Cottam Parkway Railway Station

Environmental Statement

Volume 2: Main Statement

Chapter 5: Landscape and Visual Impact

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5 Landscape and Visual Impact

ES Chapter Number	Environmental Topic	Relevant Appendices
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5.1 Introduction

5.1.1 This chapter describes the potential landscape and visual effects resulting from the construction and operation of the Cottam Parkway Railway Station (hereinafter referred to as 'the Scheme'). It is linked with the landscape receptor schedule and the visual receptor schedule in Appendix 5.3 in volume 3 of this Environmental Statement (ES).

5.1.2 This chapter assesses the degree of anticipated change the Scheme would have on the landscape including the hierarchy of Landscape Character Types (LTCs), Landscape Character Areas (LCAs) and Local Landscape Character Areas (LLCAs) in addition to designated landscapes. The chapter also assesses the anticipated effect the Scheme would have on the visual

amenity and views experienced by a range of representative viewpoints, including residential, recreational and commercial receptors.

5.1.3 The assessment methodology is summarised in Section 5.3 of this chapter and detailed in Appendix 5.2 'Landscape and Visual Impact M`ethodology' in volume 3 of this ES. This chapter provides a baseline description of the landscape and visual receptors likely to be impacted by the Scheme. A description of the potential effects of the Scheme in the absence of mitigation is then provided. Mitigation measures to avoid, reduce or offset potential effects have been proposed and these are taken account of in the assessment of residual effects.

Study Area

5.1.4 The overarching study area for the definition of the baseline landscape and visual conditions has been broadly defined by the extent to which the Scheme is likely to be visible from the surrounding landscape. This has been determined by a combination of computer-generated Zone of Theoretical Visibility (ZTV) mapping and site appraisal.

5.1.5 Figure 5.1 Zone of Theoretical Visibility shows theoretical visibility within the surrounding landscape. The study area is focused on this area and is shown on Figure 5.1 in Appendix 5.1 in volume 3 of this ES. This is a bare earth model (i.e. does not allow for intervening buildings and vegetation) so that actual visibility would be less than shown in the ZTV.

5.1.6 Although theoretical visibility of the proposed building and structures extends up to 5km from the Scheme site, the site appraisal has shown that actual views towards the Scheme are likely to be limited beyond 1km due to the diminishing effect of distance, surrounding topography, vegetation, Preston's urban edge and the Preston Western Distributer Road (PWDR) viaduct embankments. There are therefore unlikely to be any significant effects on landscape character and visual receptors beyond 1km. The assessment has therefore been focused on a detailed study area of 1km from the Scheme.

The determination of the location of representative viewpoints and detailed study area has been agreed with Landscape Architects at Lancashire County Council.

5.2 Relevant Legislative, Plans, Policies and Background

5.2.1 The following section provides a summary of national and local designations and planning policy of relevance to the landscape of the Scheme.

National Planning Policy

5.2.2 The National Planning Policy Framework (NPPF) (MHCLG, 2021) sets out the UK government's planning policies for England and provides guidance on how these policies are expected to be applied. Policies of relevance to this topic within the NPPF are listed below.

- Chapter 2: Achieving sustainable development – outlines the planning systems three overarching objectives namely economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways. The environmental objective is 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;

- Chapter 8: Promoting healthy and safe communities – concerned with high quality open spaces, local green space and land of recreational usage;

- Chapter 9: Promoting sustainable transport –states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that the potential impacts of development on transport networks can be addressed including the environmental impacts of transport infrastructure can be identified, assessed and taken into account, including mitigation measures and net environmental gains.

Paragraph 104 states that in assessing sites that may be allocated for development, the design of street, parking areas, other transport elements and the content of associated standards reflect current national guidance including National Design Guidance and the National Model Design Code;

- Chapter 11: Making effective use of land – states planning policies and decisions should promote an effective use of land whilst safeguarding and improving the environment and ensuring safe and healthy living conditions;

- Chapter 12: Achieving well-designed spaces - this addresses the connections between people and places and the integration of new development into the natural, built and historic environment. Paragraph 130c requires development to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; and,

- Chapter 15: Conserving and enhancing the natural environment – states there is a requirement to protect and enhance valued landscape and to limit the effect of light pollution from artificial light.

Local planning policy

Central Lancashire Adopted Core Strategy

5.2.3 The Central Lancashire Adopted Core Strategy (Preston City Council *et al.*, 2012) seeks to facilitate the creation of attractive, prosperous, safe communities where people want to live. The core strategy states:

"…The vision for Lancashire's green infrastructure is for the development and maintenance of multifunctional green spaces and places, connecting urban areas to rural hinterlands, and ensuring that those contribute towards the economic, social and environmental well-being of the sub-region…"

5.2.4 By harnessing economic growth in a managed and sustainable way together with infrastructure, this vision can be creation without the loss of attractiveness that central Lancashire offers as a unique mix of urban and rural communities in a green setting. The relevant policies of the core strategy are as follows:

- Core Strategy Policy 18 Green Infrastructure (page 105) – '*protect and enhance the natural environment where it already provides economic, social and environmental benefits; Invest in and improve the natural environment, particularly river valley networks including the Lancaster Canal into Preston; Secure mitigation and/or compensatory measures where development would lead to the loss of, or damage to, part of the Green Infrastructure Network'*; and

- Core Strategy Policy 21 Landscape Character Areas (page 111) – '*new development to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features*'.

Preston Local Plan

5.2.5 The Preston Local Plan 2012-26 (Preston City Council, 2015) is in general conformity with the strategic objectives of the adopted Central Lancashire Core Strategy and its strategic vision for Preston and wider Central Lancashire.

5.2.6 The Local Plan contains the following polices of relevance to landscape:

- Policy EN2 *Protection* of Existing Green Infrastructure- development should seek to protect and enhance existing green infrastructure.

- Policy EN3 *Future* Provision of Green Infrastructure, encouraged to extend the existing Green Infrastructure network.

5.2.7 The guidance documents relating specifically to Preston have been produced to be read alongside the Local Plan and give further guidance expanding on the policies in the Core Strategy and the Local Plan. Of relevance to this study is the North West Preston Masterplan Supplementary Planning Document (Preston City Council and Lancashire County Council, 2017), the document sets out the proposals for the development of this area and the Central Lancashire Highways and Transport Masterplan(Lancashire County Council, 2013) required to support the development of the strategic sites including North West Preston.

North West Preston Masterplan

5.2.8 North West Preston Masterplan (NWPM) (Preston City Council and Lancashire County Council, 2017) is identified in the Central Lancashire Core Strategy as a strategic location capable of making a large contribution to meeting Preston's future housing needs. The NWPM defines the spatial relationship of housing areas, green and public open spaces, service locations, and road networks.

5.2.9 The NWPM creates a broad framework for developers to obtain planning permissions whilst also ensuring that high quality development is achieved. Provision of "*a new rail station in the Cottam area to serve new development and act as a park and ride station as well as extending possible links to the national high speed rail network in the longer term*" is described in this strategy.

A Landscape Strategy for Lancashire

5.2.10 A Landscape Strategy for Lancashire (Lancashire County Council, 2000) provides an overview of the forces for change affecting the landscape of Lancashire and informs the Core Strategy. The Strategy is informed by the accompanying Landscape Character Assessment. The Strategy is designed to '*guide the process of making judgements and taking decisions on landscape issues*' (page 103, para.2). It is intended to guide and inform

supplementary planning guidance, the development control process and inform project planning and management by Lancashire County Council and others.

5.2.11 The Strategy (page 105, para. 2) recommends an approach to recognise and enhance local distinctiveness, ensure landscape change reinforces local landscape character. Furthermore, the Strategy (page 105, para. 3, bullet number 5) encourages '*creative options for landscape change – particularly in relation to tree and woodland planting*'.

5.3 Methodology

5.3.1 The methodology and published guidance used throughout the landscape and visual impact assessment is provided in Appendix 5.2, including detailed descriptions of the terminology and criteria used to assess the sensitivity of the landscape and visual receptors identified and the magnitude of the impact experienced by these receptors. 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. Overall conclusions on the significance of the landscape and visual effects are then made, with the level of significance being broadly considered as a function of sensitivity of receptor and magnitude of impact.

