Coastal Plains are low lying fertile agricultural land, and typically have pitched roof agricultural buildings, historically constructed from red brick and also with timber boarding. A similar pallet of materials has been selected for the railway station building, with the predominant elevation material being red brick, with dark stained timber boarding at higher level, protected from the weather by generous overhanging eaves. The ramps and retaining walls of the railway station terrace are also a prominent visual feature and are proposed to be of the same-coloured red brick.

Access Road

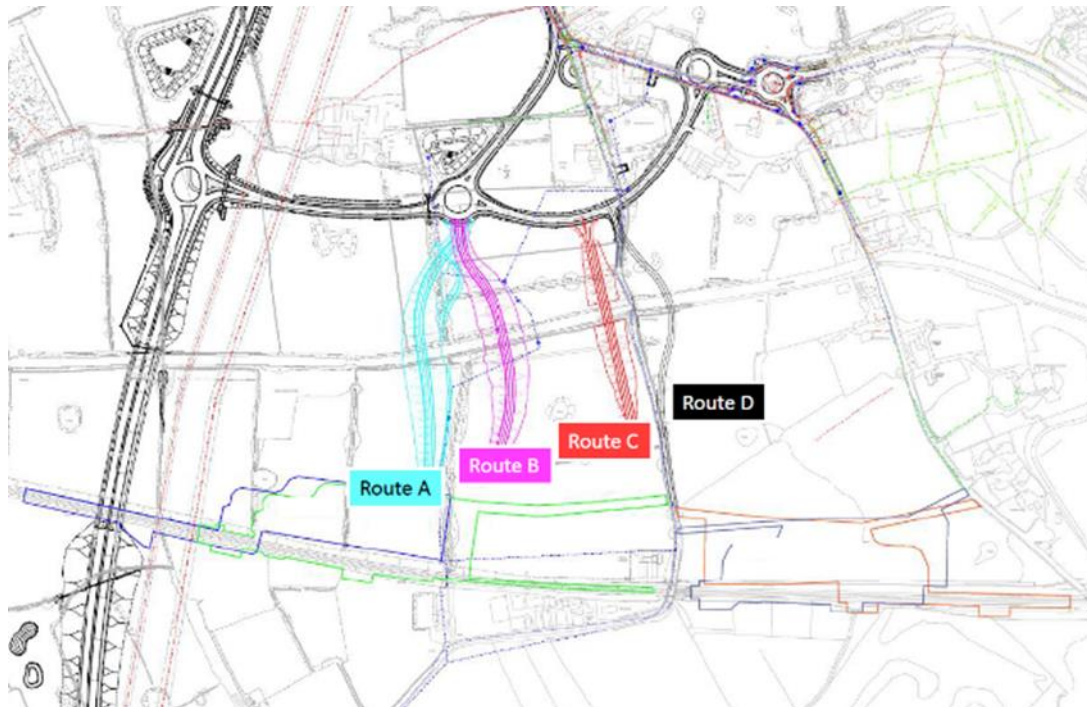
- 7.1.12 The principal access route alignment from the Preston Western Distributor Road via the Cottam Link Road was the second major consideration. The Cottam Link Road was designed with a junction intended to facilitate the access route to the development. Four alignment options for the feeder road are presented at figure 4 below:

- Routes A and B would provide access from the Cottam Link Road Roundabout (resulting in a 4-arm roundabout) and would facilitate a railway station in location 1 or 2 of the railway station siting options.
- Route C and D would require new junctions off the Cottam Link Road and would run along the eastern and western side of the existing Sidgreaves Lane. These two routes would facilitate railway station siting options 2a, 2b and 2.

Owing to railway station siting option 2b being proposed for the railway station location the eastern routes were preferred with Route C having the benefit of allowing a more westerly located railway station facility.

7.1.13 All of the evaluated route options are illustrated at Figure 4.

Figure 4 – Access Route Options Considered



Quaker Bridge

7.1.14 The nearest crossing of the Lancaster Canal is the Quaker Bridge (no. 837) situated on Sidgreaves Lane. Using the bridge is not a viable solution for a number of reasons. The bridge is a single span masonry arch bridge. Clearance between parapets is only 2.8m. The bridge is owned by the Canal and Rivers Trust and is a Grade II listed building. Owing to its listed status, it is not possible to alter the bridge to provide the vehicle access to the station without detrimentally altering its character and appearance.

