



# Cottam Parkway Railway Station

## Environmental Statement Volume 1: Non-Technical Summary

Document Reference: ES-01-NTS-02



# Introduction

**Lancashire County Council is applying for planning permission for a new railway station to provide transport infrastructure to North West Preston.**

As part of the planning process, an Environment Impact Assessment (EIA) has been carried out to understand the potential effects that the new railway station would have on the environment. An EIA investigates the environmental consequences of a plan, policy, programme, or actual projects before making the decision to proceed. Individual environmental topics are assessed and summarised in the Environmental Statement (ES) chapters.

This ES comprises three volumes which relate to each other as shown on the right side of this page, the descriptions of these documents should help you determine the most relevant documents for you.

The results of the assessment are available in the Environmental Statement and are summarised in this Non-Technical Summary (NTS).

The NTS is a document to the ES and is available for request as a paper copy by contacting  
**Cottamstation@lancashire.gov.uk**

## Volumes of the ES

### Volume 1 - Non Technical Summary

This is a summary of the Cottam Parkway Railway Station Scheme and its likely significant effects on the environment.  
This document should be a useful place to start.



### Volume 2 - Environment Statement

This is the overall assessment of the environmental effects likely to be experienced during the construction and operational phases of the proposed Cottam Parkway Railway Station Scheme



### Volume 3 - Appendices

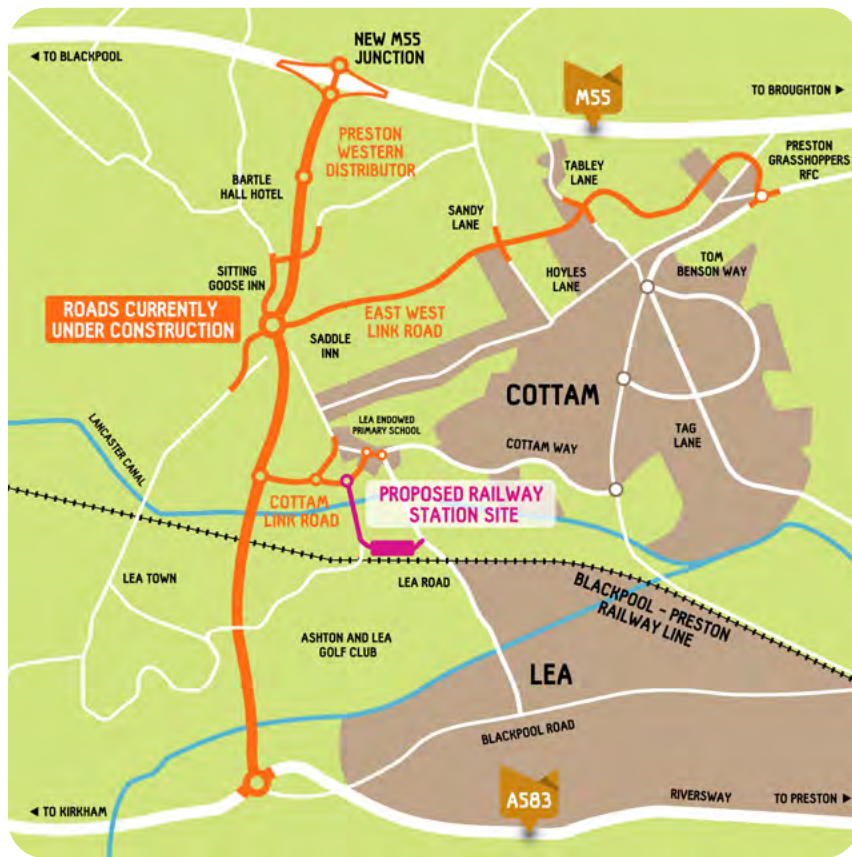
This includes all the relevant technical documents and appendices associated with the Chapters covered in Volume 2.