5.3.2 The production of baseline information and initial assessments were based on a desktop study. Sources used included:

- Local authority planning documents from Preston City Council;
- Previous Reports and stakeholder responses;
- Landscape character assessments published at a national, county and district level;
- Information on landscape designations from MAGIC (Multi-Agency Geographic Information for the Countryside) (Defra, 2021);

- Aerial photographs and Ordnance Survey maps used to establish topography, hydrology, vegetation, field and settlement patterns and potential visual receptors;
- Digital topographical data and 3D scheme proposals to determine ZTV; and
- Other surveys including a Tree Survey, Extended Phase 1 Habitat Report and National Vegetation Classification (NVC) Survey; Cultural Heritage assessments, Historic Designed Landscapes data, and Agricultural Land Classification.

5.3.3 Site visits were undertaken in February 2020 and August 2020 to augment and confirm the desk-based work and take winter and summer representative and photomontage viewpoints. The study area and assessment of the Scheme is based on railway station, car park, the access road bridge, Cottam Link Road Roundabout and access road alignment design fix issued in June 2022.

5.3.4 Representative viewpoints on which to base the LVIA were identified following baseline studies and review of the potential effects likely to arise from the Scheme. ZTV mapping and field surveys have been used to inform the selection of a range of representative viewpoints that typify the views experienced by people, living, working or visiting the area. The range of viewpoints is proportionate to the size of the Scheme. Representative and photomontage viewpoints have been agreed with the Landscape Architects at Lancashire County Council.

5.3.5 Effects of the Scheme would be experienced over different timescales depending on the nature of the impact and the time taken for mitigation planting to become fully effective. Landscape and visual effects have been assessed for the ‘construction period’, ‘operation winter year 1’; when it is assumed that mitigation planting would provide little of no effective screening and is unlikely to represent a material contribution to the local landscape and

'summer year 15', when mitigation is anticipated to have established and have a noticeable effect.

5.3.6 The landscape and visual baseline for the key receptors was identified following baseline studies and an understanding of the potential effects likely to arise from the construction and operation of the Scheme.

Limitations and Assumptions

5.3.7 Representative viewpoints have been taken from accessible public highway and public footpaths, access to private land was not obtained. Therefore, the views assessed from representative viewpoints are similar to those that might be experienced by receptors on private land and not of actual views experienced.

5.3.8 The assessment of the effects for the operation summer year 15 has taken into account mitigation vegetation. It has been assumed that the average height of proposed tree and shrub planting would be 8 - 10m 15 years after planting.

5.3.9 For the purposes of this assessment and as agreed with Lancashire County Council, it is assumed the PWDR currently under construction would be completed prior to construction of the Scheme and would form part of the baseline scenario. The summer and winter representative photos (and site surveys) were undertaken in February 2020 and August 2020, when the PWDR was in the early stages of construction, as a result the PWDR is not visible on these photos. In addition to the above site visits, the Environmental Statement for the PWDR has been used to inform this assessment.

5.3.10 The housing development planning application sites shown on drawing Figure 17.1 'Cottam Parkway Planning Applications Nearby' in Appendix 17.1 labelled as 'Approved' and 'Pending' are included as part of the baseline scenario. Professional judgement has been used to determine how

these developments, once constructed, would influence the landscape, and visual amenity.

5.3.11 The proposed residential development at Lea Road (06/2020/1229) has been considered as part of the inter-project cumulative effects. For the purposes of the inter-project cumulative assessment, it is assumed the residential development would be constructed after the Scheme has been completed.

5.3.12 The facing materials used on the access road bridge over the canal are due to be finalised at the detailed design phase. Therefore, as agreed with Lancashire County Council, the assumption is the facing would be stone similar to the adjacent Grade II Listed Quaker's Bridge.

5.3.13 The lighting scheme is as set out on drawing CLM07-LCC-DR-1300-0001. It is assumed lighting from the railway station and car park would be turned off at night when the railway station is not in use. As agreed with Lancashire County Council,

5.3.14 Temporary working areas and compounds are assumed to be visual detractors. However exact details of their use are to be confirmed during detailed design.

5.4 Baseline Description and Evaluation

5.4.1 This section provides a summary of the baseline conditions for landscape and visual amenity within the study area. This section should be read alongside the following figures: (Figures 5.1-5.5 are located in Appendix 5.1)

- Figures 5.1a and 5.1b: Zone of Theoretical Visibility
- Figure 5.2: Landscape and visual constraints plan
- Figure 5.3: Landscape character plan

- Figure 5.4: Representative viewpoints
- Figure 5.5: Representative viewpoint photographs
- Appendix 5.4: Photomontages

5.4.2 This section identifies landscape receptors taking account of the natural and cultural influences and any designated landscape.

Landscape Designations

5.4.3 There are no National Parks or Areas of Outstanding Natural Beauty (AONB) in the study area. The Forest of Bowland AONB is approximately 15km and the Yorkshire Dales National Park is approximately 50km north east of the Scheme.

5.4.4 There is one Biological Heritage Site (BHS) located within the study area. This site is Lancaster Canal BHS, which would be crossed by the access road bridge over the canal and access road to the railway station and car park. Further detail of BHSs can be found in Chapter 6 'Ecology'.

5.4.5 There are six listed buildings within the study area including Quaker's bridge which is a grade II listed building. Further detail can be found in Chapter 7 'Cultural Heritage'. Throughout the design process there has been input from Landscape Architects into the consideration of the effects of the Scheme on the setting and character of heritage assets. The are no scheduled monuments within the study area.

5.4.6 Descriptions of trees affected by the Scheme can be found in the Arboricultural Impact Assessment (AIA) Report in Appendix 5.5 in volume 3 of this ES.

Landscape Elements and Features

5.4.7 The assessment of landscape elements and features are inherent within the assessment of landscape character. While this chapter describes these, to

avoid the risk of double counting, they have not been assessed and given a significance rating.

Geology, Topography and Hydrology

5.4.8 The underlying bedrock geology is predominantly sandstone of the Sherwood Sandstone Group. The bedrock is covered with glacial till deposits comprising predominantly clays with some sands, silts and gravels.

5.4.9 The study area is in the west of Preston is a lowland landform with a predominantly gentle topography ranging from approximately 20-30m Above Ordnance Datum (AOD); and becoming more bisected with steeper slopes along watercourses. Man-made earth works are present in the landscape along the Preston to Fylde junction to Blackpool North line and the Lancaster Canal which both pass from east to west through the centre of the study area. Earthworks from the PWDR are also visible, including the routes viaduct structure over the Lancaster Canal and the railway line.

5.4.10 The area is characteristically populated with numerous naturally occurring ponds and watercourses which extend throughout the rural landscape. Drainage watercourses follow a number of field boundaries. The navigable Lancaster Canal forms a dominant watercourse within the area following the contours in a large loop from the railway line in the south, and heads north to pass under the M55. The canal is designated as a Non-Statutory Designated BHS. The canal is located within the site area of the Scheme, orientated in an east to west direction. To the south of the Preston to Fylde junction to Blackpool North line, the Lady Head Rummel watercourse flows broadly north to south, west of Lea Road towards Savick Brook.

Settlement Pattern and Land Use

5.4.11 The urban edge of Cottam, Preston is located to the east of the study area. Cottam is a former farming community now almost entirely consisting of new build housing with new areas under construction along Cottam Way. To the

west, settlement comprises the village of Lea Town, a predominantly linear settlement extending along Darkinson Lane and Lea Lane. Residential areas have a mix of housing styles, ranging from one to two storeys in height with medium-sized rear gardens, and small to medium areas of public open space within the more recent housing development areas. A small number of farmsteads are located within the study area beyond the urban edge. Farmsteads are generally close to roads with a few isolated properties along trackways or minor roads.

5.4.12 Within the open countryside, the land use is predominantly agricultural however, there are occasional urban-fringe land uses at the settlement edge, such as Ashton and Lea Golf Club and the UCLan Sports Arena. The field pattern varies across the study area with some medium to large fields juxtaposed with areas of very small scale medieval field units. The route of the PWDR has created some small, irregularly shaped fields.

