



Cottam Parkway Railway Station

Planning Statement

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1 Introduction

1.1 Summary of the Proposal

- 1.1.1 Lancashire County Council (the applicant) is applying for planning permission for a railway station (Cottam Parkway) The Cottam Parkway Railway Station Scheme includes 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. This is referred to as 'the Scheme'.
- 1.1.2 The location of the Scheme is shown on Location Plan (drawing number CLM07-LCC-DEV-0000-001) and the application red line boundary on Site Plan (drawing number series CLM07-LCC-DEV-0000-002)
- 1.1.3 The benefits of the railway station would include:
- Better rail access to support the delivery of new homes in North West Preston and provide rail service to a catchment area of around 12,000 homes in Cottam, Ingol and Lea.
 - The railway station would encourage a shift in journeys from road to rail. This would help to reduce traffic at key congestion hotspots on Preston's road network.
 - There would be improved access via the Preston Western Distributor Road (scheduled to open in 2023) to existing and new employment opportunities at the Enterprise Zone at Warton.
 - The railway station would provide more options for people to travel in and around the city and beyond.

1.2 Purpose and Structure of the Planning Statement

- 1.2.1 This Planning Statement has been prepared to support the planning application to construct a railway station between Cottam and Lea in northwest Preston on the Preston Fylde Junction to Blackpool North Railway Line (herein referred to as the Scheme). The statement has the objective of demonstrating that the Scheme accords with current national and local planning policy.
- 1.2.2 Owing to the scale and nature of the proposal this planning application is accompanied by an Environmental Statement (ES) that has been prepared under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (herein referred to as the EIA Regulations).
- 1.2.3 Section 1 of this statement is the introductory section. Section 2 provides the role and function of the Scheme. Section 3 provides a description of the site and surroundings to the Scheme. Relevant national and local planning policies are reviewed in Section 4 which provides context for consideration of the Scheme. Section 5 provides an overview of the technical issues associated with the proposal and conclusions are set out in Section 6.

1.3 Application Documents

- 1.3.1 The documents, drawings, completed forms to be submitted in support of the planning application are set out below:
- Planning application form and certificates;
 - Planning Statement;
 - Design and Access Statement;
 - Sustainability Statement;
 - Environmental Statement (ES) – comprising three volumes:
 - Volume 1: Non-Technical Summary;

- Volume 2: Technical Chapters;
- Volume 3: Appendices.
- Planning Application Drawings:
 - Location Plan -CLM07-LCC-DEV-0000-001
 - Site Plan - General Arrangement Plan -CLM07-LCC-DEV-0000-002
 - Station Building GA - CLM07-JAC-DR-0100-2801
 - Footbridge GA - CLM07-JAC-DR-2500-1000
 - Platform GA - CLM07-JAC-DR-0130-2001
 - Station Building Elevations - CLM07-JAC-DR-0130-2805
 - Location of Cross Sections - -CLM07-LCC-DEV-0130-0000
 - Cross Sections - CLM07-LCC-DEV-0130-0001 0005
 - Site Cross Sections [CLM07-JAC-DR-0130-2000
 - Station Building Cross Sections - CLM07-JAC-DR-0130-2801
 - Location of Long Sections - CLM07-DEV-0110-0000
 - Long Sections - CLM07-DEV-0110-0001 - 0003
 - Lighting Scheme Plan - CLM07-LCC-DR-1300-0001
 - Drainage Strategy - CLM07-LCC-DEV-0500-0001
 - Temporary Working Areas -CLM07-LCC-DEV-0000-003
 - 3D Views - CLM07-JAC-DR-0150-1801

2 Role and Function of the Scheme

- 2.1.1 The Preston City Transport Plan (Preston City Council, 2019) identifies a new railway station between Lea and Cottam. 'Cottam Parkway' is also an identified transport proposal within the current Central Lancashire and Fylde Highways and Transport Masterplans. The facility is intended to provide new rail transport options directly into Preston and Blackpool and, via connecting trains, to mainline stations in the North West of England.
- 2.1.2 The Scheme would primarily function as a local railway station serving the existing housing areas in Lea and Cottam and for new residential areas to the northwest of Preston.
- 2.1.3 The Scheme would be within 15-20 minute walking and 7-10 minute cycling distance for a catchment area of local residential and commercial properties. The Scheme is adjacent to current bus service No. 88 a route that connects the Larches area to Royal Preston Hospital No. 74 Preston to Fleetwood service and No.684. a service limited to school children during term time between Lea Town and Ashton Park.
- 2.1.4 The Scheme would also function as a park and ride facility owing to the direct connection to the PWDR via Cottam Link Road that also links to the M55 motorway in the north and the A583 Blackpool Road to the south. Some areas of Fylde are constrained in terms of public transport access owing to a dispersed population and limited bus services that have long travel times. The Scheme could allow the population in this area to have improved access to rail services.
- 2.1.5 This Scheme is funded by the Transforming Cities Fund for Preston. The Transforming Cities Fund for Preston will fund a range of schemes that are planned to transform Preston over the coming years. These schemes aim to fundamentally change the way people travel into and around Preston City Centre, whilst also having a positive effect on the environment.