# Location

**Cottam Parkway Railway Station would be located in North West Preston, in approximately 9.2 hectares. The Preston to Blackpool railway line runs through the southern area of the site.**

**To the north of the site is the Cottam Link Road with Lancaster Canal running centrally through the site from east to west. To the east is Lea Road and to the west is the Preston Western Distributor Road (PWDR).**

**The site lies within open countryside and is currently used for grazing cattle.**



# Why is the station needed?

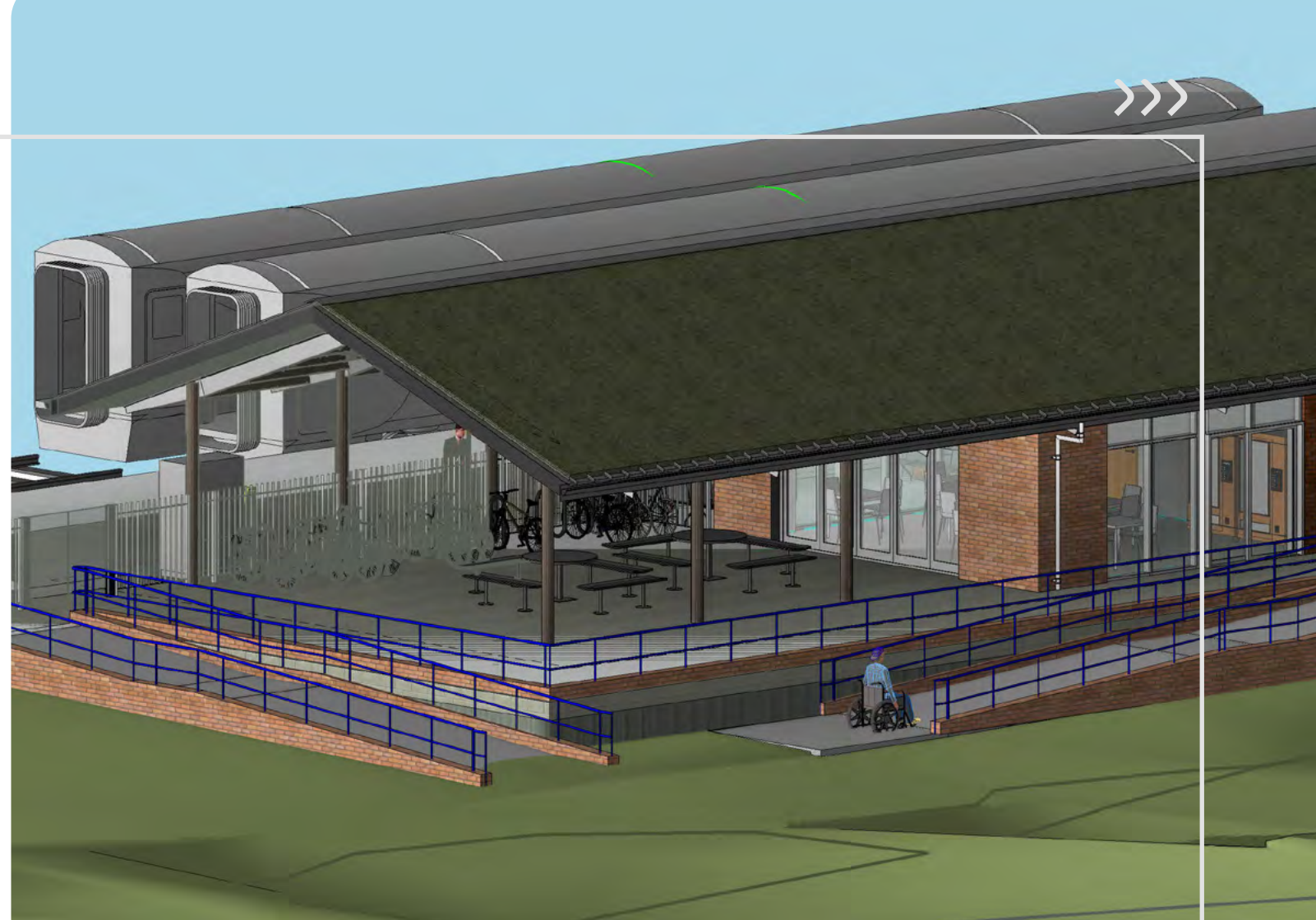
North West Preston was identified in the Preston City Local Plan 2012 – 2026 as an area of strategic residential development. As the population in the region grows, it will be necessary to provide alternative and sustainable transport routes to the main employment centres of the region: Preston, Blackpool, Manchester and beyond. The station would provide sustainable transport infrastructure for the area of Ingol, Lea and Cottam. The benefits of the 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 new 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 station would provide more options for people to travel in and around the city and beyond.