7.1.15 The bridge approach road would be constructed at grade wherever possible to minimise the use of imported fill material. The road would be at a maximum of 6% incline where it rises to meet the bridge. The incline is the maximum

gradient allowable by the DMRB and in specifying this gradient the bridge approaches would be as short as possible but maintain appropriate forward visibility. The approach road would be supported on embankments graded to 1 in 3 allowing balance between able to accommodate vegetation and to minimise footprint of the earthworks.

Access Road Bridge

7.1.16 The bridge has been set as far as possible from Quaker Bridge, which is a listed building, to minimise impact on its setting. A balance had to be struck between the impact on the listed building and forming a direct as possible route close to Sidgreaves Lane from the Cottam Link Road.

7.1.17 Three similar bridge configurations were considered as follows:

- Option 1 - 3 span precast concrete arch with reinforced concrete abutments and piers. The spandrel walls and parapets would be brick clad. The main centre arch spanning the canal, the 2 smaller flanking arches spanning farm access tracks.
- Option 2 - 3 span pre-stressed beam with reinforced concrete deck supported on reinforced concrete piers located between the canal and farm tracks.
- Option 3 - Single span reinforced concrete, pre-stressed beam bridge over the canal with pre-cast concrete box culverts for the farm access tracks.
- Option 4 - Steel Girder Bridge with reinforced concrete deck slab. Single or multi-span depending on steel girder size required for the span and allowable construction depth of bridge. Intermediate supports to reduce overall beam depth.

7.1.18 The chosen bridge arrangement would be Option 1 a three-span structure and would be constructed from concrete with a facing of stone to the abutments and parapets.

7.1.19 Option 1 was chosen as it is aesthetically pleasing structural form, the 3 span structure requires shallower construction depth for the deck over a single span structure, to fit within the limited construction envelope. Intermediate piers set back from edge of canal and towpath to maintain pleasant environment along canal. The 3 span structure reduces extent of embankment required. It would require limited maintenance throughout structure life. The use of precast elements over the canal is simpler and reduces risk of polluting watercourse. This form of construction will have a lesser impact on the operation of the canal.

Change Post Consultation

7.1.20 Sustrans were generally in support of the proposal as the project would seek to improve active travel provision and would result in the northern section of Sidgreaves Lane being a traffic-free route. Changes have been made (or are to be considered) to the scheme as a result of a briefing with Sustrans and these stand as follows;

- A degree of severance will be introduced through the creation of a new crossing for NCN users to navigate from Sidgreaves Lane onto Darkinson Lane.
- Cycle design must be considered in any swept-path analysis of crossing to ensure that the NCN is fully accessible for all users.
- Consideration of pedestrian movements leaving the railway station towards Sidgreaves Lane is required as the proposed crossings do not currently facilitate this line of movement.

7.2 Use

7.2.1 The development which is proposed is for a new rail facility with emphasis on park and ride coupled to the provision of enhanced local rail services. The facility would be situated in a location which is within ten minutes rail journey of Preston City Centre.

- 7.2.2 The proposed development can be broken down into five main uses: the access road and bridge, vehicle parking and transport interchange, the railway station building; the rail track and, the platforms with their associated structures.

Roundabout

- 7.2.3 The access road for the Scheme would originate at the associated development of the Cottam Link Road (currently under construction. The Cottam Link Road would be single carriageway link road that would be approximately 0.8km in length and 15m in width.
- 7.2.4 As part of this Scheme, a roundabout junction would be introduced to connect the railway station with Cottam Link Road. The roundabout junction would be located on the southern side of Cottam Link Road at approximately 250m south of 'Quaker Lodge' and approximately 100m west of 'Clock House Farm'.

Access Road

- 7.2.5 From the roundabout junction at Cottam Link Road, the access road would continue southwards, on embankment to cross Lancaster Canal. At this point, the alignment would be approximately 35m west of Sidgreaves Lane and Quaker's Bridge.
- 7.2.6 Once the alignment crosses Lancaster Canal, the alignment curves in a south easterly direction where it would align to run parallel with Sidgreaves Lane. The alignment sits alongside Sidgreaves Lane until it curves eastwards approximately 50m north of 'Railway Cottages', towards to the car park.
- 7.2.7 Some 40m north east of 'Railway Cottages', there would be a new 'T-junction' where traffic to and from the railway would have priority and traffic from Sidgreaves Lane would give way.
- 7.2.8 The alignment then continues eastwards towards the car park for approximately 300m. At this point the alignment would curve slightly

eastwards where it would meet Lea Road and a new junction and bus gate would be introduced.