5.4.13 There are two major transport routes that extend across the study area. The PWDR crosses from north to south, and the Preston to Fylde junction to Blackpool North line crosses from east to west. Electricity pylons form a prominent feature as they stride north to south across the landscape adjacent to the PWDR.

Land Cover and Vegetation

5.4.14 The study area comprises predominantly of fields with frequent interspersed ponds. There are occasional arable fields and areas of semi-improved grassland.

5.4.15 There are no large areas of woodland within the study area, however, there are a number of small areas of broad-leaved semi-natural woodland present. These areas are located immediately south of the canal, and the other is located along a field boundary, south of the Preston to Fylde junction to Blackpool North line.

5.4.16 There are limited areas of dense continuous scrub and scattered scrub across the study area, generally occurring around ponds and along linear features such as on the Preston to Fylde junction to Blackpool North line embankments and cuttings.

5.4.17 Individual trees are a feature within this relatively flat landscape breaking up and filtering views throughout the area, often associated with hedgerows enclosing smaller scale spaces with the frequent and irregular distribution of them across the landscape combining to form the horizon. There are a small number of Tree Preservation Orders (TPOs) within the study area located at Laburnum House, Sidgreaves Lane, 6 Alma Villas on Darkinson Lane, and at Westleigh Mews and Ashfield House on Lea Road. There are no TPOs located within the construction working area.

5.4.18 Hedgerows, sometimes with mature trees, form the majority of field boundaries. Hedgerows are important in this landscape as they define the field boundaries and create the characteristic small-scale pattern of enclosure. This pattern is generally being lost with the enlargement of fields within the agricultural landscape.

5.4.19 Improved and semi-improved grassland are the dominant habitat within the study area. There are some arable fields further to the north and south.

Historic Features and Elements

5.4.20 There are no landscape designations relevant to the study area, as the closest non-designated historic park is located 1.7km southeast of the Scheme. Due to the distance, the scheme would have no impact on this designation. A number of historic buildings and structures have been identified within the study area, six of which are designated as Listed Buildings. These include Quaker's Bridge (Grade II Listed) and the Lancaster Canal (non-designated heritage asset) which are both located within the construction working area. Further detail can be found in Chapter 7 'Cultural Heritage'.

Landscape Tranquillity

5.4.21 The Campaign to Protect Rural England (CPRE) has undertaken a study of tranquillity in England and has mapped and published the results. Tranquillity is one of the most important qualities by which people judge their environment.

5.4.22 In Lancashire's mapping, the highest levels of tranquillity are found in the north of the county, particularly in the extensive moorland plateaus of the Forest of Bowland Area of Outstanding Natural Beauty. The study area is located to the west of Preston's urban edge and to the south and east of the PWDR and Cottam Link Road, further afield the M55 Corridor lies to the north, and the A583 / A5085 Blackpool Road to the south. The routes run in north, south and an east west direction and are notable for moderate to low levels of tranquillity. Preston's urban edge has low levels of tranquillity. Further west, beyond the PWDR, the areas located outside the transport and residential corridors have more frequent areas attributed to moderate to high levels of tranquillity.

5.4.23 The National Character Area (NCA) (Natural England, 2014) states that based on the CPRE map of tranquillity 2006 the lowest scores for tranquillity are around the main settlements and road routes. The tranquillity map (CPRE, 2006) indicates that this is one of the least tranquil areas in England. Therefore, the Scheme is unlikely to have a significant effect on tranquillity.

Landscape Character

5.4.24 Landscape character types and areas have distinctive landscape characteristics formed by repeated combinations of differing elements in the landscape such as topography, vegetation and landscape pattern. Existing Landscape Character Assessments for the study area and surrounding landscape are available at a national level from Natural England and at a county level from Lancashire County Council. These character assessments, supplemented by information collated during site visits, have been used to

inform the creation of Local Landscape Character Areas (LLCAs) for this assessment.

National Landscape Character Assessment

5.4.25 At a national level, the study area is covered by NCA 32: Lancashire and Amounderness Plain (Natural England, 2014), the key characteristics of which are provided below:

- *Flat and gently rolling plain broken by isolated hills such as Parbold Hill, Beacon Park and* Ashurst's *Beacon;*
- *Large-*scale *agricultural landscape with a patchwork of pasture and arable fields and blocks of wind sculptured mixed woodland;*
- *Medium to* large-*scale field pattern with a high density of field ponds to the east and extensive drainage systems of raised ditches and dykes to the west;*
- *A* rectilinear *network of lanes and tracks, usually without fences or hedges; and,*
- *Predominantly isolated brick farmsteads in rural areas with the main urban settlement* concentrated *in the planned Victorian coastal resorts and inland towns.*

5.4.26 The NCA does not give a rating for sensitivity. Sensitivity is covered in the respective LLCAs. The landscape sensitivity evaluation criteria is set out in Appendix 5.2 Landscape and visual impact methodology.

County Level Landscape Character Assessment

5.4.27 At a County level, the study area is predominantly located within the Coastal Plain LCT and one LCA and two urban LCTs as identified in A Landscape Strategy for Lancashire - Landscape Character Assessment (Lancashire County Council, 2000).

5.4.28 The landscape character areas and urban landscape character types are shown on Figure 5.3. The key characteristics of each are described below:

The Fylde LCA (15d)

5.4.29 The key characteristics of the area are as described below:

- The gently *undulating* farmland of the Fylde LCA occurs between Blackpool to the west and Preston and the M6 corridor to the east;
- Formed of *boulder* clay deposits which lie on soft Triassic sandstones and mudstones and is naturally poorly drained. Field ponds are a particularly characteristic feature of this area and provide important wildlife habitats;
- The predominant land use is dairy farming on improved pasture and lowland sheep farming with a small amount of arable on freer draining soils;
- Red brick nineteenth century two storey farmsteads with slate roofs and red brick barns are dominant built features of this landscape character area;
- Field size is large and field boundaries are low clipped hawthorn, although hedgerow loss is extensive;
- Blocks of woodland are characteristic, frequently planted for shelter and views of the Bowland fells are frequent between the blocks; and,
- There are many man-made elements; electricity pylons, communication masts and road traffic are all highly visible in the flat landscape.

5.4.30 For further information about susceptibility and value refer to the landscape receptor schedule in Appendix 5.3. The LCA's gently undulating agricultural landscape pattern predominantly made up of field and farm elements with small areas of enclosed marsh is reasonably intact and scenic in places.

Overall, given the above the sensitivity of the landscape to change arising from the Scheme is **medium.**

Industrial Ages (1800-1930) Urban LCT

5.4.31 The key characteristics of the urban LCT are described below:

- Planned development typical of Victorian and Edwardian residential areas characterised by a unity of architectural character; with small red brick or stone-built terraces in working class districts and larger brick or stone semi-detached villas in broad tree-lined streets in areas dominated by middle class residents;
- Rectilinear street pattern on a regular grid; and,
- This period left a legacy of attractive urban features, with a formal character.

5.4.32 The Industrial Ages (1800-1930) urban LCT has some buildings and features of historic and/or architectural merit. It is, however affected by the pressure of busy roads and has been subjected to many changes over the years. Overall given the above, the sensitivity of the landscape to the Scheme is considered to be **medium.**

Suburban (1930s onwards) Urban LCT

5.4.33 The key characteristics of the urban landscape type are described below:

- A wide variety of architectural styles and layouts. The majority of areas are characterised by a spacious pattern of streets, low buildings, garages and gardens;
- Early suburban housing (1930-40) is typically semi-detached, built of brick and arranged in crescents and wide streets with large front and rear gardens. Forms ribbon development along principal urban routes with access to more recent housing estates behind. 1950s to 60s estates tend

to be predominantly straight streets with some cul-de-sacs and with gardens and garages;

- Since the 1970s housing development has been concentrated in relatively dense estates in cul-de-sac layouts, curved streets small gardens and garages and are often of a mixture of many different styles, frequently pastiches of old styles. The use of different materials usually not of local origin and standardised architectural detailing of particular styles has resulted in a loss of regional identity; and,

- Further expansion of urban areas with the provision of new housing estates on the fringes of the towns and the development of brownfield sites.

