Cottam Parkway Railway Station

Environmental Statement

Volume 2: Main Statement

Chapter 1: Introduction

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1 Introduction

ES Chapter Number	Environmental Topic	Relevant Appendices
1	Introduction	Appendix 1-3.1: Options Report Appendix 1-3.2: Planning Policy Reference Document Appendix 1-3.3: EIA Competent Experts

1.1 Introduction

1.1.1 Lancashire County Council is applying for planning permission for the construction of a new railway station, known as 'Cottam Parkway Railway Station'. The proposed station would be sited on the Preston Fylde Junction to Blackpool North Fylde Line in North West Preston.

1.1.2 An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) has been produced which has assessed the potential impacts of the Scheme.

1.2 Scheme Proposal

1.2.1 Cottam Parkway was considered as part of the Central Lancashire Highways and Transport Masterplan (Lancashire County Council, 2013), which represents a plan for transport infrastructure to support the deliver of major housing and employment growth in the North West of Preston.

1.2.2 The railway station is to be sited adjacent to the Preston Western Distributor Road (PWDR) which links directly to the M55. Construction is expected to

finish on the PWDR in 2023. It would, therefore, be operational during the construction of Cottam Parkway Railway Station.

1.2.3 The Scheme includes the following development: a station building; station platforms, a footbridge over the railway, an access road from a new roundabout (connected via Preston Western Distributor Road's Cottam Link Road) including segregated footpath and cycle track; an access road bridge over the Lancaster Canal; a 248-space lit car park; and, a secondary means of escape to the south of the railway line. The associated car park is intended to provide a park and ride facility for the City of Preston and provisions would be made for a new bus-stop for the existing bus services.

1.2.4 The Scheme is located entirely within the local authority boundary of Preston City Council. A summary of the Scheme is set out in Section 1.6 and a fully detailed description is contained in Chapter 3 ‘Description’ of this ES.

1.3 Environmental Statement – Purpose of the Scope

1.3.1 An EIA is a systematic process by which information about the scope and likely environmental effects of a proposed development are assessed and presented to the Local Planning Authority (LPA), relevant stakeholders and the public to inform the decision on whether the development should be granted planning permission.

1.3.2 This document is Volume 2 of the ES which has been prepared to inform consideration of the planning application for the Scheme and its entirety comprises:

- Volume 1: Non-Technical Summary
- Volume 2: Main Statement; and,
- Volume 3: Technical Appendices and supporting information.

1.3.3 The purpose of this ES is to set out the overall baseline conditions, to identify and assess the potential significant effects and where necessary, provide the mitigation measures to offset those identified significant effects. The ES focuses on the significant environmental impacts of the Scheme in accordance with the Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017.

1.3.4 Those persons responsible for specific chapters of the ES are as follows:

Table 1.1 – Environmental Statement Contributors

ES Chapter Number	Environmental Topic	Primary Author
1	Introduction	Victoria Walmsley
2	Background	Victoria Walmsley
3	Description	Victoria Walmsley / Grace Wilson
4	Assessment Methodology and Consultation Process	Robert Taylor
5	Landscape and Visual Impact	Anna Ruffell
6	Ecology	Ryan Knight
7	Cultural Heritage	Robert McNaught
8	Air Quality	Steven Byrne
9	Noise and Vibration	Andrew Johnston
10	Soils, Geology and Hydrogeology	Richard Pollard
11	The Water Environment	Mark Johnson Ben Smith Charles Dennison Daniel Jeffries
12	Climate Change	Victoria Walmsley / Nicholas Benson
13	Human Health	Nicholas Benson
14	Traffic and Transport	Jon Addy / Rebekah Nicholls
15	Land Use and Accessibility	Richard Parker / Wayne Selway
16	Materials and Waste	Victoria Walmsley
17	Cumulative Impacts	Nicholas Benson
18	Summary	Nicholas Benson

19	Environmental Action Plan	Victoria Walmsley / Grace Wilson
20	Glossary	Grace Wilson

1.3.5 Volume 3 of the ES is formed from the various figures and technical appendices which the individual ES chapters rely on and make reference to and have informed the EIA process. The content of volume 3 is presented below.

Table 1.2 – List of Technical Appendices

Chapter Number	Environmental Topic	Relevant Appendices
1	Introduction	Appendix 1-3.1 Options Report Appendix 1-3.2 Planning Policy Reference Report Appendix 1-3.3 EIA Competent Experts
2	Background	
3	Description	
4	Assessment Methodology and Consultation Process	Appendix 4.1 Consultation Statement
5	Landscape and Visual Impact	Appendix 5.1 Landscape Figures Appendix 5.2 Landscape and Visual Impact Assessment methodology Appendix 5.3 Visual and Landscape Impact Tables Appendix 5.4 Photomontages Appendix 5.5 Arboricultural Impact Assessment Report
6	Ecology	Appendix 6.1 Ecology Figures Appendix 6.2 Extended Phase 1 Habitat Survey Report Appendix 6.3