- 2.1.6 The outline business case for the Scheme considers the role and function of the Scheme in local, sub-regional and regional terms as highlighting that the railway station would be an important link into Preston Railway Station. In the context of the whole Transforming Cities Fund for Preston a new railway station would assist with the reassignment of road space in the city centre, in particular on the ringway where bus services are compromised owing to the constraints of traffic congestion. The Preston City Transport Plan confirms that Preston Railway Station's role as a transport hub would be supported by the delivery of Cottam Parkway as rail becomes a much more viable alternative than the private car for local travel. Access to Preston is an important factor in support of the Scheme owing to the mainline rail links to surrounding cities and destinations in the northwest region

3 Site and Development Description

3.1 Location and Surroundings

- 3.1.1 The site is an area of land approximately 14.5Ha which is predominately used for agricultural use. The surrounding fields are bound by thick dense wooded hedgerows and in some places benefit from mature hedgerow trees. The railway station fronts two highways, Sidgreaves Lane to the west and Lea Road to the east. The site boundary extends as far as the Cottam Link Road to the north, as the point of access. The access road crosses the Lancaster Canal which is a designated Biological Heritage Site and wildlife corridor. The location of the railway station platforms would partially be on the site of the former Lea Road railway station that was situated on the west side of Lea Road. The site extends to include a Secondary Means of Escape (SME) to the south of the railway line.
- 3.1.2 Within and around the Scheme extents, there are a number of uses as follows:
- To the east side of Lea Road north of the railway lines there is a small residential neighbourhood that abuts the University of Central

Lancashire sports ground.

- To the east side of Lea Road south of the railway line there is a further residential neighbourhood of closely set houses.
- Immediately to the south to the west side of Lea Road is open land in a combination of uses agricultural, equestrian and Ashton and Lea Golf Club.
- Immediately adjacent to the southeast corner of the Scheme on Sidgreaves Lane are five cottages originally constructed with the railway.

3.2 General Arrangement

3.2.1 For ease of reading, the description of the Scheme runs from a north to south direction, as follows:

- A roundabout from the associated development of 'Cottam Link Road' which includes the provision of an attenuation pond;
- An access road which originates from the aforementioned roundabout which also has associated earthworks or embankments;
- A access road bridge crossing the Lancaster Canal which includes associated earthworks and embankments;
- A car park which serves the railway station with associated features such as cycle parking, signage, lighting and barriers;
- Alterations to the existing road network, including Sidgreaves Lane and Lea Road which also provides a segregated footway and cycle track along the existing Sidgreaves Lane, the creation of a bus gate onto Lea Road and the provision a new 'T-junction' to the east of Railway Cottages;
- A railway station building and platforms including a footbridge over the

railway line and associated works; and,

- A secondary means of escape (SME) area to the south of the railway line, west of Lea Road.

3.2.2 The general arrangement of the Scheme is illustrated on drawing references CLM07-LCC-DEV-0000-002.A full description of the Scheme is contained within Chapter 3 'Description ' of the accompanying ES.

3.3 Construction of the Scheme

3.3.1 Should planning permission be granted the Scheme would take approximately 24 months to construct with work expected to commence in 2023.

3.3.2 Construction programming and any phasing would form part of the brief given to the main-works contractor and would be determined following the engagement of the contractor. A Construction Environmental Management Plan (CEMP) would also be required which would consider the management and re-use of materials and waste associated with the development.

3.3.3 In terms of the construction, associated traffic management, noise and air quality the impact resulting from the construction and operation of the Scheme is considered not to require further mitigation other than those set out within the ES. Further details can be found within Chapter 19 'Environmental Action Plan' of the accompanying ES.

3.3.4 The construction works would follow best site practices with regards to waste management practices and would use only designated vehicle routes these will be agreed in the detail design.

4 Planning Policy Context

4.1 Introduction

4.1.1 This section provides an overview of the key planning policies, at national and local level, providing the policy context for the scheme.

4.1.2 The National Planning Policy Framework (MHCLG, 2021) (the NPPF) provides the national planning policy position for England and how these policies are expected to be applied. Paragraph 2 of the NPPF states that: 'Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. Planning policies and decisions must reflect and where appropriate promote relevant international obligations and statutory requirements.'

4.1.3 The Development Plan for the site on which the Scheme is situated comprises of:

- the Central Lancashire Adopted Core Strategy (2012); and,
- the Preston Local Plan 2012-2026 (2015).

4.1.4 Other key strategies, policies and programmes promoted at a county level comprise the following.

- the Preston City Transport Plan (2019);
- the Central Lancashire Highways and Transport Masterplan (2013);
- Transforming Cities Fund; and,
- the Preston, South Ribble and Lancashire City Deal agreement.