# Station Design

- The railway station forecourt would be located between two car parks and to the south of the forecourt would be the railway station building. The railway station forecourt would provide two bus stops, together with passenger drop off and a taxi collection bay.
- The railway station building would be located between the station forecourt and the western end of the northern platform. For convenience and ease of access, the finished floor level of the railway station building would closely align with the proposed platform level. The railway station building would have a green roof and solar panels. There will be a footbridge including a lift to connect the northern and southern platforms.
- A Secondary Means of Escape would be constructed from the southern platform towards Lea Road with an emergency vehicle access.
- Cycle parking would be provided and would be split between the railway station terrace area and by lockable cycle lockers to the south of the station forecourt.
- A segregated footway and cycleway along the existing Sidgreaves Lane connecting to Lea Road and the creation of a bus gate onto Lea Road.
- A new access road to the railway station which originates from the new Cottam Link Road Roundabout.
- The construction of a pond by the new roundabout to sustainably collect water runoff from the road.
- Construction of a new bridge over the Lancaster Canal.





# Consideration of Alternatives

Five alternative locations were considered for the railway station. These were:

- **Option 1** Located partly below the future Preston Western Distributor Road bridge and the overhead power lines
- **Option 2** Situated closest to Lea Road
- **Option 2a** Situated adjacent to Darkinson Lane/Sidgreaves Lane

- **Option 2b** Situated between option 2 and 2a and is an optimised version of these two options
- **Option 3** Located on a curved portion of the track in the centre of the area and situated to the west of Darkinson Lane

**Option 2b was selected as the preferred location for the Cottam Parkway Railway Station.**





# Environmental Topics

Each chapter topic summary has been divided into the construction effects during the building of the Scheme and operational effects during the life span of the Scheme, when functioning as a railway station.

## Air Quality

- It is predicted that the impacts on air quality during the construction of the Scheme would be minimal. Dust from vehicles and earthworks will be managed and kept to a minimum.
- The Scheme is not predicted to result in a significant change in the levels of air pollution (NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>) in the local area, meaning that the risks to ecosystem health and human health caused by poor air quality are very low.





# Ecology



- The Scheme is mostly located in an area of improved grassland used for grazing which is of low biological importance. However, habitats and species of nature conservation importance have been found in the wider area. These include scattered mature broad-leaved trees; hedgerows; common toad, slow worm; breeding birds; wintering birds; bats; hedgehog; brown hare and otter.
- The Scheme would incorporate tree planting, hedgerow planting and habitat creation for wildlife. The Scheme aims to achieve a minimum of 10% net increase in biodiversity (the quality and total number of plant and animal species) in the local area.
- Creating new habitats for ecology and biodiversity would result in beneficial effects for all species over the long term. Most species would remain largely unaffected by the Scheme, but there would be some limited local negative impacts to the brown hare.
- The brown hare is a protected species in the UK and they are commonly found in grassland habitats and at woodland edges. As North West Preston is developed for residential use, brown hare habitat is reduced. Mitigation for the loss of brown hare habitat is not possible.



# Landscape



The Scheme is an area of land on the urban edge of Cottam which has a predominantly gentle topography, with slightly steeper slopes along water courses. There is 1 Biological Heritage Site, a Grade II listed Bridge, ponds, watercourses and well-established hedgerows and trees all within the site area. The Cottam Link Road, the Lancaster Canal and the Preston to Fylde junction to Blackpool North line also cross the site area. These all contribute to the landscape and the areas character.