Access Road Bridge

7.2.9 The access road bridge would be constructed to accommodate the minimum 2.7m headroom above towpath required by the Canal River Trust. This height enables boats and towpath users to pass under the arches and allow Lancaster Canal to remain in active use. Otherwise the overall height of the bridge, for instance to its abutments, has been kept as low as possible in order to minimise wider landscape impact and so as not to impact detrimentally on Quaker Bridge.

7.2.10 Cattle creeps are required for current farming activity on the north and south of the canal. Headroom has been maximised by designing the cattle creeps to be cut below ground level. In design terms this means that the outer two arches are smaller and lower in height. It also means that the approach road embankments can be made as low as possible.

Car Parking

7.2.11 The proposed development proposes a commuter car park the sizing of which was determined through carrying out a parking demand study. The demand study appraised a number of established rail park and ride facilities that were comparable in scale to the proposed development coupled with consideration of anticipated modal split.

7.2.12 Later the study was revised to consider the level of uncertainty surrounding forecast rail demand following the COVID-19 pandemic and the role of the station including its wider function across Preston's Transforming Cities strategy. The revised study set the overall capacity would provide 248 car spaces and 10 motorcycle spaces.

West Car Park

7.2.13 The role of the west car park is to maximise the number of parking spaces in order to meet the overall required capacity

7.2.14 The design standard requirements from Design Standards for Accessible Railway Stations (DfT, 2020) are as follows:

- 5 per cent of the total capacity should be for motorists with reduced mobility
- 5 percent of the total capacity should be enlarged standard spaces of 3.6m wide by 6.0m long that could be adapted to be designated parking spaces to reflect changes in local population needs and allow for flexibility of provision in the future
- Where space permits, at least one large designated parking space, 4.8m wide by 8.0m long should be provided for side or rear access using hoists or ramps

7.2.15 The car park schedule for the west car park:

- 146 no. standard car park spaces at 4.8m x 2.4m dimensions, with 6.0m spacing between rows
- 9 no. designated disabled parking spaces (4.8m x 6.0m including 1.2m safety zone)
- 9 no. enlarged standard spaces that could be adapted to be designated disabled parking spaces to reflect changes in population needs (3.6m x 6.0m)
- 1 no. large designated disabled parking space for side or rear access using hoists or ramps (4.8m wide by 8.0m)
- **Total spaces for west car park = 165.**

- 7.2.16 A 2.0m wide footway and 0.5m wide verge is proposed for the western and southern edges of the car park to provide pedestrian routes to the railway station building. The entry/exit for the car park is to be located on the straight section of the access road that would provide distance from the bus / taxi exit point and adequate sight line visibility on the access road for approaching traffic.
- 7.2.17 Refer to Site Plan drawing reference CLM07-LCC-DEV-0000-002 for further details of the west car park layout.

East Car Park

- 7.2.18 The east car park is designed to be narrower to avoid removal of trees along the boundary of the rail corridor at the south side of the car park. There are still large tree roots that encroach the south of the east car park, a geotextile solution has been proposed at these locations for tree root protection.
- 7.2.19 The narrower shape of the available car park area means that there are fewer car parking spaces, but there is sufficient space to construct a wide footway (3.0m) along the length of the car park that enables pedestrian access but also provides the opportunity to install electric vehicle charging points.
- 7.2.20 The layout provides up to 83 spaces including disability parking bays and the potential for electric vehicle (EV) charging bays and follows a one way flow system. An area for motorcycle parking is also provided.
- 7.2.21 The car park schedule for the east car park:
- 75 no. standard car park spaces at 4.8m x 2.4m dimensions, with 6.0m spacing between rows which include 38 no. spaces for electric vehicles (15% provision).
 - 4 no. designated disabled parking spaces (4.8m x 6.0m including 1.2m safety zone)

- 4 no. enlarged standard spaces that could be adapted to be designated disabled parking spaces to reflect changes in population needs (3.6m x 6m)
- **Total spaces for east car park = 83.**

7.2.22 10 motorcycle bays of 1.4m x 2.1m are also to be provided.

7.2.23 The entry / exit point is gained from the eastern end of the car park from the mini roundabout.

7.2.24 A maintenance hardstanding has been provided off the exit of the mini roundabout to allow for general maintenance access of the railway station and maintenance of the sub-station.