5.4.34 The Suburban (1930 onwards) Urban LCT's mix of building styles and materials sometimes appears discordant and results in a limited sense of place. Instead, its value lies in its proximity and relatively easy access to the surrounding more rural areas. Overall given the above, the sensitivity of the landscape to the Scheme is considered to be **medium.**

Local Landscape Character Areas

5.4.35 The developed County Level LCTs and LCAs have been tested during the site visit and baseline surveys. At a more detailed landscape character assessment, subtle local variations in the landscape of the area result from various natural man-made features can produce distinguishable local landscape parcels and corridors. The following five local landscape character areas (LLCA) have been identified within the study area by the project team solely for the purposes of this Scheme:

- Lea-Cottam Rural Urban Fringe LLCA;

- Fylde Farmland LLCA;

- Springfield's Industrial Estate LLCA;

- River Ribble Farmland LLCA; and,
- North West Preston Suburbs LLCA.

5.4.36 No baseline information has been provided in this chapter for Springfield's Industrial Estate LLCA and River Ribble Farmland LLCA as the LLCAs and their setting would be unaffected by the Scheme due to the distance from the Scheme and the presence of intervening landform and vegetation. A summary of these LLCAs can be found in Appendix 5.3. 'Landscape and Visual Receptor Schedule'. The key characteristics of the Lea-Cottam Rural Urban Fringe LLCA, Fylde Farmland LLCA and North West Preston Suburbs LLCA and an assessment of their quality, and sensitivity to change are summarised below.

Lea-Cottam Rural Urban Fringe LLCA

5.4.37 An area of predominantly pastoral farmland located along the north-west side of Preston adjacent to the suburbs of Cottam and Lea. The key features of the area are:

- Relatively flat area with some minor undulations, generally 0-30m AOD;
- Small to medium sized fields with regular shaped pastoral fields with strong hedgerows and hedgerow trees;
- Occasional field ponds, sometimes linked to hedgerows;
- Pony paddocks, recreation areas and golf courses (Ashton and Lea Golf Club);
- Containment of views by well-maintained hedgerows, many over-mature trees, and Preston's urban edge; and,
- Existing linear settlements (Cottam) with areas of new housing development under construction.

5.4.38 The LLCA's pastoral fields combined with urban fringe elements demonstrate the areas susceptibility to change. Valued landscape features include the recreational green space and farmland with strong hedgerows and mature trees. Overall given the above, the sensitivity of the landscape to the Scheme is considered to be **medium.**

Fylde Farmland LLCA

5.4.39 An area of gently undulating farmland located to the west of Cottam, encompassing the settlement of Lea Town lies between 15m to 35m AOD. The key features of the area are:

- Gently undulating lowland farmland (15 to 35m AOD);
- Medium to large sized regular shaped pastoral fields with some arable fields divided by low clipped hedgerows, some fragmented;
- Small deciduous woodland blocks;
- High density of field ponds, most with some shrub and tree layers to parts of their perimeter which frequently connect to adjacent hedgerows;
- Rural settlements connected by country lanes;
- Scattered red brick farmsteads, public houses and occasional windmills; and,
- Electricity pylons, Lancaster Canal, Preston to Fylde junction to Blackpool North line and PWDR.

5.4.40 The LLCA's agricultural field pattern has some aspects of high susceptibility such as wetland, woodland and mature trees. The rural farmland landscape is affected by disturbance from the PWDR and Preston to Fylde junction to Blackpool North line. Overall given the above, the sensitivity of the landscape to the Scheme is considered to be **medium.**

North West Preston Suburbs LLCA

5.4.41 An area of flat to slightly undulating (up to 21m AOD) suburban development located to the north and west of Preston including the suburbs of Cottam, and Lea. The key features of the area are:

- A mix of modern, 1970s, 1980s detached and semi-detached housing estates predominantly with a cul-de-sac layout, linked together by well vegetated main spine roads;
- Residential development with local amenities (churches, public houses, schools and shops);
- High degree of vegetation to well-maintained gardens and boundaries;
- Arterial roads lined with hedgerows or native trees;
- Views predominantly enclosed by structure planting and housing layout; and,
- Areas of public open space, Lancaster Canal, railway line, Savick Brook.

5.4.42 The LLCA is relatively contained although there is some intervisibility with more rural elements of the landscape along the edge of the LLCA. Valued features include areas of public open space and access to the Lancaster Canal and Savick Brook and surrounding countryside. Overall, given the above the sensitivity of the landscape to change arising from the Scheme is **medium.**

Visual Amenity

5.4.43 Within the study area's flat or gently undulating landscape, potential views are generally contained within the landscape by the following features:

- The urban edge of Cottam and Lea;
- Properties and vegetation along Lea Road and Sidgreaves Lane;

- Local roads with adjacent mature hedgerows and trees;
- PWDR viaduct embankments;
- Scattered mature trees within field patterns;
- Amenity areas with areas of woodland and mature trees; and,
- Industrial areas.

5.4.44 Views within the study area are often open but localised. This is due to the largely flat topography and open field network with limited woodland and field boundary vegetation to the west of Cottam. The exception is immediately to the west of the study area, where views are curtailed by the embankments of the PWDR viaduct over the canal and railway line and its overhead lines and supporting structures. The PWDR and adjacent overhead power lines are incongruous features and are widely visible throughout the landscape. To the west, views of industrial buildings located in Lea Town are screened by boundary vegetation and the PWDR. To the south rising ground levels limit more long-distance views.

5.4.45 Representative viewpoints have been identified based on the ZTV analysis and field survey work. The area has a good mix of residential, recreational, commercial and community receptors along local routes reflecting the existing urban edge conditions. The area is crossed by a number of PRoW's- the Lancaster Canal Long Distance Path extends along the canal towpath and Darkinson Lane is a designated long distance cycle route.

5.4.46 The representative viewpoint locations are listed in Table 5.1 and are shown on Figure 5.4. The photographs of the representative viewpoints can be found in Appendix 5.1, Figure 5.5. A detailed description of baseline views from the representative viewpoints is included in Appendix 5.3 /Landscape and Visual Receptor Schedules'

5.4.47 Principal visual receptors comprise the following groups of people:

- Residential receptors: residents along Lea Lane, Darkinson Lane, Sidgreaves Lane and Lea Road;
- Recreational receptors: walkers using Public Right of Ways (PRoWs) and the Lancaster Canal Long Distance Path, and National Cycle Network Route 62; and,
- Transient receptors: travellers on the Lea Lane, Sidgreaves Lane, Darkinson Road and Lea Road, users of the Lancaster Canal and Preston to Fylde junction to Blackpool North line.

5.4.48 In order to assess the significance of visual effects on the key visual receptors, an evaluation has been made of their sensitivity to changes to their views, which would likely arise from the Scheme. This has been determined by combining judgements on their susceptibility to change, and the value attached to the view. Susceptibility and value have been evaluated as high, medium and low using the criteria in the methodology. The overall assessment of the sensitivity of receptors is described in Table 5.1 is based on professional judgement.

Table 5.1 Representative viewpoints

Viewpoint number	Viewpoint description	Sensitivity
Residential receptors Value and susceptibility: The value of views experienced by the local residents is considered to be medium as views across farmland are commonplace in this locality. Their susceptibility to change is considered to be generally high. Views towards the Scheme would form an important part of the visual amenity experience for some properties. Overall the sensitivity of residential views is considered to be high.		
VP1	View south from residences on Sidgreaves Lane	High
VP2	View south from residences at Earl's Farm and Bryars Farm	High
VP3	View southwest from residences on Lea Road, north of Lancaster Canal	High
VP5	View west from residences along Lea Road (north of Preston to Blackpool railway)	High

Viewpoint number	Viewpoint description	Sensitivity
VP6	View northwest from residences along Lea Road (south of Preston to Blackpool railway)	High
VP7	View east from residences along Darkinson Lane	High
VP10	View northeast from residences on Darkinson Lane, Lea Town	High
VP11	View east from residences at Mason House Farm, Lea Lane	High
VP13	View southeast from residences on Lea Lane	High
Recreational receptors Value and susceptibility: The value of views from PRoWs, Lancaster Canal Long Distance Path, Ashton and Lea Golf Club and UCLan Sports Arena are considered to be medium as views across farmland and recreational areas are commonplace in this locality. The nature of the view from PRoW and the Lancaster Canal Long Distance Path generally forms an important part of the experience and visual amenity by people using them. The susceptibility to changes in views from the Scheme is therefore considered to be high. The nature of the view would not be a primary consideration of users of the golf club and sports arena. The susceptibility of users of the Ashton and Lea Golf Club would be medium. The susceptibility for users of UCLan Sports Arena would be low. Overall the sensitivity of walkers on the PRoW and the Lancaster Canal Long Distance Path is high, users of the Ashton and Lea Golf Club is medium, and users of the UCLan Sports Arena is low.		
VP2	View south for walkers on PRoW FP7	High
VP4	View east for users of UCLan Sports Arena	Low
VP8	View northeast for walkers on PRoW FP45, and users of Ashton and Lea Golf Course	High Medium
VP11	View east for walkers on PRoW FP15	High
VP12	View east for walkers on Lancaster Canal Long Distance Path and navigation	High
VP14	View west for walkers on Lancaster Canal Long Distance Path and navigation	High
Community and business premises The value of views from community and business premises is considered to be medium as views across farmland are commonplace in this locality. Users of community and business premises attention would be focused on their activities rather than the setting. The susceptibility to changes in views from the Scheme is therefore considered to be medium for users of Lea Endowed School and low for farm workers.		