It is acknowledged that the landscape will be significantly adversely affected during the construction of the Scheme due to the presence of plant and construction material. The impacts, whilst not completely resolved will be mitigated against through the following (but not limited to); the screening of construction areas, controlled movement of vehicles and controlled lighting.

There will also be an adverse impact during the operation of the Scheme due to the presence of the station building, footbridge, car park and access road. Tree and hedgerow mitigation planting would not yet be established and would have limited reduction in impacts at opening year. The Scheme would not result in any significant effects by operation summer year 15 due to sufficient vegetation growth, although the loss of pre-development open green space would be permanent.



# Cultural Heritage

A total of 69 cultural heritage assets have been identified in the area around the railway station. This number is made up of 38 archaeological sites and 26 historic buildings or structures including 6 Grade II Listed Buildings, and 5 historic landscape types. During construction, 14 of the 69 cultural heritage assets would be impacted. However, these impacts are thought to be non-significant once mitigation has been completed. Mitigation measures include:

- 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.

# Noise and Vibration

During construction it is likely that even with the inclusion of noise mitigation measures and limited working hours, some negative noise impacts would still occur. These effects are likely to impact Quaker Lodge, The Shires Ashton Lodge and Railway Cottages. The impacts would be temporary whilst the Scheme is being built. No vibration effects are anticipated during the construction.

Once the Scheme is open, it is predicted that a number of significant beneficial effects in the short-term will occur, resulting in a noise decrease along Lea Road, which would experience reduced traffic.

Overall, no significant changes to current noise levels are predicted from the operation of the railway station and no negative impacts are predicted from road traffic noise.





# Soils, Geology and Hydrogeology



During construction of the Scheme, it is likely that there would be no significant impacts on human health, groundwater and surface water. It is likely that there would be a significant adverse impact on soil quality during construction of the Scheme. Primarily, this would be a consequence of:

- The permanent sealing of soils; and,
- Making previously reusable soils unsuitable for reuse through excavation, stripping, storage and/or compaction.

During the operation of the Scheme, the assessment has determined that there would be no significant impacts on human health, surface water, groundwater, buildings and infrastructure or soil quality.





# The Water Environment

Four aspects of the water environment were assessed to determine the impact of the Scheme on the water environment. These were:

- Surface water quality;
- Hydromorphology (Physical character and water content of water bodies);
- Flood risk; and,
- Groundwater.

No impacts on surface water quality are anticipated during the construction and operation of the Scheme.

No impacts on hydromorphology are anticipated during the construction and operation of the Scheme once mitigation has taken place.

Flood risk from river flooding, surface water, groundwater, and canals were assessed. The development would be located within Flood Zone 1 and is therefore, generally at low risk of flooding.

A new culvert would be designed to reroute the Central Watercourse beneath the new station and a surface water management system would ensure the Scheme is safe from flooding without increasing the risk of flooding elsewhere.

Further groundwater assessment would take place at a later stage to fully assess the potential impacts of the Scheme.





# Climate Change



## Climate change resilience

Climate change resilience refers to the ability of the Scheme to adapt to the expected changes in climate over its operational lifetime.

In the short term, the effects from the construction of the Scheme are unlikely to cause any serious negative impacts on the

climate change resilience of the Scheme. This is due to the mitigation that would be implemented, the nature of the construction activities and the dates of the construction period.

During the operation of the Scheme, it is likely that there would be no significant impacts as a result of the Scheme in respect of climate change.

The following mitigation measures are proposed to tackle climate change resilience of the Scheme:

- Consideration of the use of construction materials with superior properties (such as increased tolerance to fluctuating temperatures) to be included within detailed designs;
- Consideration of climate change projections to be within maintenance plans;
- Drainage systems designed to protect against a return period of 1-in-100 years flood event;
- Contingency plans for dealing with severe weather events; and,
- Regular maintenance of assets.



# Human Health

The potential impacts of the Scheme on human health were assessed.