7.2.25 The design also allows space at the western edge of the car park for a dedicated two-lane cycleway (3.0m) to guide and connect cyclists directly to the cycle parking area from the cycleway on the north side of the main access road. When implementing the Scheme, the cycle route should be designed to be safe and attractive, well-lit and should be clearly signposted from the main cycle network. The pavement specification for the east car park has been designed to use permeable block paving to accommodate the drainage strategy. Refer to Site Plan drawing reference CLM07-LCC-DEV-0000-002.

Railway Station Terrace and Central Forecourt

7.2.26 The internal finished floor levels of and the surface of the north platform levels are intended to be consistent. The levels of the paved areas adjacent to the building shall minimise differences between the surfaces inside and outside the building. Access steps and ramps are to be provided on the northern side of the building (the 'front elevation') with emphasis to the western side for the main approach.

7.2.27 The central forecourt layout incorporates bus stops area and taxi rank. Pedestrian crossing routes from the central pedestrian refuge islands and the

separate cycle tack are intended to be as direct as possible and maintain segregation.

- 7.2.28 Buses gain access the site from Sidgreaves Lane via the access road and also Lea Road. A bus gate prevents private vehicle access to Lea Road. The layout of the 30m long station bus stop has capacity for two buses. A minimum 6.0m long bus shelter is proposed as part of the bus infrastructure.
- 7.2.29 The customer drop off area in the forecourt area is 17m long which is sufficient provision for three vehicles. The taxi rank is 25m long which allows provision for five taxi vehicles. Each area has been provided with a pedestrian refuge island (3.0m-3.5m) to provide pedestrians with a safe waiting/exit area. A pedestrian crossing would allow a safe access route to the forecourt. Pedestrian guardrails are proposed to ensure safety of pedestrians and to direct pedestrians along the safe access routes provided.
- 7.2.30 The forecourt includes spaces for staff parking and delivery/maintenance (3.6m x 4.8m) and a space for refuse vehicles (3.6m x 8.0m) which is easily accessible from the refuse store to the side of the building.
- 7.2.31 Cycle parking and storage facilities are to be with the facilities sited to the east of the station building and with direct and coherent access from the proposed cycleway (3.0m wide) into the site connecting to the main cycle network. 10 bike storage lockers (1.0m x 2.0m) and 20 'Sheffield' Type bike stands at 1.0m spacing which has capacity for 40 bikes have been provided giving a total of 50 bike spaces for those travellers that may not want to take cycles with them for an onward journey.
- 7.2.32 Refer to Site Plan drawing reference CLM07-LCC-DEV-0000-002 for further details of the central forecourt layout.

Railway Station Building and Associated Structures

- 7.2.33 The railway station building is to be an open steel framed structure clad in

brick with large sections of glazed curtain walls. A covered area at the western extent of the building is to be used for some outdoor seating and some undercover cycle parking. The building is to be accessed via a 4-step flight to the front and an access ramp to the station building, and a second access ramp directly to the platform (Station Building GA drawing reference CLM07-JAC-DR-0100-2801).

- 7.2.34 Roof is to be insulated panels. The northern roof slope will be a green sedum roof, and the south slope will have be solar panels. The solar panels are being installed to ensure that the station is using sustainable energy where possible.
- 7.2.35 The building is not expected to operate on a 24 hour basis and consequently access to the station platforms can be achieved via an external access ramp when the building is closed.
- 7.2.36 The accommodation would provide facilities for two full time members of staff, a ticket office, plant and electrical rooms, waiting room and a ticket hall with automated ticket machines.
- 7.2.37 The approximate floorspace split of the building will have approx. 213m² floor space. This is divided between the; ticket hall and office (100m²); a waiting area (46m²); customer convenience (12m²); staff facilities (28m²); and plant and electrical equipment (27m²).
- 7.2.38 A footbridge over the railway line with disabled access in the form of a lift on both platforms will also be constructed to allow for access to the south platform. This would be the most visible element of the Scheme due to its height, however materials would ensure that the structure assimilates well with surrounding development and the railway station building.

Secondary Means of Escape (SME)

- 7.2.39 The SME would be situated adjacent to the Blackpool-bound platform (south of the railway line). The role of the SME is to take account of an emergency

situation, for example a train fire, whereby the platform bridge cannot be used.

7.2.40 The SME would benefit from a 1 in 20 exit ramp/secure pathway, a 1000m² muster point and a further access (for emergency and maintenance vehicles) onto Lea Road.

7.2.41 The landscaping for the SME is to be confined to the perimeter boundaries and surfacing is expected to be a low-maintenance free-draining material. The construction of the SME would also require 2 additional new culvert extensions to facilitate the designated path and the single track.