Viewpoint number	Viewpoint description	Sensitivity
VP1	View south from Lea Endowed School	Medium
VP2	View south for workers at Earl's Farm and Bryar's Farm	Low
VP7	View east for workers at Halsall's Farm	Low
VP11	View east for workers at Mason House Farm	Low
Users of the local road network and National Cycle Route (NCR) The value of views from the NCR and local roads is considered to be medium as views across farmland are commonplace in this locality. The nature of the view would not be a primary concern for cyclists on the NCR, and views would be incidental for travellers on the local road network. The susceptibility to changes in views from the Scheme is therefore considered to be medium for NCR cyclists and low for travellers on the road network.		
VP1	Travellers on Sidgreaves Lane	Low
VP5	Travellers on Lea Road	Low
VP7	Travellers on Darkinson Lane and cyclists on NCR 62	Medium
VP13	Travellers on Lea Lane	Low

5.5 Consultation

5.5.1 Consultation has been carried out with the Landscape Architect at Lancashire County Council on the methodology for the assessment and to agree the location of representative and photomontage viewpoints within the study area.

5.5.2 Consultation to gauge stakeholders (including members of the public) opinions of the Scheme was carried out from 6 December 2021 to 31 January 2022. In accordance with the Design Manual for Roads and Bridges (DMRB) LA107, this included to seek the opinions and consensus of the local public and different interest groups, their perception of the landscape, the value they place on it and assessment of the change the project would incur as a consequence of the Scheme.

5.5.3 The Consultation Statement in Appendix 4 in volume 3 of this ES details the consultation exercise that was undertaken and the key findings and responses.

5.5.4 A summary of stakeholder comments relating to landscape and visual impacts are summarised in Table 5.2.

Table 5.2 Stakeholder comments and responses

Consultee	Comments
Canal and River Trust	Paragraph 2.1.6 implies that users of the canal corridor will be considered and assessed as visual receptors. We note that the document implies that all adverse effects associated with the development would be mitigated by year 15. This may be the case in terms of the station when viewed from the canal corridor however clearly the new permanent highway bridge over the canal corridor (not withstanding the final design) would still continue to have an impact beyond this timeframe which would not be able to be mitigated. In terms of the proposed landscaping shown this would be acceptable and in terms of the species. We would welcome reviewing further details on the landscape strategy as the scheme progresses. Response: At summer year 15 *a* ***slight adverse non-significant effect*** is anticipated for the walkers along the Lancaster Canal (Viewpoints 12 and 14). The maturing tree, shrub and hedgerow planting along the site boundary would be sufficiently established to provide some screening and integration of Cottam Link Road Roundabout, access road, and embankments to the access road bridge over the canal. The facing material of the access road bridge would be developed at detailed design but is assumed to be stone similar to the adjacent Quaker's Road Bridge to tie in with the grade II listed bridge.
CPRE Lancashire, Liverpool City Region and Greater Manchester	CPRE advocates a similar design treatment for the car park and bus turning area as that at Flower Bowl near Garstang, which incorporates a green roof to blend more easily with the countryside location. The green roof could link to the canal side could continue the vegetation across the site and maintain the countryside view. Response: The proposals include a sedum roof to the north pitch of the station roof to integrate the building into the surrounding landscape. Ornamental trees and shrub planting are proposed for the car park and bus turning area

Consultee	Comments
	as detailed on the environmental masterplan.
Lets Grow Preston (LGP)	LGP offered helpful advice using examples particularly on the approach to a detailed landscape philosophy to the site. LGP advised the county council to consider dialogue with other local groups and volunteers' assistance to create 'a forward thinking and wildlife/natural/zero carbon building etc.' for instance Dob Croft and Friends of Haslam Park Groups and " creating as much carbon holding infrastructure as possible would help not only climate change but help to bring the concept of climate change to the forefront of peoples' minds, so the residents of Cottam etc. are more likely to use this station because it's a destination in itself, as well as being useful in that it's a station. LGP cited good project examples that might be used as inspiration for a detailed landscape design. Response: A number of suggestions have been considered and the design response is set out in the Design and Access Statement.
General public	Some respondents felt the design of the railway station building was poor and modern architecture should be used instead. Other comments suggested there should be inclusion of solar panels and green rooves, modern landscaping as well as changing the materials of the railway station car park. Response: the railway station has been designed to be in keeping with the local vernacular. And the visual impact of the scheme has been assess as part of the landscape and visual impact assessment and is considered acceptable to the local landscape and characteristic of the area. The railway station will include a green roof and solar panels to the roof. A handful of comments referred to the potential on local habitat, wildlife, trees and hedgerows. Some stated that they hope as many trees could remain as possible. Response: The aim is to retain as many existing trees and hedgerows as possible and to replant any hedgerows or trees that are proposed to be removed and replace up to a 10% net gain with the local area.

5.6 Impacts – Construction

5.6.1 This section identifies aspects of the Scheme that would affect landscape character and visual amenity during the construction period. It is anticipated that the construction of Scheme would be undertaken within a 24 month period.

5.6.2 The following main activities considered relevant to this assessment are set out below:

- Disruption and loss of some landscape features such as hedgerows, arable farmland, pastoral farmland and topsoil to create working areas and to allow for the construction of the Scheme;
- Loss of woodland belt and trees;
- Alignment changes to the Cottam Link Road;
- Presence of temporary construction compounds and movement of construction equipment (temporary compounds would have lighting during working hours); and,
- Temporary topsoil mounds and material storage compounds.

5.6.3 The main effects on landscape character and people's views would be most pronounced during the construction phase. Effects would arise during the construction phase due to the following activities:

- Construction of temporary compounds;
- Construction of the railway station, car parks, access road, Cottam Link Road Roundabout (to the south of Cottam Link Road), access road bridge over the canal and Secondary Means of Escape (SME);
- Levelling and regrading of the site;
- Construction of the station footbridge and lift;

- Installation of site fencing and gates;
- Lighting; and,
- Removal of landscape features, e.g. trees, grassland

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

Landscape Character

5.6.5 Noticeable impacts arising during construction are associated with the presence of construction activities, including the introduction of work compounds and the consequent removal of vegetation including trees, hedgerows and pastoral farmland. The removal of trees and hedgerows would change the pattern of the local landscape in the context of the character areas, and in places would affect the sense of enclosure present in the landscape.

5.6.6 A detailed description and assessment of the impacts and their assessed magnitude during construction on the landscape resource is presented in the landscape and visual effects schedules in Appendix 5.3.

5.6.7 In summary, the construction phase impacts on the landscape are:

<u>Effects on Landscape Character (Landscape Character and Landscape Strategy for Lancashire)</u>

The Fylde LCA (15d)

5.6.8 The construction works would result in a change in land use and localised impacts on the topography of the area. There would be loss of mature trees and hedgerow field boundaries. Topsoil stripping, installation of construction fencing and compounds together with the movement of plant and the construction of the Scheme would increase the extend of road and rail infrastructure in the landscape and detract from its rural character. The local

effect of such change would be reduced by the presence of the PWDR and viaduct, and adjacent overhead power lines. The removal of mature vegetation, changes to landform and introduction of construction works over the short term would result in a medium magnitude of landscape effect for The Fylde LCA and its medium sensitivity would result in a ***moderate adverse significant effect*** for the directly affected area and ***slight adverse non-significant effect*** on the overall LCA.