Some minor to major beneficial impacts are predicted for the surrounding population once mitigation measures have been implemented and no significant adverse impacts on human health are predicted to arise. Resultingly, the Scheme would improve the health outcomes for the population of Ingol, Cottam and Lea.

Health benefits of the station development include:

- Providing direct and indirect employment opportunities in the area;
- 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.





# Traffic and Transport

Following analysis, the traffic and transport assessment found that the Scheme would increase public transport accessibility for Cottam and wider North West Preston area, with areas such as Blackpool, South Ribble and Wigan all becoming easily accessible by public transport.

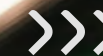
The Scheme is predicted to generate 1,146 daily passengers in 2024, increasing to 1,248 in 2039.

The station would require a Public Right of Way that currently crosses the site from west to east to be rerouted. Once rerouted, the impact on footpath users would be negligible.

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

A slight beneficial operational impact on pedestrians and cyclists is predicted as well-connected segregated cycling and walking infrastructure would be built.

A large beneficial effect on public transport would arise as a result of significantly improved access to the railway network, despite some bus route journey times being negatively impacted during the construction and operational phases.





# Land use and Accessibility

Land use and Accessibility is the predicted impact that the Scheme would have on land use in the local area and the ability of users to access land, property, infrastructure, businesses and community facilities.

As construction begins on the Scheme, some disruption is expected to the local road network and a Public Rights of Way.

Suitable diversions and traffic management would help to minimise the impact this may have.

During the operation of the Scheme, it is predicted that walkers, cyclists and horse riders in the area around the Scheme would benefit from the improved cycle and pedestrian infrastructure that would be constructed for the access.

However, public footpath would be diverted which may have an impact on journey times for footpath users.

Landowners and local businesses are predicted to experience a negligible beneficial impact associated with the improvements to the highway network allowing shortened journey times.

## Legend

- Alternative Route
- Current Public Right of Way



# Materials and Waste

Building the railway station would require resources such as, concrete, tarmac, bricks and topsoil. This would result in a reduced availability of material resources such as aggregates.

The Scheme would also involve substantial earthworks.

The Scheme would generate other types of waste which require onsite waste management. The Scheme would rely on the local waste management facilities and would lead to the permanent reduction in landfill capacity. However, the independent assessment of the likely significant

environmental effects arising from waste materials or the use of natural resources has been scoped out by the Environmental Impact Assessment. These topics are also to be sufficiently addressed within the Scheme design, relevant discipline chapters and management plans.

# Cumulative Impacts »

Cumulative impacts are the impacts of the Scheme that may not be a cause for concern when assessed individually but may become more serious when looked at in the context of the wider area.