Lighting

7.2.42 The railway station building and platform lighting would be controlled via a photocell and time switch. The photocell would activate when daylight levels drop below 70 lux, and the time switch would be set to operate during hours of darkness and hours of service. The car parking lighting would however be controlled separately to allow for parking at any time.

7.2.43 The key considerations are the location of the site on the edge of the built-up area of Preston. The proposed lighting design strives to strike a balance between limiting light pollution to lineside neighbours, whilst satisfying the requirements needed to illuminate the platform and car park area. In most instances directional LED fittings, and downward lighting would be used to minimise light pollution and to reduce risk of dazzling drivers.

7.2.44 In terms of the lighting of the access road, it is proposed that a total of 48 column lights would be erected. These would vary in height from 5m to 10m and would all have a maximum of 10 lux. All light columns would be preprogramed to dim 50% between the hours of 19:00 and 07:00.

7.2.45 The aim of all lighting projects is to limit light pollution and spill onto areas that do not need to be lit. The objective set is to limit the lux levels to a maximum of 1 lux to neighbouring properties and land. Refer to Lighting Plan drawing

reference CLM07-LCC-DR-1300-0001 for details of the lighting scheme.

Figure 5 - Details of modelled lighting spill

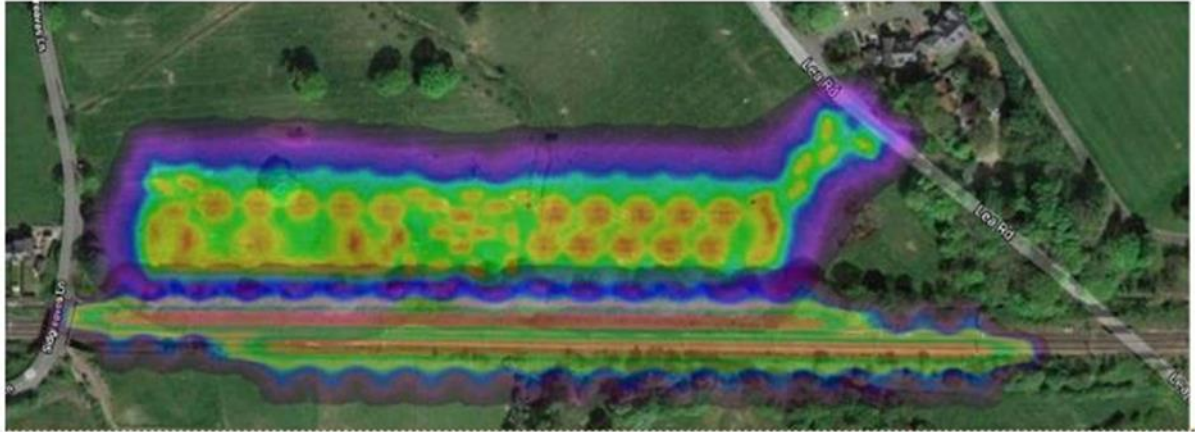


Figure 1: Light sensitive model demonstrating spill on to neighbouring properties

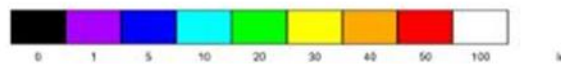


Figure 2: Colour key for Car Park

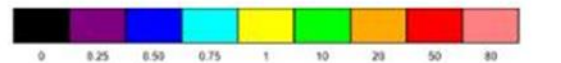


Figure 3: Colour key for Station platforms

Drainage

7.2.46 Drainage from the road surface would be collected by a combination of road gullies and filter drains. The drainage on the eastern and western approaches to the roundabout would be collected and discharged into the existing Cottam Link Road drainage system.

7.2.47 The contribution of this drainage equates to a net decrease in the existing contribution over the same area.

7.2.48 The twin cattle creeps under the minor arch spans of the access road bridge would be collected through filter drains containing filter material to remove animal effluent and piped independently to the local flood authority (LFA) common watercourse.