4.2 Policy Context

National Planning Policy Framework

- 4.2.1 The National Planning Policy Framework (the NPPF) (MHCLG, 2021) sets out the Government's, planning policy guidance and mineral planning guidance in England. It aims to improve upon the previous iteration by ensuring the planning system has a more comprehensive approach towards sustainable development, measures to improve housing delivery and reinforce the protection of Green Belt land.
- 4.2.2 In paragraph 2 the NPPF states: 'Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.'
- 4.2.3 The NPPF contains a number of relevant paragraphs which relate to the Scheme. The paragraphs referred to are stated in full within Appendix 1-3.2 in volume 3 of the accompany ES. The relevant policies to the scheme are summarised below.
- 4.2.4 In paragraph 8 the NPPF confirms three dimensions of sustainable development:
- 'a) an **economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a **social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with

accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and,

- c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'

4.2.5 The Scheme will adhere to these objectives by providing infrastructure that supports economic growth, support housing allocations to come forward, enhancing accessibility to services and providing solutions which minimise pollution and environmental impact.

4.2.6 Information set out in the documents submitted with this application provides evidence that there will be economic, social and environmental benefits as a result of constructing the Scheme.

4.2.7 At paragraph 11 the NPPF confirms that in making decisions on planning applications sustainable development means:-

- 'c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'

- 4.2.8 The Scheme is in the local planning policy and transport strategies for the area/

Economic Considerations

- 4.2.9 Paragraph 84 and 85 discusses ways in which planning decisions should provide the conditions for prosperous rural economy.
- 4.2.10 One of the main objectives of the Scheme is to provide sustainable transport, which can support growth by improving access to economic allocations in the Local Plan for the area and by relieving existing and predicted traffic congestion.

Healthy and Safe Communities

- 4.2.11 Paragraph 92 sets out ways planning decisions should aim to achieve healthy, inclusive and safe places.
- 4.2.12 The Scheme would provide health benefits such as providing sustainable transport options for work and leisure; and improving the walking and cycling infrastructure in the area which would also increase road safety for pedestrians.

Open Space and Connections

- 4.2.13 Paragraph 100 confirms that planning decisions should protect and enhance public rights of way (PRoW), access to them and where there are opportunities for potential improvement.
- 4.2.14 The Scheme diverts a PRoW within the Scheme boundary this would allow for a lit and paved alternative 40m north of the original footpath.

Transport Considerations

- 4.2.15 Paragraph 104 sets out the criteria for considering the transport needs of

development plans and proposals. It confirms transportation should be considered at the earliest stages, in summary to: address development impact on the network; highlight opportunities for new transport infrastructure; for the promotion of sustainable and active travel; assess and minimise the impacts of transport on the environment; and also, to improve the quality and access to built-up areas. The paragraph also confirms the need to assess the opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- 4.2.16 Paragraph 105 confirms the planning system should actively manage patterns of growth in support of the objectives set out in paragraph 104 and goes on to confirm the way in which it should locate offer choice of transport modes which can reduce congestion, improve air quality and public health.
- 4.2.17 Paragraph 106 sets out six requirements for sustainable transport planning policies in the plan making process and in particular 'c) states identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.'
- 4.2.18 Paragraph 110 seeks to achieve the promotion of sustainable transport choices in new development, it also has the aim of ensuring access to and significant traffic impacts from new development can be acceptably mitigated.
- 4.2.19 Paragraph 112 sets out what a development should achieve priority for pedestrian and cycle movements, address needs of all, create places safe, secure and attractive, allow access by emergency vehicles, enable charging of plug-in vehicles.
- 4.2.20 The Scheme would provide sustainable transport options for work and leisure; and improving the walking and cycling infrastructure in the area which would also increase road safety for pedestrians.

Land Use Consideration

- 4.2.21 Paragraph 119 seeks to achieve effective use of land in the need for houses and other uses while improving the environment and ensuring safe and healthy living conditions.
- 4.2.22 The Scheme would provide sustainable transport for existing and new housing. It would achieve a minimum of 10% biodiversity net gain and provide health benefits such as providing sustainable transport options improving the walking and cycling infrastructure in the area which would also increase road safety for pedestrians.

Design Considerations

- 4.2.23 Paragraph 126 seeks to achieve the creation of high quality buildings and places through good design.
- 4.2.24 Paragraph 130 sets out criteria to ensure decisions for proposed developments are sustainable with particular emphasis on the function and contribution towards the local place but also to ensure their long term durability in environmental and social terms.
- 4.2.25 The Scheme would achieve sustainable development and ensure resilience to climate change while providing a service of sustainable transport to an area

Climate Change Considerations

- 4.2.26 Section 14 of the NPPF sets out the Government's policy on planning for climate change and flooding.
- 4.2.27 Paragraph 154 is to ensure that development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change.
- 4.2.28 Paragraph 155 sets out that development is to identify opportunities to draw

its energy supply from decentralised, renewable or low carbon energy supply systems.