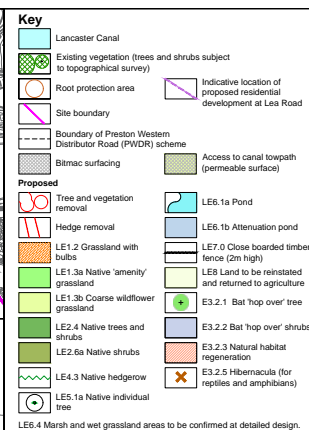
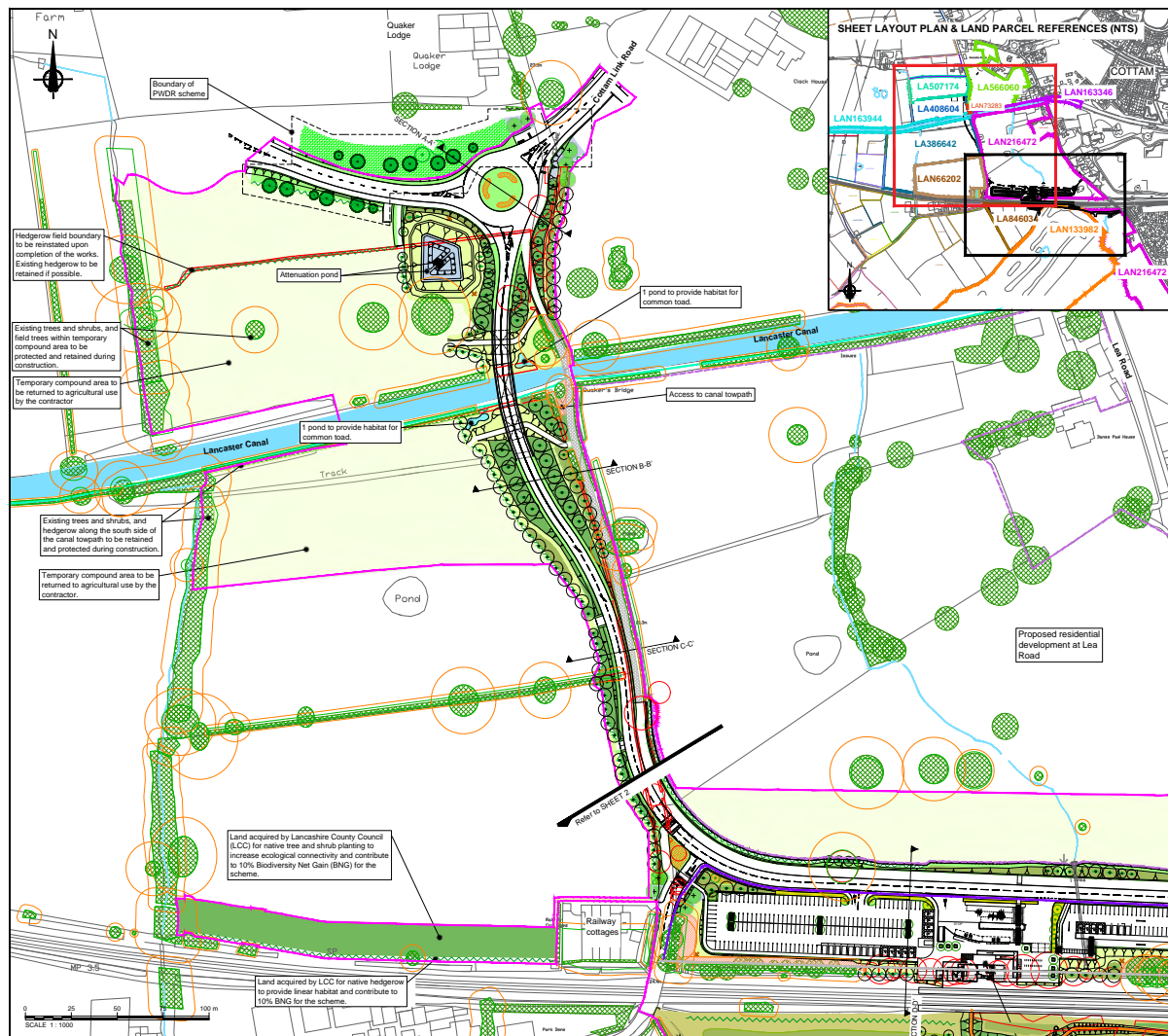
With North West Preston undertaking large amounts of residential building and transport infrastructure development, it is likely that cumulative effects may be present.

Without mitigation, the Scheme would contribute to the removal of hedgerows and trees that would further impact the local ecology by reducing habitat. However, the Scheme proposes to mitigate these losses by achieving a 10% increase in the total plants and

animal species present in the local area to compensate for the removal of hedgerows, trees and general loss of habitat.

The exception to this would be the loss of habitat for brown hare. Due to the amount of development in the area, brown hare have undergone a significant amount of habitat loss. The Scheme would contribute to the reduction of habitat for brown hare. Mitigation for this loss of habitat is not possible.