- 7.2.49 The drainage of the roundabout circulatory, southern approach and the access road up to the apex of the access road canal bridge would drain to a newly created attenuation pond and would be piped west to discharge in the LFA common watercourse.
- 7.2.50 The highway drainage for the remaining length of the access road, from the apex of the bridge to its junction with Lea Road, would be attenuated online through system surcharge and an offline detention tank located in land to the west of the carpark and east of Sidgreaves Lane. The highway drainage discharges into a replacement culvert under the proposed car park associated with another LFA common watercourse.
- 7.2.51 The car park, railway station building and platforms would be attenuated online with attenuation tank and discharges into a manhole on the culvert extension. The details are provided on the Drainage Strategy drawing reference CLM07-LCC-DEV-0500-0001 and CLM07 Drainage Strategy Catchment Tables (50% Climate Change - Q1 Runoff).

Foul Water Services

- 7.2.52 The development is situated on a greenfield site where no existing foul utilities are located. The closest foul sewer connection point is owned by United Utilities approximately 170m West of the location. A gravity solution would not be possible, as the expected depth of the existing drainage connection is approximately 1.4m, according to United Utility records.
- 7.2.53 A wastewater treatment tank has been proposed as the primary solution. The waste produced by the railway station would be treated locally utilising a wastewater treatment system proposed at planning is the 'Klargester BioDisc BH-BL Large Sewage Treatment Plant'. The approximate tank size would be 8x3x2.6m. The exact location of the tank has yet to be determined.

Water Supply

7.2.54 The proposed development is situated on a greenfield site North West of Preston. No potable water utilities are located within the proposed construction area. There are two 90dia water main lines located near the site. One to the east and one to the west of the site. The size and connection point are expected to be confirmed by United Utilities during the application process. It is expected that an application would be required to connect to the water supply.

7.2.55 Owing to the current unknown network capacities, flow and pressure status a small storage tank with booster pump set is anticipated to be required allowing an uninterrupted supply of potable water at required flow rate and pressure rating.

Fire Suppression

7.2.56 A wet fire hydrant network is to be provided, with 90m spacing, external to the railway station. The system is required to provide 2100 L/m for a 45minute period. The system would be connected to an external water storage tank at a size of 95m³. The tank would be located underground with a dedicated pump house above ground.

7.2.57 Dry risers would be provided for both sides of the platforms. The dry risers would be provided with breach inlet for use by the fire brigade, with no direct connection to the external hydrants.

7.2.58 Access for the fire service to the southern platform would be via the Secondary Means of Escape. Sufficient space and a turning head have been incorporated in the access off Lea Road to allow for the fire service vehicles.

7.2.59 There is no sprinkler system required for this type of railway station building.

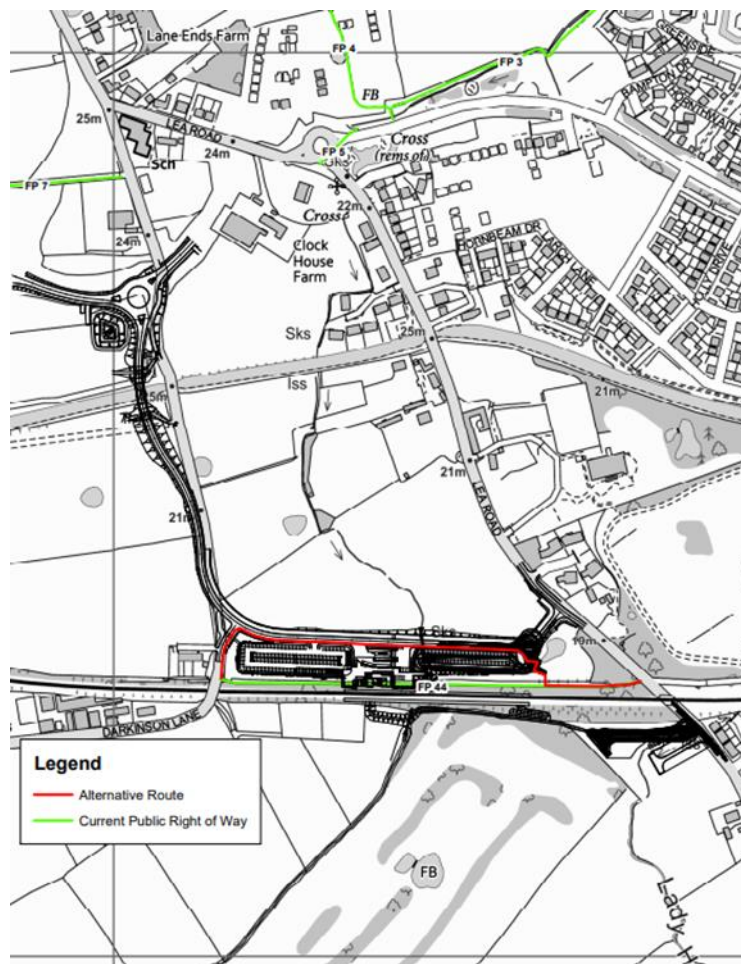
Public Right of Way

7.2.60 There is one public right of way (PRoW) between Lea Road and Darkinson Lane that runs parallel to and immediately north of the railway. A permanent diversion has been proposed to accommodate the railway station building and platforms.