- 4.2.29 Paragraph 157 states that new development is expected to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 4.2.30 The railway station roof will contain solar panels on the southern side and the Schemes' impact on climate change is discussed in Chapter 12 'Climate Change' in volume 3 of the ES.
- 4.2.31 Paragraph 159 is to ensure that inappropriate development is avoided wherever possible in areas at the highest risk of flooding.
- 4.2.32 Paragraph 163 confirms the approach to an exception test if the sequential test cannot be applied.
- 4.2.33 Paragraph 164 confirms the process and the elements for the application of the exception test and paragraph 165 states 'both elements of the exception test should be satisfied for development to be allocated or permitted.'
- 4.2.34 Paragraph 167 confirms that development proposals should not increase flood risk elsewhere and the circumstances where a development should be supported by a flood risk assessment. It also confirms the criteria which should be satisfied when determining a planning application supported by a flood risk assessment.
- 4.2.35 Paragraph 169 confirms that all major developments should incorporate sustainable drainage systems unless there is clear evidence this would be inappropriate and goes on to define the over-arching criteria for SuDS.
- 4.2.36 Flood Risk Assessment has been undertaken for the Scheme this is contained in the ES Appendix 11.1.

Conservation Considerations

- 4.2.37 Section 15 of the NPPF, in particular paragraph 174, sets out the Government's policies for conserving and enhancing the natural environment of biodiversity and geo-diversity, in accordance with relevant international Directives.
- 4.2.38 Paragraph 174 also confirms the criteria for the determination of planning applications to ensure planning policies and decisions contribute to and enhance the natural and local environment. The paragraph looks for decisions which might enhance, minimise impacts or provide net gains to biodiversity. The paragraph also aims to ensure that new development is not put at risk from unacceptable levels of soil, air, water or noise pollution or land instability.
- 4.2.39 Paragraph 181 confirms that areas which are in the process of being proposed and possible designated areas or sites should be given the same protection as habitats sites.
- 4.2.40 Paragraph 183 aims to ensure that development proposals take into account regard to contamination or natural hazards and confirms this can be achieved through due regard to Part IIA of the Environmental Protection Act 1990 and through carrying out site investigations by a competent person.
- 4.2.41 Paragraph 184 describes that it is the developers' responsibility to ensure the site affected by contamination or land stability issues is safe.'
- 4.2.42 Paragraph 185 outlines that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, the natural environment and the impacts that could arise from the development. It provides the criteria for doing so during the decision-making process.
- 4.2.43 Paragraph 186 states that opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.'

4.2.44 The Scheme has been fully appraised in environmental terms within the environmental impact assessment. The scope of the surveys carried out in conservation terms can be found in the following chapters and their accompanying appendices: Chapter 6 'Ecology', Chapter 8 'Air Quality'. And Chapter 10 'Soils, Geology and Hydrogeology'

Historic Environment

4.2.45 Chapter 16 of the NPPF sets out the Government's policies for conserving and enhancing the historic environment.

4.2.46 At paragraph 189 the NPPF confirms the types and social value of a range of heritage assets which should be given recognition for their contribution towards quality of life of existing and future generations.

4.2.47 Paragraph 194 confirms the approach when preparing and determining planning applications to ensure the potential impact of the proposal on the significance of heritage assets.

4.2.48 Paragraph 195 confirms the approach which local planning authorities should take in identifying and assessing the significance of any heritage asset that may be affected by a development proposal.

4.2.49 Paragraph 196 confirms that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

4.2.50 Paragraph 197 confirms the criteria which local planning authorities should take account of when determining planning applications where they impact on or relate to heritage assets.

4.2.51 Paragraph 199 confirms the weight which should be applied to considering the impact of a proposed development on the significance of a designated heritage asset and states 'great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should

be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

4.2.52 Paragraph 200 confirms where harm to or loss of historic assets may be considered in the context of their historic significance.

4.2.53 Paragraph 203 states 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

4.2.54 Paragraph 205 states 'Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.'

4.2.55 In assessing the impact of the Scheme, a desk-based heritage assessment has been carried out as well as a Cultural Heritage Assessment. The outcome of the heritage assessment has confirmed that the Scheme would not result in the loss or alteration of known heritage assets, it has been appraised as having a negligible impact on the listed buildings which are situated close to the Scheme. Further explanation of the appraised impacts and mitigation for undiscovered heritage assets are explained in full within Chapter 7 'Cultural Heritage' in volume 2 of the ES and the accompanying.

Minerals Considerations

4.2.56 Chapter 17 of the NPPF sets out the Government's policies for facilitating the sustainable use of minerals.

4.2.57 Paragraph 209 states 'it is essential that there is a sufficient supply of minerals

to provide the infrastructure, buildings, energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.'

4.2.58 Paragraph 212 states 'local planning authorities should not normally permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working.'