P03	05.08.22	Final issue	AR	DB	DB	Ph
P02	06.07.22	Final Draft	AR	DB	DB	Ph
P01	11.10.21	Draft for consultation	AR	DB	DB	Ph
Rev	Date	Purpose of revision	Drawn	Check'd	Rev'd	Ass'd

# Jacobs

**Lancashire**  
County  
Council

### Stam Parkway Railway Station

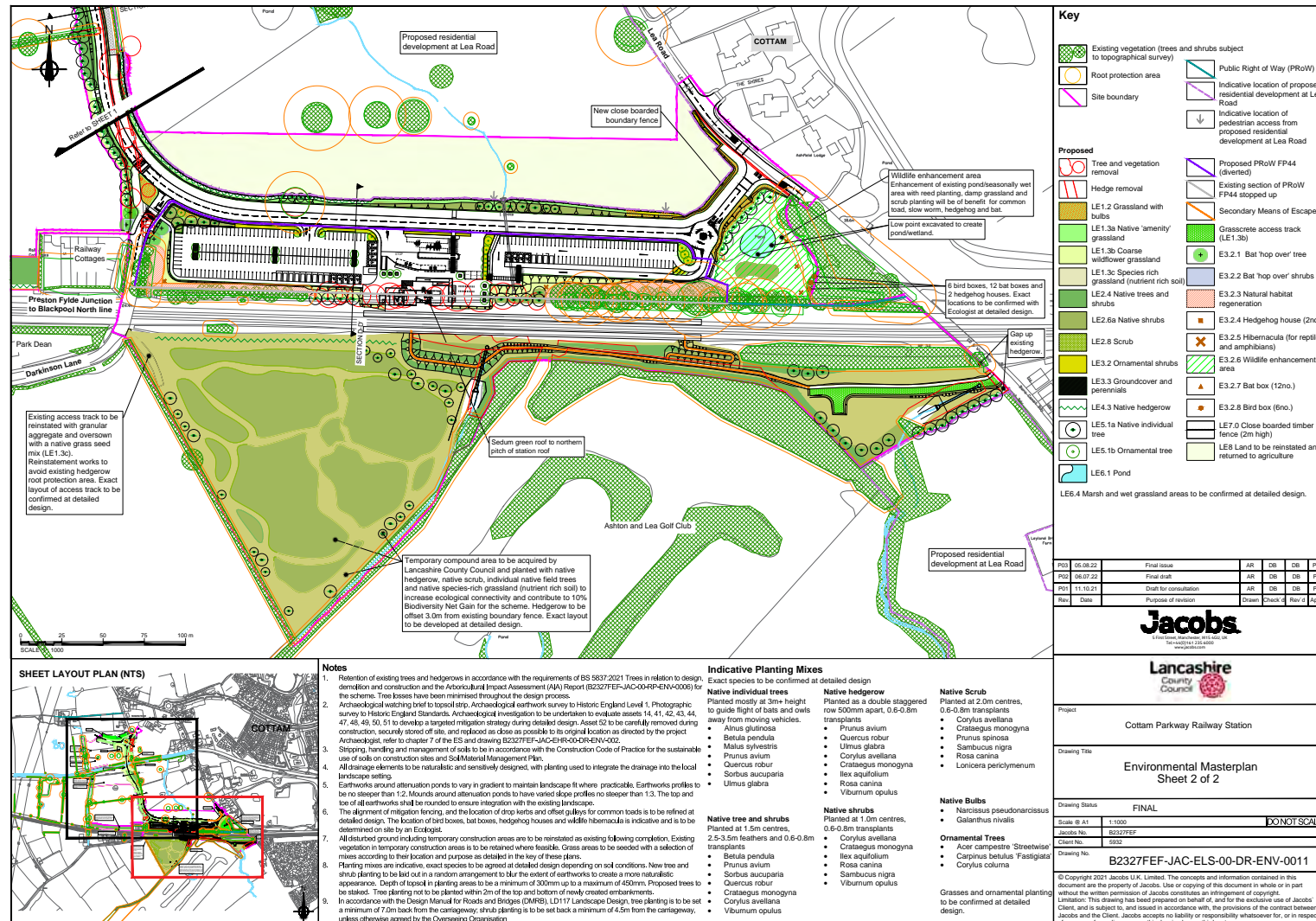
Environmental Masterplan  
Sheet 1 of 2

FINAL

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**Notes:**

1. Retention of existing trees and hedgerows in accordance with the requirements of BS 5837:2012 Trees in relation to design, demolition and construction and the Arboricultural Impact Assessment (AIR) (BS 5837:2012+A1:2017 BS-CAP-90-EN-00016) to be retained.
2. Archaeological Walsingham belt to tropical strip, Archaeological earthwork survey to Historic England Level 1, Photographic survey to Historic England Standards, Archaeological investigation to be undertaken to evaluate assets 1, 2, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 8