Industrial Ages (1800-1930) and Suburban (1930s onwards)

5.6.9 There would be no direct effect on the Urban LCTs. The construction works over the short term would result in a negligible magnitude of landscape effect for the Urban LCTs and their medium sensitivity would result in a ***neutral non-significant effect.***

Local Landscape Character Areas

5.6.10 The Scheme would have direct effects on two LLCA out of the five identified and assessed in this report. There would be no direct effects on Springfield's Industrial Development LLCA, River Ribble Farmland LLCA and North West Preston Suburbs LLCA.

Lea-Cottam Rural Urban Fringe LLCA

5.6.11 Specific changes would result from the loss of trees and hedgerows, and pasture resulting in a loss of field pattern. The construction working area and construction activities would erode the rural urban fringe character of LLCA. The construction works in the short-term would result in a moderate magnitude of landscape effect and the LLCA's medium sensitivity and would result in a ***moderate adverse significant effect.***

Fylde Farmland LLCA

5.6.12 The loss of trees and hedgerows and pasture and the construction of the Cottam Link Road Roundabout, access road and access road bridge would

detract from the LLCAs rural character and reduce tranquillity and visual amenity. The construction works in the short-term would result in a moderate magnitude of landscape effect for the LLCA's medium sensitivity would result in a ***moderate adverse significant effect.***

Visual Amenity

5.6.13 This section is to be read in alongside Figures 5.1a and 5.1b ZTV and Figure 5.4 Representative Viewpoints. A more detailed assessment has been provided in the visual effects schedule in Appendix 5.3.

5.6.14 Visual effects would be most significant during the construction period. Impacts on visual receptors would primarily arise from the introduction of construction compounds and associated activity into views across rural fields and the removal of trees and hedgerows in the view which consequently increases or introduces the movement of construction activities within the view reducing visual amenity.

5.6.15 Vegetation removal, construction compounds, construction of structures, movement of construction vehicles and tall features such as cranes and other construction plant would be intrusive in views and noticeable features in the landscape. Mitigation for construction work relies on good working practices such as secure boundaries, screening when close to residential properties, good management of topsoil and spoil mounds and bunds to contain and reduce views into compounds, controlled movement of vehicles and efficient working to minimise disruption and duration of impacts.

<u>Residential Receptors</u>

5.6.16 Visual receptors situated closest to the construction works would experience the most notable change during construction. This would include nearby residents on Sidgreaves Lane (Viewpoint 1), Lea Road north of the Lancaster Canal (Viewpoint 3), Lea Road south of the Lancaster Canal (Viewpoint 5), Lea Road south of Preston to Fylde junction to Blackpool

North line (Viewpoint 6), and Darkinson Lane (Viewpoint 7). These visual receptors would have direct, near distance and predominantly open views towards construction works which would form a dominant feature of the view. As such, these high sensitivity visual receptors would experience a major magnitude of visual effect, resulting in a ***large adverse significant effect.***

5.6.17 Residents at Earl's Farm and Bryar's Farm (Viewpoint 2) would have slightly descending middle-distance views of construction activities for the Cottam Link Road Roundabout, access road bridge over the canal and the access road visible beyond the existing Cottam Link Road roundabout and junction tie-ins with Sidgreaves Lane. Construction activities would form a small part of the overall view. The moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect.***

5.6.18 Residents at Darkinson Lane (Viewpoint 10), Mason House Farm (Viewpoint 11) and Lea Lane (Viewpoint 13) would have long distance views of construction activities for the Scheme obscured by the presence of the rising embankments to the PWDR viaduct over the canal and railway line in near and middle-distance. The visual impact of the construction activities for the Scheme would form a small part of the overall view. The magnitude of visual effect would therefore be minor. The minor magnitude of visual effect and high sensitivity would result in a ***slight adverse non-significant effect.***

Recreational Receptors

5.6.19 Users of the Lancaster Canal Long Distance Path and towpath (Viewpoints 12 and 14) would experience a large alteration to near and middle distance views due to loss of vegetation, close proximity of the construction area, and construction activities for the Cottam Link Road Roundabout, access road bridge over the canal and the access road. The construction activities would contribute to a reduction in scenic quality in the short-term. Construction of the Scheme would therefore result in a major magnitude of visual effect and high sensitivity would result in a ***large adverse significant effect.***

5.6.20 Walkers on PRoW FP7 (Viewpoint 2) would have slightly descending middle distance views south and southeast of construction activities for the Cottam Link Road Roundabout, access road bridge over the canal and the access road visible beyond the existing Cottam Link Road Roundabout and junction tie-ins with Sidgreaves Lane from the PWDR. Loss of vegetation within the construction area would open up views of construction activities of the access road and the access road bridge over the canal resulting in a noticeable change to the existing view over the short-term. Construction of the Scheme would therefore result in a moderate magnitude of visual effect. The moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect***.

5.6.21 Walkers on PRoW FP45 and users of the Ashton and Lea Golf Club (Viewpoint 8) would have views to the north and south of Halsall's Farm of construction activities for the access road, car park, secondary means of escape, railway station and footbridge visible on the skyline. Loss of vegetation with the working area would open up views to the construction area and would result in a noticeable change to the existing view. The loss of vegetation and movement of construction vehicles would contribute to a reduction in scenic quality over the short-term. Construction of the Scheme would therefore result in a moderate magnitude of visual effect over the short-term. The medium magnitude of visual effect and high sensitivity for the PRoW walkers and medium sensitivity for the golf club users would result in a ***moderate adverse significant effect.***

5.6.22 The majority of the view for walkers on PRoW FP15 (Viewpoint 11) would be obscured by the PWDR viaduct and embankments. Beyond the PWDR and viaduct there would be long distance glimpsed views of construction activities for the Scheme. Construction activities and vegetation loss within the construction area form a very small part of the overall view and would result in a very small reduction to scenic quality. The minor magnitude of visual effect and medium sensitivity would result in a ***slight adverse non-significant effect.***

5.6.23 Views for users of the UCLan Sports Arena (Viewpoint 4) would be filtered and obscured by intervening residential properties and mature trees along the railway and east and west side of Lea Road. Glimpsed views of construction activities for the railway station building and footbridge would be perceptible above the tree line and to the west but would form a small part of the overall existing view. Construction of the Scheme would therefore result in a minor magnitude of visual effect and low sensitivity would result in a ***slight adverse non-significant effect.***

Community and Business Premises

5.6.24 The staff and pupils at Lea Endowed School (Viewpoint 1) would experience near distance, filtered views southwest of construction activities for the Cottam Link Road Roundabout and access road bridge over the canal. The major magnitude of visual effect and medium sensitivity would result in a ***moderate adverse significant effect.***

5.6.25 Workers at Earl's Farm and Bryar's Farm (Viewpoint 2) would have slightly descending, middle distance views south and south-east of construction activities for the Cottam Link Road Roundabout, access road bridge over the canal and the access road would be visible beyond the existing Cottam Link Road Roundabout and junction tie ins with Sidgreaves Lane from the PWDR. Loss of vegetation within the construction area would open up views of construction activities of the access road and access road bridge over the canal resulting in a noticeable change to the existing view over the short-term. Construction of the Scheme would therefore result in a moderate magnitude of visual effect. The moderate magnitude of visual effect and low sensitivity would result in a ***slight adverse non-significant effect.***

5.6.26 Halsall's Farm (Viewpoint 7), workers would have near distance oblique views east of the compound and material storage areas for the car park, station building and footbridge, access road (along the route of Sidgreaves Lane) and access road bridge over the canal. Loss of vegetation within the working area would open up views: of construction activities for the car park,

railway station and footbridge reducing scenic quality in the short-term. Construction of the Scheme would therefore result in a major magnitude of visual effect and low sensitivity would result in a ***slight adverse non-significant effect.***

5.6.27 Mason House Farm (Viewpoint 11) workers views would be obscured by the PWDR viaduct and embankments visible in the middle distance. Beyond the PWDR and viaduct, there would be long distance glimpsed views of construction activities for the Scheme. The minor magnitude of visual effect and low sensitivity would result in a ***neutral non-significant effect.***

Users of the Local Road Network

5.6.28 Cyclists on NCR 62 and travellers on Darkinson Lane (Viewpoint 7) would have near distance open and oblique transient views east of compound and material storage areas for the car park, railway station building and footbridge, access road and the access road bridge over the canal. The lane would be closed to the north of Railway Cottages. Loss of vegetation within the working area would open up views of construction activities for the car park, railway station and footbridge. Construction activities and loss of vegetation would contribute to a reduction in scenic quality in the short-term. Construction of the Scheme would therefore result in a major magnitude of visual effect and medium sensitivity for NCR cyclists and low sensitivity for travellers on the Darkinson Lane and would result in a ***moderate adverse significant effect*** and ***slight adverse non-significant effect*** respectively.