7.2.61 This PRoW would be stopped up at Darkinson Lane and diverted outside the perimeter of the west car park and across the footway adjacent to the access road and then rediverted to the south of the east car park to the existing PRoW towards Lea Road.

7.2.62 Footpath No. 44 would be diverted along a permanent diversionary route illustrated on Figure 6.

Figure 6 - PROW Diversion plan illustrating existing and proposed alignments



7.3 Amount

- 7.3.1 The development extends to an area of 14.5ha. that predominantly comprises the access road (400m length/ approx. 0.63ha in area) and the car parking facility (0.58ha).
- 7.3.2 The railway station building would be a stone/brick/clad modular building of approx. 213m² in footprint and two 105m long platforms.
- 7.3.3 Remaining land uses comprise the landscaping scheme and temporary working areas.

7.4 Layout

- 7.4.1 The layout was developed with regard to the locational constraints of the track equipment followed by the location of the road access in road safety terms but also the overall constraints imposed by the landform such as the Lancaster Canal crossing.
- 7.4.2 Data about the local area surrounding the railway station; population census data; recent and future developments was gathered. The proposed layout has responded to the appraisal of the above aspects to refine the overall layout, scale and the function of the development providing the necessary level of parking, customer facilities and accessible platforms for approx. 1,000 commutes per day.

7.5 Scale

- 7.5.1 The scale of the building is a consequence of its role and function as a railway station facility which caters for the envisaged patronage. The railway station building is similar in layout to those found on the wider rail network but has responded to the characteristics of existing railway station buildings which are situated on the railway Line.

- 7.5.2 The platforms are accessed via a footbridge benefitting two lifts. This is necessarily the highest structure of the development owing to the need to clear the railway overhead line equipment that has a 6.535m clearance requirement over the track bed.
- 7.5.3 The access road and bridge are of a scale appropriate to the level of use and vehicles which will require access to the railway station. The 3 span access road bridge has also been designed to accommodate cattle creeps for access to farmland either side.

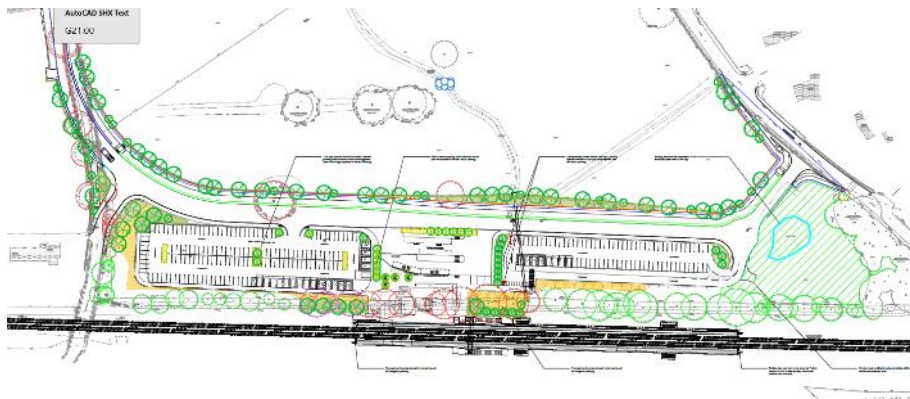
7.6 Landscaping

- 7.6.1 The development has been located to as far as possible avoid tree removal. Some trees have been removed to accommodate the railway station building and the car park areas which are most closely located to the trackside. There are a number of substantial trees on the trackside and a copse to the east of the site where it abuts east road. Hedgerows would be removed to allow the accesses to be formed from the public highway and allow construction access. Where possible hedgerows will be retained and worked around, especially in temporary compound areas. However, where this is not possible hedgerows will be reinstated.
- 7.6.2 The Scheme will require a number of trees to be removed in order to facilitate the construction of the railway station and associated infrastructure. Whilst the sensitivity of the tree population within the area is considered to be of medium value, trees of value are still to be removed. Approximately 30 trees and groups all of varying quality are to be removed. This will result in a noticeable change in tree population over a limited area.
- 7.6.3 Whilst it is acknowledged that the Scheme will have an impact on the landscape through the removal of trees and hedgerows, mitigation methods would seek to protect habitats of value where possible. Details of this are detailed within a Construction Environmental Management Plan (CEMP). The development will also result in an increase in biodiversity levels of up to 10%

through landscape design and the retention and replanting of trees and vegetation for habitat.