		Hedgerow Survey Report Appendix 6.4 Aquatic Survey Report Appendix 6.5 Common Toad Survey Report Appendix 6.6 Great Crested Newt Survey Report Appendix 6.7 Breeding Bird Survey Report Appendix 6.8 Wintering Bird Survey Report Appendix 6.9 Barn Owl Report Appendix 6.10 Preliminary Bat Roost Assessment Appendix 6.11 Bat Activity Survey Report Appendix 6.12 Water Vole and Otter Survey Report Appendix 6.13 Badger Survey Report Appendix 6.14 Priority Species Survey Report Appendix 6.15: Habitats Regulations Assessment Screening Report Appendix 6.16 Biodiversity Net Gain Report
7	Cultural Heritage	Appendix 7.1 Cultural Heritage Desk-Based Study Appendix 7.2 Geophysical Survey Report
8	Air Quality	Appendix 8.1 Air Quality Figures Appendix 8.2 Air Quality Dispersion Modelling Appendix 8.3 Construction Dust Risk Assessment

9	Noise and Vibration	Appendix 9.1 Noise Figures Appendix 9.2 Noise and Vibration Technical Appendices
10	Soils, Geology and Hydrogeology	Appendix 10.1 Geo-environmental Risk Assessment Appendix 10.2 Ground Investigation Report Appendix 10.3 Soils Site Report
11	The Water Environment	Appendix 11.1 Flood Risk Assessment Appendix 11.2 Highways England Water Risk Assessment Tool Report Appendix 11.3 Water Environment Regulations Compliance Assessment Appendix 11.4 Water Environment Figures
12	Climate Change	Appendix 12.1 Carbon Calculations
13	Human Health	Appendix 13.1 District Health Profiles Appendix 13.2 Health Deprivation and Disability Rank Figure Appendix 13.3 Rapid Health Impact Assessment
14	Traffic and Transport	Appendix 14.1 Traffic and Transport Assessment Methodology
15	Land Use and Accessibility	Appendix 15.1 Private and Community Assets Figure Appendix 15.2 Agricultural Assessment
17	Cumulative Impacts	Appendix 17.1 Cottam Parkway Planning Applications Nearby Figure

18	Summary	Appendix 18.1 Environmental Masterplan Appendix 18.2 Environmental Masterplan Cross Sections Appendix 18.4 Impacts Summary Table
19	Environmental Action Plan	N/A
20	Glossary	N/A

1.4 Legal Requirements for Environmental Impact Assessment

1.4.1 Prior to the grant of planning permission for certain types of development which planning permission is sought, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) requires those applications to be accompanied by an ES and to have been the subject of an EIA.

1.4.2 Under Schedule 2 10 (d) of the EIA Regulations development by the nature of the type, scale, location and wider potential environmental impacts the Scheme is subject to an EIA.

1.4.3 The EIA process for the Scheme has been carried out in accordance with the guidance in the Design Manual for Roads and Bridges (DMRB), 'LA 104 - Environmental assessment and monitoring'. Further to the guidance, the DMRB specifies a list of required specialist topics to be considered. The DMRB also provides guidance on the methods and approaches to be used for each topic. Many of the specialist topics also refer to other discipline specific guidance published by other government departments, public bodies and professional institutions and these have been referred to where required. Further information is provided on the approaches and methods applied by

the EIA process in Chapter 4 'Assessment Methodology and Consultation Process'.

1.4.4 The information required by the EIA Regulations and where to find this information in this ES is set out in Table 1.3.

Table 1.3 – Information for inclusion in environmental statements required under Schedule 4 of the EIA Regulations

Paragraph	Information Requirement	Chapter or Appendix
1	A description of the development, including in particular:	
a)	A description of the location of the development;	Volume 2: Chapter 3 - Description
b)	a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;	Volume 2: Chapter 3 – Description
c)	a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;	Volume 2: Chapter 3 – Description, Chapter 10 – Soils, Geology, Hydrogeology
d)	an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.	Volume 2: Chapters 5-17
2	A description of the reasonable alternatives.	Volume 2: Chapter 2 – Background, Chapters 5 - 17 Volume 3: Appendix 1-3.1 Options Report
3	A description of the relevant aspects of the current state of the environment.	Volume 2: Chapters 5 - 17