4.2.59 The impact of the temporary and permanent works of the Scheme on a Mineral Safeguarding Area have been assessed. There is no impact the details are discussed within Chapter 10 'Soils, Geology and Hydrogeology' in volume 2 of the ES.

Local Planning Policy

Central Lancashire Adopted Core Strategy

4.2.60 In respect of the Scheme the relevant District Council is Preston City Council which is one of three Central Lancashire Authorities. The three Central Lancashire Authorities (Preston, South Ribble and Chorley) adopted the Central Lancashire Core Strategy in July 2012. The Core Strategy includes a policy to improve the road network within the North West Preston area and to provide a station close to Cottam and Lea.

4.2.61 Policy 3 of the Core Strategy seeks to provide a commitment towards sustainable travel alternatives which need to be supported and promoted through the plan period. Amongst these are measures to reduce the need to travel, to improve pedestrian facilities, safe and secure urban and rural footways and paths (including canal towpaths) linking with public transport and other services, improving public transport and assist modal shift. There is a commitment also to the improvement of the road network. Policy 3 (d) states 'The best approach to planning for travel will involve a series of measures:

(d) Improving public transport by:

- i. providing new railway stations at Buckshaw Village*, **Cottam***, Midge Hall and Coppull (* park and ride sites), and improving Preston and Leyland stations

4.2.62 The Scheme will achieve this policy.

Preston Local Plan 2012-2025

4.2.63 The Preston Local Plan 2012-2026 was adopted by Preston City Council in 2015. Applicable policies of the Preston Local Plan are set out in Appendix 1-3.2 'Planning Policy Reference' of the ES but the key applicable policies relating to the Scheme are summarised as follows:

- Policy ST1 – Parking Standards
- Policy ST2 – General Transport Considerations
- Policy EN1 – Development in the Open Countryside
- Policy EN2 – Protection and Enhancement of Green Infrastructure
- Policy EN3 - Future Provision of Green Infrastructure
- Policy EN7 – Land Quality
- Policy EN8 – Development and Heritage Assets
- Policy EN9 – Design of New Development
- Policy EN10 – Biodiversity and Nature Conservation
- Policy EN11 – Species Protection

4.2.64 'Policy IN1 – Western Distributor: A Preferred Route is safeguarded for the Preston Western Distributor Road in the location shown on the Policies Map. Planning permission will not be granted for any development that would prejudice the construction of the road.'

4.2.65 Policy IN1 relates to the provision of the Preston Western Distributor Road

and in the supporting text at paragraph 3.27 confirms ' The Western Distributor will: ... Enable provision of a new railway station in the Cottam area to serve new development and act as a Park and Ride station similar to Buckshaw Parkway near Chorley.'

- 4.2.66 On page 30, paragraph 3.34 of the Local Plan under 'Park and Ride' support is given to a proposal for a Park and Ride site at Cottam ' 3.34 The Core Strategy also refers to a new railway station at Cottam, and a site was earmarked in the previous Local Plan (2004). The Highways and Transport Master Plan now proposes a new 'parkway' rail station in the Cottam area, similar in concept to Buckshaw Parkway, to serve the North West Preston strategic housing location, accessed from the Western Distributor to provide rail-based Park and Ride opportunities to Preston, Manchester, Liverpool and Blackpool. Lancashire County Council is in discussion with Network Rail about the optimum location and size for a new Cottam Parkway railway station. An option for the location of the proposed station is at the intersection of the Preston – Blackpool railway line and the proposed Preston Western Distributor Road.'
- 4.2.67 The Local Plan does not allocate a site for this Scheme however in paragraph 3.8 the local plan confirms a number of transport infrastructure schemes to be delivered in the plan period would be a station at Cottam.

4.3 Adopted Strategies and Agreements

The Preston City Transport Plan

- 4.3.1 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.

- 4.3.2 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 Station, a major rail hub, would be supported by the delivery of feeder stations such as Cottam Parkway Station. Cottam Parkway Station forms part of a Local Rail Investment Package.

Central Lancashire Highways and Transport Masterplan

- 4.3.3 The Central Lancashire Highways and Transport Masterplan (CLHTM) was approved in 2013 it sets out the County Council's programme for its highways and transport investment priorities across the Central Lancashire area to 2026 and beyond. In the introduction the CLHTM states that 'this Masterplan, and the technical evidence and public consultation underpinning it, represents the County Council's considered position of the transport infrastructure needed to support the delivery of Central Lancashire's development strategy'.
- 4.3.4 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.'

Transforming Cities Fund

- 4.3.5 The Transforming Cities Fund (TCF) is a mechanism for creating change by the Department for Transport through the promotion of transport infrastructure proposals. The County Council was successful in securing funding for the Scheme from TCF bid.
- 4.3.6 There are a number of high level transport issues and objectives that, as a whole, the TCF bid aimed to tackle in the Preston city region as follows:
- Reduce road traffic congestion;

- Increase bus patronage;
- Increase cycle and walking;
- Improve access to and service frequency of rail services;
- Improve technology to manage the highway network.