- 7.6.4 The landscaping scheme has responded to the setting of the railway station principally by aiming to protect the existing mature trees and boundary treatments on the site.

Figure 7 - Landscape concept drawing



- 7.6.5 The landscape concept was to reinforce the boundaries of the railway station curtilage by introducing native trees into new hedgerows and appropriate new trees adjacent to the building (east and west elevations). A series of short belts of planting, in a north-south orientation, to link into new site boundaries. Land to the east of the car park enclosed by the bus access road, Lea Road and the railway line would be improved in terms of its ecology.
- 7.6.6 The Environmental Masterplan (Appendix 18.1 in volume 3 of the ES) for the site which illustrates the locations of trees to be removed and where replaced the quantities to ensure a net gain in biodiversity and also to assist the Scheme assimilate into the wider landscape.

8 Access

8.1 Vehicular and Transport Access

- 8.1.1 The Scheme is a rail-based park and ride facility which has the overall purpose

of creating modal shift to rail from the local road network.

Motor Vehicles

- 8.1.2 The access road is designed in accordance with the Design Manual for Roads and Bridges. Owing to the site constraints for the approach road when crossing the canal the road is at above or to the minimum standards for forward visibility at the design speed of 30 mph.

Cycle Users and Pedestrians

- 8.1.3 The surroundings are predominantly rural in nature however the area is experiencing a significant growth in housing, and this would continue over the next decade. The growth is supported by the PWDR. Cottam Parkway Railway Station is intended to serve the North West Preston area; high quality walking a cycling access to the railway station would be included to reduce car dependency, particularly within a 10km radius,
- 8.1.4 On implementation of the Scheme the access road (which upgrades Sidgreaves Lane to a wider carriageway for safe two-way traffic in each direction) would allow a fully segregated cycle track and walking route from the west onto the railway station.
- 8.1.5 A cycle track and walking route is proposed from the centre of the railway station onto Lea Road to the east. The Lea Road access is not open to private vehicles and it is expected that, other than buses, traffic movements will remain low allowing a quiet on-road cycle.

Public Transport

Bus Service

- 8.1.6 Bus service provision in this location is limited though it is considered that the increase in housing developments would result in the introduction of additional services through increased patronage.

- 8.1.7 Existing bus routes close to the site are service No. 74 Fleetwood - Preston via Thornton, Elswick, Inskip, Catforth, Riversway, No. 88 Royal Preston Hospital - Larches via Tanterton and Cottam and, School bus service No. 684 Ashton - Lea Primary Schools.
- 8.1.8 The Scheme would allow a connection to Lea Road enabling existing/new services to access the railway station via a bus gate.
- 8.1.9 It is proposed that existing bus services will provide a service to the new station as it is not proposed that any new routes be created.

Train Service

- 8.1.10 The opening of a railway station at this location will enable the frequency of train services to be increased initially to 2 services per hour (from currently 1 per hour).
- 8.1.11 The two platforms at 205m long would allow minimum provision of two 8-car length platforms (approx. 200m long) but under normal service accommodate two x4 car electric multiple unit (EMU) in each direction including Northern Rail's British Rail Class 331 and Class 195 Civity with potential options for platform length to accommodate the 11-car British Rail Class 390 Pendolino. Potential options to extend the platforms for 11 coach trains have been considered a passive provision could be left for future extension of the platforms should the demand emerge.

8.2 Access to Railway Station Building

- 8.2.1 The finished floor levels of the building would be at platform level 21.1m AOD whereas the surrounding land is 20.5m AOD, the and the railway bed itself at approx. 20.25 and 20.3m AOD. In order to obtain access to the railway station building a series of ramps at a grade of 1:20 would be constructed in front and to the side of the building to enable access to the platforms.

- 8.2.2 Persons of reduced mobility access would be to the front of the railway station building slightly to the side of the main staircase on 1 in 20 access ramps.
- 8.2.3 The footbridge has two lift towers and is fully PRM compliant. The bridge is not covered though the lift waiting areas benefit from a canopy at the lift entrances. The bridge deck has 2.0m minimum clearance.