5.6.29 Travellers on Sidgreaves Lane (Viewpoint 1) would have transient filtered views south-west of construction activities for the Cottam Link Road Roundabout and access road bridge over the canal. The major magnitude of visual effect and low sensitivity would result in a ***slight adverse non-significant effect***.

5.6.30 Travellers on Lea Road (Viewpoints 5 and 6) would have passing near and middle-distance views of the main construction compound and material

storage area for the Scheme and construction activities for the access road bridge over the canal, the access road, railway station and footbridge, car park, and new junction and bus gate at Lea Road. The construction activities would contribute to a reduction in scenic quality in the short-term. Construction of the Scheme would therefore result in a major magnitude of visual effect and low sensitivity would result in a ***slight adverse non-significant effect***.

5.6.31 Travellers on Lea Lane (Viewpoint 13) would have long distance views of construction activities for the Scheme obscured by the presence of the PWDR's rising embankments to the viaduct over the canal and railway line in the near and middle-distance. The visual impact of the construction activities for the Scheme would form a small part of the overall transient view. The magnitude of visual effect would therefore be minor. The minor magnitude of visual effect and low sensitivity would result in a ***neutral non-significant effect.***

5.7 Impacts – Operation

5.7.1 The likely effects on landscape and visual receptors during the winter of the first year of opening (operation winter year 1) of the Scheme relate to the presence of new structures and elements in the landscape including:

- The removal of woodland, trees, hedgerows, arable farmland and pastoral farmland occurring during the construction period would still be noticeable;
- Changed appearance of landform due to new earthworks such as embankments;
- Attenuation pond and other drainage features;
- Access road bridge over the Lancaster Canal and bridge approach embankments;

- Access road from a new roundabout (connected via Preston Western Distributor Road's Cottam Link Road), including segregated cycle track and pedestrian footway;
- Railway station building including railway station platforms, and a footbridge over the railway;
- Car park including signage and fencing;
- Secondary means of escape and bus gate;
- Moving traffic; and,
- Lighting along the access road, railway station car park and railway station building.

Landscape

5.7.2 At operation winter year 1, landscape impacts arising from the removal of trees and hedgerows would still be experienced as proposed mitigation planting would not yet have established.

5.7.3 Pastoral farmland would mostly have been reinstated to its original state prior to the commencement of the construction works, however some loss would be experienced by the footprint of the Scheme.

5.7.4 Impacts associated with a reduction in the perceived tranquillity in the landscape would be reduced as construction activities would no longer be present. However, the removal of trees and hedgerows would result in the presence of traffic on the access road and access road bridge over the canal being a more noticeable element within the landscape.

5.7.5 A detailed description and assessment of the impacts at operation winter year 1 on the landscape resource is presented in Appendix 5.3 'Landscape and Visual Receptors Schedules'.

5.7.6 In summary, the operation winter year 1 significant (moderate or major adverse) impacts on the landscape are:

Effects on Landscape Character (Landscape Character and Landscape Strategy for Lancashire)

Fylde Landscape Character Area (15d)

5.7.7 The landscape character assessment identifies pressures on hedgerows, trees, vegetation, ponds and the landscape pattern and character. The loss of mature trees, hedgerow field boundaries and landscape pattern, and the presence of the Scheme in the medium term would continue to result in a moderate magnitude of landscape effect for the LLCA at opening year. The LLCA is considered to be medium sensitivity would result in a ***moderate adverse significant effect***.

Industrial Ages (1800-1930) and Suburban (1930s onwards)

5.7.8 There would be no direct effect on the Urban LCTs. The completed development over the medium term would continue to result in a negligible magnitude of landscape effect for the LCTs and their medium sensitivity would result in a ***neutral effect.***

Local Landscape Character Areas

5.7.9 At Opening Year the Scheme would have direct effects on two LLCA out of the five LLCAs identified and assessed in this chapter. There would continue to be no direct effects on Springfield's Industrial Development LLCA, River Ribble Farmland LLCA and North West Preston Suburbs LLCA.

Lea-Cottam Rural Urban Fringe LLCA

5.7.10 The LLCA would continue to experience a moderate magnitude of landscape effect from the introduction of the Cottam Link Road Roundabout, station car park, railway station and footbridge into this high quality urban fringe

landscape. Landscape mitigation planting would not yet be established. The LLCA's medium sensitivity would result in a ***moderate adverse significant effect*** in the medium term***.***

Fylde Farmland LLCA

5.7.11 The introduction of the Cottam Link Road Roundabout, access road bridge over the canal and access road would affect the character of the LLCA and increase the extent of road and rail infrastructure in the rural landscape but would be seen within the context of the existing railway line, PWDR and pylons. The moderate magnitude of landscape effect and the LLCA's medium sensitivity would result in a ***moderate adverse significant effect*** in the medium term***.***

Visual Amenity

5.7.12 This section is to be read alongside Figure 5.4 Representative viewpoints in Appendix 5.1.

5.7.13 Impacts on visual receptors would primarily arise from the removal of trees and hedgerows in the view which consequently increases or introduces the movement of traffic on the access road and the presence of new access road bridge and railway station and car park within the view. The largest impacts arising from operation winter year 1 are on receptors in close proximity to the Scheme.

5.7.14 The significantly affected visual receptors are summarised below.

<u>Residential Receptors</u>

5.7.15 Residents at Darkinson Lane (Viewpoint 7) would have near distance, open and oblique views east of the completed car park, railway station building and footbridge, and moving traffic within the car park and along the access road to the access road bridge over the canal. Loss of vegetation along Sidgreaves Lane to allow for the Scheme would open up views of moving

traffic on the access road and views of the access road bridge over the canal. Existing trees along the railway embankment would filter views of the completed railway station and footbridge. The completed Scheme would result in a notable change to the existing view. The moderate magnitude of visual effect and high sensitivity would result in a ***large adverse significant effect.***

5.7.16 Residents along Lea Road north of the canal (Viewpoint 5) would have near and middle-distance views west of moving traffic on the completed access road bridge over the canal and access road, new junction and bus gate at Lea Road and of the completed railway station and car park. The tree and hedgerow planting along the site boundary would not yet be established. The notable change to the existing view would therefore result in a major magnitude of visual effect and high sensitivity would result in a ***large adverse significant effect.***

5.7.17 The residents on the west side of Sidgreaves Lane (Viewpoint 1) would experience near distance, filtered views south-west of moving traffic on the completed Cottam Link Road Roundabout and access road bridge. The Cottam Link Road Roundabout and access road bridge would increase the extent of highway infrastructure within the view but would be seen within the context of the existing road network, lighting and signage associated with Cottam Link Road and PWDR. The noticeable change in the existing view would result in a moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect.***

5.7.18 Residents along the west side of Lea Road, north of the Lancaster Canal (Viewpoint 3) would have filtered, near and middle-distance views west across level farmland of the completed Cottam Link Road Roundabout, access road and access road bridge. The bridge would increase the extent of highway infrastructure within the view but would be seen within the context of the Cottam Link Road, PWDR viaduct over the canal and railway line visible on the skyline. The noticeable change to the existing view would

result in a moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect.***

5.7.19 Residents along Lea Road south of the railway (Viewpoint 6) would experience near and middle-distance views north and northwest across Lea Road of the completed railway station and footbridge, the secondary emergency escape with emergency vehicles access off Lea Road. Loss of vegetation on the railway embankment and within intervening fields to allow for the Scheme would open up oblique views of the station building and footbridge, and more direct views of the emergency vehicles access from Lea Road. The noticeable change to the existing view would result in moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect.***