4	A description of the factors) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	Volume 2: Chapters 5 - 17
5	A description of the likely significant effects of the development on the environment resulting from:	
a)	the construction and existence of the development, including, where relevant, demolition works;	Volume 2: Chapter 3 – Description
b)	the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;	Volume 2: Chapters 6 – Ecology, Chapter 10 – Soils, Geology and Geomorphology, Chapter 11 – The Water Environment
c)	the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;	Volume 2: Chapter 8 – Air Quality, Chapter 9 – Noise and Vibration
d)	the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);	Volume 2: Chapter 7 – Cultural Heritage, Chapter 13 – Human Health
e)	the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;	Volume 2: Chapter 17 – Cumulative Impacts
f)	the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;	Volume 2: Chapter 12 – Climate Change

g)	the technologies and the substances used.	Volume 2: Chapter 3 – Description, Chapter 16 – Materials
6	A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Volume 2: Chapter 4- 17
7	A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Volume 2: Chapter 5-17
8	Description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned.	Volume 2: Chapter 13 – Human Health
9	A non-technical summary of the information provided under paragraphs 1 to 8.	Volume 1: Non-Technical Summary
10	A reference list detailing the sources used for the descriptions and assessments included in the environmental statement	Volume 2: Documents referenced at the end of each technical chapter and / or appendix.

1.5 Surrounding Landscape and Constraints

1.5.1 The site is located on the Coastal Plain of the Fylde which in 'A Landscape Strategy for Lancashire', is described as *'gently undulating or flat lowland farmland divided by low clipped hedges and punctuated by small secondary deciduous woodlands. This character is typified both within the site and the pastoral/farming/equestrian uses which surround the boundaries'*.

1.5.2 The existing highways, and the existing Preston Fylde Junction to Blackpool North Fylde Line enclose the site on all sides. The alignment of the canal is understood to follow the path of a Roman Road but even following an archaeological investigation for the construction of the Preston Western Distributor Road (PWDR) and East West Link Road (EWLR), no evidence of such a Roman Road has been found. More recent historic assets associated with the canal usage may be present. The site is bound by Lea Road to the east. Sidgreaves Lane bridges the Lancaster Canal via Quaker's Bridge which is a listed building. Darkinson Lane is situated to the south and to the west is the PWDR (under construction) and high voltage overhead powerlines which are aligned parallel to the east side of the PWDR.

1.5.3 It is expected that the railway station foundation would be founded within the Glacial Till at relatively shallow depth. The foundation levels would be founded within Sherwood Sandstone Group – Sandstone.

1.5.4 Chapter 11 'The Water Environment', considers the impacts of the Scheme on the water environment and the likely impact the Scheme would have on water bodies and drains identified within the study area. A Outline Drainage Strategy (CLM07-LCC-DEV-500-0001) is provided as part of this Planning Application to address the impacts that were highlighted in Chapter 11.

1.5.5 The site is currently agricultural pasture land bound by hedgerows and hedgerow trees. Therefore, a full ecological survey has been carried out as part of the EIA process.

1.5.6 The main constraint to the site is in the proposed access which requires the bridging of the Lancaster Canal from the proposed Cottam Link Road to the north. The site also slopes downwards from the north towards the railway station building which has dictated the length of the access road. The Lancaster Canal and associated boundaries are designated as a Biological Heritage site and a wildlife corridor in the Local Plan.

1.6 Summary of the Scheme

1.6.1 The Scheme would comprise the following development

- The Railway Station building would be a standard pattern Network Rail parkway station design constructed from brick facings. It would benefit from a ticket office, a waiting area, accessible toilets, station office, refuse collection area and internal plant rooms;
- Two 205m long platforms to cater for 8-coach sets with expansion room to allow the platforms to be lengthened to cater for 11-coach train sets used by the current rail franchisees. The platforms would benefit from lighting together with covered waiting areas/shelters on the platform;
- An accessible bridge with an approximate span of 15m with 6m of clearance from the railway tracks which would contain two accessible lifts and stairways serving each of the two platforms;
- A Secondary Means of Escape (SME) which would provide emergency access to the south platform. This would take the form of a ramp from the south platform and provide access to Lea Road. There would also be road access, and a turning head for emergency vehicles.
- A 248 space car park split over two areas to the east and west of the railway station building. A total of 165 spaces would be available in the west car park. There would be a total of 83 spaces in the east car park. This would be implemented for use as a park and ride along with the associated vehicle access, circulation roads, drop-off area, landscaping and lighting. The main

surfaces of the hard-landscaped areas would be permeable block/tarmac material;

- Cycle locker/storage bays, motorcycle bays, bus stops and a bus turning area would be provided;
- The railway station would be accessed by bus/motor vehicle from Cottam Way/Link by the access road which would be constructed to an adopted highway standard. An attenuation pond would be formed south east of the Cottam Link Road Roundabout. The access road would cross over the Lancaster Canal by the access road bridge; and
- Cycle and pedestrian access would be made using a segregated cycle track and footpath off the Cottam Link Road Roundabout using the existing Quaker Bridge on Sidgreaves Lane.

1.7 References

Lancashire County Council (2013), *Central Lancashire www.lancashire.gov.uk March 2013 Highways and Transport Masterplan*. Preston: Lancashire County Council. [Online] Available at: https://www.lancashire.gov.uk/media/234524/Central-Lancashire-Highways-and-Transport-Masterplan.pdf (Accessed 27 April 2022).