- 4.3.7 The TCF bid confirms that Preston Railway Station's strengths are as a national and regional rail hub however the rail network around Preston Railway Station is limited by access from and the service frequency of trains from local stations. Local rail access, especially on eastern and western routes into the city-centre are constrained by hourly services which prevent rail from becoming a realistic alternative for many car-borne commuters travelling within the city-region or to Preston Railway Station for onward journeys.
- 4.3.8 The TCF bid concludes that, through analysis of patronage and demand data, impact of higher service frequencies is expected to have apposite impact on the attractiveness of rail travel for communities on the Fylde Peninsula.
- 4.3.9 The TCF aspiration is that Cottam is expected to be an attractive alternative access point to the rail network. With high frequency services to Preston, the railway station will attract a significant number of users from the Fylde peninsula who currently terminate at Preston Railway Station.

The Preston South Ribble and Lancashire City Deal

- 4.3.10 The Preston South Ribble and Lancashire City Deal (the City Deal) was agreed in September 2013 and is a programme of work that will help to grow the economy by addressing strategic transport infrastructure challenges to deliver new jobs and housing.
- 4.3.11 The City Deal Infrastructure Delivery Programme would enable delivery of critical highway infrastructure and allow the full development of significant commercial development and housing schemes and local community infrastructure. The station is a deliverable within the City Deal programme.

4.4 Conclusion

- 4.4.1 As demonstrated in this section the Scheme has strong a commitment within the Local Development Plan for this area and in the District Councils and County Councils transport plans. The Scheme aligns with national policy. All relevant environmental policy considerations are detailed within the relevant chapters and appendices of the ES and are summarised in the Section 5.

5 Overview of Technical Issues

5.1 Introduction

- 5.1.1 The Scheme has been the subject of an Environmental Impact Assessment in accordance with EIA Regulations 2017. This planning application is accompanied by an ES which identified and has appraised the potential impacts from both the construction and the operation of the Scheme. The information is provided within the ES to assist in the determination of this planning application.

5.2 Landscape

- 5.2.1 The impact of the Scheme on the surrounding landscape has been evaluated and the results of this evaluation are set out within Chapter 5 ‘Landscape and Visual Impact’ in volume 2 of the ES. The chapter describes and classifies the existing landscape, identifies visual receptors within the defined study area and evaluates potential impacts upon the landscape and those visual receptors. Mitigation measures where required are set out within the chapter and illustrated in Appendix 18.1: Environmental Masterplan in volume 3 of the ES.
- 5.2.2 The methodology and guidance used to formulate the landscape and visual impact assessment includes the NPPF, local planning policy and the Landscape Strategy for Lancashire. Terminology and criteria used to assess

the sensitivity of the landscape and visual receptors identified are from these documents. The ability of a landscape or visual receptor to accommodate the proposed change without undue negative consequences is a key consideration of the sensitivity of a receptor of the Scheme.

5.2.3 Landscape impacts during the construction of the scheme are as follows;

- Disruption and loss of some landscape features such as hedgerows, arable farmland, pastoral farmland and topsoil;
- Loss of woodland belt and trees;
- Creation of temporary construction compounds and movement of construction equipment (including lighting); and,
- Impacts on the character of the landscape through the construction of the station and access road.

5.2.4 Whilst the end result of the construction would be permanent, the construction impacts are generally considered to be temporary adverse and reversible.

5.2.5 Impacts of the Scheme on the landscape will continue after the construction of the scheme is complete. Whilst mitigation is included in the Environmental Masterplan (Appendix 18.1 of the ES) there will be a permanent impact on the landscape and visual amenity of the area.

5.2.6 Mitigation methods included to minimise this impact include the incorporation where possible of existing landscape features, improved vegetation and tree cover post construction and the retention and replacement of habitat features within the site.

5.3 Ecology

5.3.1 Chapter 6 'Ecology' of the ES presents the Ecological Impact Assessment (EclA) for the Scheme. The EclA was undertaken to assess the potential ecological impacts of the Scheme through determination of likely significant

effects on important ecological features. An ecological baseline assessment was undertaken during 2020 –2021. Habitats were assessed in the Extended Phase 1 Habitat Survey Report (Appendix 6.2). Protected and notable species were also assessed and are contained within Appendix 6 in volume 3 of the ES.