### Indicative Planting Mixes

Native individual trees	Native hedges
Planted mostly at 3m+ height to guide flight of bats and owls away from moving vehicles.	Planted as a single row 500mm apart
<ul style="list-style-type: none"> <li>• <i>Alnus glutinosa</i></li> <li>• <i>Betula pendula</i></li> <li>• <i>Malus sylvestris</i></li> <li>• <i>Prunus avium</i></li> <li>• <i>Quercus robur</i></li> <li>• <i>Sorbus aucuparia</i></li> <li>• <i>Ulmus glabra</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Prunus</i> spp.</li> <li>• <i>Quercus</i> spp.</li> <li>• <i>Ulmus glabra</i></li> <li>• <i>Corylus</i> spp.</li> <li>• <i>Crataegus</i> spp.</li> <li>• <i>Ilex aquifolium</i></li> <li>• <i>Rosa canina</i></li> <li>• <i>Viburnum</i> spp.</li> </ul>

**Native tree and shrubs**

Native tree and shrubs	Planted at 1.5m centres, 2.5-3.5m feathers and 0.6-0.8m transplants	Planted at 1.0m centres, 0.6-0.8m transplants
<ul style="list-style-type: none"> <li>• <i>Betula pendula</i></li> <li>• <i>Prunus avium</i></li> <li>• <i>Sorbus aucuparia</i></li> <li>• <i>Quercus robur</i></li> <li>• <i>Crataegus monogyna</i></li> <li>• <i>Corylus avellana</i></li> <li>• <i>Viburnum opulus</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Corylus avellana</i></li> <li>• <i>Crataegus monogyna</i></li> <li>• <i>Ilex aquifolium</i></li> <li>• <i>Rosa canina</i></li> <li>• <i>Sambucus nigra</i></li> <li>• <i>Viburnum opulus</i></li> </ul>	

Native Scrub

- *Corylus avellana*
- *Crataegus monogyna*
- *Prunus spinosa*
- *Sambucus nigra*
- *Rosa canina*
- *Lonicera periclymenum*

**Native Bulbs**

- *Narcissus pseudonarcissus*
- *Galanthus nivalis*

**Ornamental Trees**

- *Acer campestre* 'Stratford' (Strawberry Tree)
- *Carpinus betulus* 'F. Pyramidalis' (European Hornbeam)
- *Corylus colurna* (Common Hazel)

Grasses and ornamentals to be confirmed at detail design.

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# Summary



Throughout this document, it has been shown that there are relatively few significant effects anticipated as a result of the Scheme. When mitigating for the Scheme, we first choose to avoid any potential effects. If this is not possible then we would seek to minimise any potential adverse effects. Failing this, the next option would be to restore the impacted areas. Ultimately, if this is not possible, we would seek to offset any impacts that remain. This is known as the mitigation hierarchy. After mitigation, these significant effects are confined to the following EIA topics:

- Soils, Geology and Hydrology; and
- Ecology.

These and any other impacts likely to have an adverse impact on the environment would be mitigated through:

- The Construction Environmental Management Plan (CEMP). The CEMP would address working hours, traffic management measures, ecological mitigation, best on-site practice and measures to address potential pollution

sources, waste management, noise, dust and vibration creation.

- An Environmental Masterplan, which incorporates landscaping and ecological mitigation, habitat creation, and sustainable drainage (Sustainable Drainage Systems). This Environmental Masterplan would seek to reduce impacts on the environment and where possible enhance the local surrounding area.