- 5.3.2 The applicant has confirmed that an appropriate assessment is not required for this Scheme after a Habitats Regulations Assessment (Stage 1 - Screening) (Appendix 6.15 in the ES). was undertaken
- 5.3.3 The approach to the EIA and the methodologies applied are in accordance with the requirements of The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017.
- 5.3.4 The applicant would implement any pre-construction mitigation / compensation habitat creation prior to the loss of habitats (e.g., installation of bat, bird and barn owl boxes). Prepare Precautionary Method of Working (PMW) for works in sensitive ecological areas throughout the Scheme i.e., works close to trees and buildings with bat roost potential or confirmed roosts as well as other commitments specified in the ES.
- 5.3.5 The applicant would appoint a suitably qualified (or team of suitably qualified) Ecological Clerk of Works for implementation of the Ecological Management Plan.
- 5.3.6 The Lancaster Canal runs through the north of the site in an east/west direction. This is a designated Biological Heritage Site. The impacts on this asset have been considered and all potential impacts are considered to be not significant. The bridge construction over the canal represents a very small percentage of the total length of the BHS (e.g., over 50 miles of the canal are navigable). Integrated construction mitigation and good practice design is to be employed to avoid pollutants entering the watercourse. Whilst there may be temporary impacts (i.e., damage or loss) to the emergent vegetation on the canal margins of the BHS, this is not considered to represent a significant

impact.

- 5.3.7 Impacts to the confirmed Daubenton's roost within Quaker's Bridge would be minimised to disturbance only as the roost is approximately 20-25m from the new bridge and road construction. This disturbance is to be further reduced as much as reasonably practical in terms of reducing construction noise, lighting and vibration effects via the submission of a Precautionary Working Method Statement.

5.4 Cultural Heritage

- 5.4.1 A cultural heritage assessment is provided in Chapter 7 'Cultural Heritage' of the ES. The chapter considers the impact of the Scheme on known archaeological remains, historic buildings and the historic landscape.
- 5.4.2 Measures to mitigate impacts on cultural heritage assets have been proposed comprising one or more of the following:
- Archaeological earthwork survey to Historic England Level 1;
 - Careful removal of the Possible Railway Milestone (Asset 52), safe storage, and reinstatement after construction;
 - Evaluation through archaeological investigation; and,
 - Development of a targeted archaeological mitigation strategy during detailed design.
- 5.4.3 Quaker's Bridge is the only designated heritage asset within the site, and it has Grade II listed status. The structure of the bridge is not to be altered as a result of the scheme, however some minor significant impacts to the setting of the heritage asset are expected during the construction phase, predominantly through the presence of construction traffic and temporary construction compounds/areas.

5.5 Air Quality

- 5.5.1 The study area and the methodology for air quality monitoring is provided in Chapter 8 'Air Quality' of the ES. The chapter assesses the potential air quality impacts, at identified receptor locations, associated with the Scheme.
- 5.5.2 The assessment included detailed consideration of dust emissions during construction and road traffic emissions during operation. Emissions from road traffic during construction and from diesel trains were screened out from further assessment and the effect would be not significant on human or ecological receptors.
- 5.5.3 Appropriate good practice mitigation measures were identified to manage and control dust emissions during the construction phase based on the identified risk levels. With these measures in place, it was concluded that air quality effects would be not significant.
- 5.5.4 The assessment of road traffic emissions demonstrated that any changes in air quality at human receptor locations would be negligible, and therefore a not significant effect on air quality. The significance of increases in nitrogen deposition at the Lancaster Canal BHS is determined with Chapter 6 'Ecology'.

5.6 Noise and Vibration

- 5.6.1 Chapter 9 'Noise and Vibration' in the ES confirms the noise and vibration impacts from construction plant and machinery would vary throughout the construction period. The study areas for the noise assessment were defined in accordance with DMRB LA 111 (Highways England, 2020b). Section 1.3 in Appendix 9.2 provides details of study areas used for the noise and vibration assessment of the Scheme, and this information is illustrated on Figure 9.1 and Figure 9.2 in Appendix 9.1 in volume 3 of the ES.
- 5.6.2 An assessment was undertaken of the operation road traffic noise impacts, operation railway station noise impacts and operation railway noise impacts.

The Scheme is predicted to result in a number of significant beneficial effects in the short-term in terms of operational road traffic noise. No significant effects are predicted as a result of operational railway station noise.

5.7 Soils

- 5.7.1 The potential impacts of the Scheme on the existing ground conditions, the geological and hydrogeological characteristics. A high level materials assessment for the Scheme is also presented in Chapter 10 'Soils, Geology and Hydrogeology' in the ES.
- 5.7.2 The assessment has been undertaken with regard to the best practice guidance contained within the Guidelines for Environmental Impact Assessment (IEMA, 2016). Due regard is also given to other Environmental Impact Assessment (EIA) guidelines and best practice published by Government statutory agencies and professional institutions.
- 5.7.3 The baseline conditions were established through a review of desk-based and ground investigation data. Assessments were undertaken to determine the environmental impact of the Scheme during construction and operation. Mitigation measures have been considered in order to reduce the effects of the Scheme. The only significant effect during the construction or operational phases is related to the permanent sealing of Grade 3 agricultural land.

5.8 The Water Environment

- 5.8.1 A assessment of surface water quality, hydromorphology, flood risk and groundwater the detail of these is in Chapter 11 'The Water Environment' and its accompanying appendices in the ES. The assessment has been carried out with guidance from DMRB LA 113 (Road drainage and the water environment, Highways England et al., 2020a) and DMRB LA 104 (Environmental assessment and monitoring, Highways England et al., 2020b).
- 5.8.2 A number of waterways are located within and adjacent to the site which have

been assessed and considered when assessing the flood resilience of the site and also any potential impacts on the water environment. These are the Lancaster Canal, Savick Brook (Catchment), Lady Head Runnel and a number of other ordinary unnamed water course.

- 5.8.3 The Scheme would be constructed to be resilient to flood risk over its lifespan and measures have been employed into the design to avoid the risk of flooding to surrounding land and properties; ensure the surface water from the scheme discharges at greenfield rates (taking climate change into account). It is predicted to remain resilient to flood risk over its lifetime.
- 5.8.4 No significant effects on surface water quality, hydromorphology and groundwater are anticipated during the construction and operational phases, provided mitigation is adhered to.

5.9 Land Use and Accessibility

- 5.9.1 Following completion of the Scheme there would be a direct impact for residential properties, commercial operations and some agricultural uses/businesses. During construction the temporary impacts would be mitigated for with direct contact with the affected parties. Chapter 15 ' Land Use and Accessibility' of the ES 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.
- 5.9.2 The impact of the development has been assess in relation to the following;
- Private Property and Housing;
 - Community Land and Assets;
 - Development Land and Businesses;
 - Agricultural Land Holdings; and,

- Walkers, Cyclists and Horse-riders (WCH).

5.9.3 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

5.10 Traffic and Transport

5.10.1 A traffic and transport assessment was undertaken for the Scheme the detail of the methodology and outcome of the assessment is in Chapter 14 'Traffic and Transport' accompanying appendix in the ES.

5.10.2 Traffic modelling undertaken of the Scheme indicate that there would be negligible impact upon the capacity, safety or operation of the surrounding highway network and as a result no mitigation measures would be required.

5.10.3 There is expected to be a slight beneficial operational impact on pedestrians and cyclists due to the provision of well-connected segregated cycling and walking infrastructure. This also accounts for mitigation provided on the Lea Road route to accommodate for existing difficult crossing movements.

5.10.4 During operation, there would be a slight beneficial residual impact to the PRow network, as closures would be mitigated by the provision of a proximate alternative route.

5.10.5 The effect on public transport would be a large benefit as a result of significantly improved access to the railway network, despite a slight bus route disbenefit resulting from journey time impacts in the construction and operational phases.

5.11 Materials

5.11.1 Chapter 16 'Materials and Waste' of the ES provides an overview of the effects of the use of material assets and any waste related to the Scheme which are to be addressed as part of the appropriate environmental topics and

associated strategies.

5.11.2 A Resources Management Plan as part of a Construction Environmental Management Plan (CEMP). would detail resource management in the construction and operations phases of the Scheme, covering waste, energy and water.

5.11.3 The construction of the Scheme would employ best practice techniques to manage the additional waste arisings associated with the construction and operation of the Scheme.

5.12 Cumulative Impacts

5.12.1 The cumulative impacts assessment focuses on the individual environmental impacts assessed under each of the specialist chapters and considers whether the combination of these impacts may act cumulatively to have a more significant overall effect. The assessment of cumulative impacts is a requirement of the Town and Country Planning (EIA) Regulations 2017 (as amended) and detail is provided in Chapter 17 'Cumulative Impacts' of the ES.

5.12.2 The outcome of the assessment is as follows;

- The Scheme is likely to have adverse impacts on landscape and ecology;
- The Scheme would have major to slight adverse impacts on the views of residents and canal users, and;
- Significant cumulative effects are not predicted for air quality, noise and vibration, socioeconomics, traffic and transport and water and hydrology.

5.13 Environmental Action Plan

5.13.1 The environmental assessment identifies impacts that would require mitigation. The actions and necessary steps and responsibilities for implementing this mitigation have been outlined in Chapter 19 'Environmental

Action Plan' in of the ES. The 'Environmental Action Plan also identifies a number of issues that would need to be included in the Environmental Management Plan for the operation phase of the Scheme.

6 Conclusion

- 6.1.1 Lancashire County Council as the highway authority for the area is applying for planning permission for the Scheme which proposes the construction of a railway station between Cottam and Lea in North West Preston on the Preston Fylde Junction to Blackpool North Railway Line and an associated access road and infrastructure.
- 6.1.2 As the development constitutes EIA development under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations (2017), ('The EIA Regulations'), a full EIA has been undertaken and an ES accompanies this planning application.
- 6.1.3 Survey and assessments carried out under the EIA Regulations have appraised the baseline conditions, the impact of the scheme and have set out satisfactory mitigation measures for the impacts of the development that reflect the most recent guidance and advice issued by Government.
- 6.1.4 This planning statement together with the accompanying ES conclude that the Scheme is regarded by the applicant as being fully in accordance with the national policy, local development plan for the area and as such that this application for planning permission should be granted.