5.7.20 Residents at Earl's Farm and Bryar's Farm (Viewpoint 2) would have slightly descending middle-distance views south and southeast of the completed Cottam Link Road Roundabout, access road bridge over the canal and access road visible beyond the existing Cottam Link Road Roundabout and junction tie ins with Sidgreaves Lane. This noticeable change to the existing view but would be seen within the context of the existing highway infrastructure. The moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect.***

Recreational Receptors

5.7.21 The removal of field boundaries and trees to allow for the Scheme would open up near and middle-distance views of the completed access road bridge over the canal and access road and Cottam Link Road Roundabout for users of the canal towpath for walkers on the Lancaster Canal Long Distance Path (Viewpoints 12 and 14). The access road bridge over the canal would form a new skyline feature within the view. The major magnitude of visual effect and medium sensitivity would result in a ***large adverse significant effect.***

5.7.22 Walkers on the PRoW FP7 (Viewpoint 2) would have slightly descending near and middle-distance views south and southeast of the completed Cottam Link Road Roundabout, access road bridge over the canal and access road visible beyond the existing Cottam Link Road Roundabout and junction tie-ins with Sidgreaves Lane from the PWDR. This increase in highway infrastructure and structures would result in a noticeable change to the existing view. The moderate magnitude of visual effect and high sensitivity would result in a ***moderate adverse significant effect.***

Community and Business Premises

5.7.23 Staff and pupils at Lea Endowed School (Viewpoint 1) would experience near distance views filtered views southwest of the completed Cottam Link Road Roundabout and access road bridge. The moderate magnitude of visual effect and medium sensitivity would result in a ***moderate adverse significant effect.***

Users of the Local Road Network

5.7.24 Cyclists on NCR 62 (Viewpoint 7) would have near distance open and oblique transient views east of the completed car park, railway station building and footbridge, access road and access road bridge over the canal. To the north of station car park the lane would be a cycling, equestrian and pedestrian only route. The loss of field boundary vegetation would open up views of the access road bridge, access road and station car park. The notable change in view would therefore result in a major magnitude of visual effect and medium sensitivity would result in a ***moderate adverse significant effect.***

5.8 Mitigation

5.8.1 This section outlines the design and mitigation measures for the Scheme in regard to potential landscape and visual impacts on receptors and is to be read alongside Appendix 18.1: Environmental Masterplan.

5.8.2 Landscape design and mitigation measures form part of a recognised design and mitigation hierarchy, as outlined in Highways England *et al.* guidance (Highways England *et al.*, 2020a and Highways England *et al.*, 2020b). These have been applied as part of an iterative design process to help avoid, reduce or offset the potential effects on the landscape, views and visual amenity

5.8.3 Landscape design and mitigation measures for the construction and operation periods are summarised below.

Construction

5.8.4 Embedded Mitigation would include the following measures.

- The proposed layout of Cottam Parkway Railway Station would be designed to avoid or reduce adverse effects to landscape features where possible;
- Retention of existing boundary features, and a seasonally wet waterbody to the southeast where practicable;
- Protection of existing soil structure where land is used temporarily for construction activity (e.g. construction compounds, lay down areas and access etc.);
- Retention and enhancement of existing trees and hedgerows where practicable in accordance with the requirements of BS 5837:2012 Trees in relation to design, demolition and construction (BSI, 2012) and Appendix 5.5;
- Control of light spill to reduce nuisance on communities as far as practicable; and,
- Stripping handling and management of soils to be in accordance with the Construction Code of Practice for the Sustainable use of Soils on

Construction Sites. Topsoil and subsoil stockpiles to be 1m high where possible and should not exceed 2m in height.

5.8.5 Further details on embedded mitigation is provided in the Design and Access Statement, which sets out the principles for the above measures.

5.8.6 Essential mitigation measures (in addition to embedded mitigation) are described in this section and are as shown on the Environmental Masterplan in Appendix 18.1.

Operation

5.8.7 The landscape mitigation has been designed to

- restore landscape features and elements lost as a result of the Scheme; to integrate the Scheme into the local landscape;
- to complement and reinforce the special character
- of the surrounding landscape; to screen views of the Scheme from sensitive visual receptors;
- to limit and manage views from the wider landscape;
- to restore and enhance existing landscape elements including reconnecting fragmented landscape features; and,
- to diversify the range of landscape elements within the area.

5.8.8 The embedded and essential mitigation measures are summarised below:

- New native species-rich hedgerows and trees using species of local provenance to restore lost field boundaries and field pattern, enhance landscape character, ecological connectivity and integrate the Scheme with the surrounding landscape;

- Native tree and shrub belts /woodland, scrub, hedgerow and tree planting to replace lost habitat and provide screening for visual receptors and to integrate the Scheme into the wider landscape;
- Native bulb planting to provide seasonal variation and visual interest to people travelling on the access road and Cottam Link Road Roundabout as well as locals, residents and cyclists;
- Tree and shrub planting to replace lost habitat and to visually screen and integrate the access road bridge over the canal, station building and car park into the surrounding landscape;
- Semi-mature trees and hedgerows planted where necessary to provide bat protection and screen the Scheme in the early years;
- Scrub planting to replace lost habitat and enahce biodiversity
- Species-rich grassland to create a visually and ecologically diverse highway verge to enhance biodiversity;
- Native amenity grassland to improve landscape integration of the Scheme where visibility is required for road users;
- Ornamental tree and shrub planting to the railway station forecourt and car park to enhance visual amenity and integrate to the Scheme into the local landscape;
- Creation of two ponds with reed planting and damp grassland to the north and south of the Lancaster Canal to enhance biodiversity and visual amenity.
- Achieve a 10% biodiversity net gain of habitat through the Scheme and provide a suitable landscape setting for heritage assets;
- Creation of habitat log piles and hibernacula, and retain any sections of the large tree trunks from felled trees;

- Sedum Roof to north pitch of railway station roof, to provide visual interest and integrate the Scheme into the local landscape;
- Rounding off of crests and toes of embankments during detailed design to aid their integration within the surrounding landform;
- Develop a colour scheme of building finishes and surfacing to complement existing building materials and surfacing materials within the local area;
- Access road bridge finish to complement Quakers Bridge;
- Reinstatement of all disturbed areas, including construction areas and site compounds; and,
- Directional lighting to minimise light spill to Lancashire County Council standard design. Luminaires pre-programmed to dim at 50% from 19:00hrs to 7:00hrs. It is assumed the railway station and car park lighting would be turned off at night when the railway station is not in use.

Enhancement

5.8.9 Enhancement measures applied to the Scheme would include:

- Enhancement of existing pond / seasonally wet area to the east of the railway station with reed planting, damp grassland, woodland planting, hibernacula and hedgehog house to enhance biodiversity and visual amenity.

5.8.10 The implementation, maintenance and long-term management of the aforementioned mitigation and enhancement measures is outlined in Section 5.10 Monitoring and Management.

5.9 Residual Impacts

5.9.1 The following section provides a summary of the magnitude of impact and significance of residual effect from the Scheme on landscape resource and

visual receptors in the operation summer year 15. Where mitigation would not be dependent on planting, the residual effects would be as described for the operation winter year 1. The mitigation measures listed in Section 5.8 have been taken into account in the assessment. A more detailed assessment has been provided in the landscape and visual receptor schedules in Appendix 5.3. A summary of the potential conflicts of the Scheme with legislation and planning policy is included at the end of this section.

Residual Effects on Landscape Character (Landscape Character and Landscape Strategy for Lancashire)

5.9.2 Overall, no significant (moderate or above) adverse effects are anticipated on any LCAs or Urban LCTs at operation summer year 15.

The Fylde LCA (15d)

5.9.3 The establishing mitigation planting would have integrated the development into the LCA: This character area is considered to be medium sensitivity and there would be a minor magnitude of landscape effect at operation summer year 15. Overall, there would be a residual ***slight adverse non-significant effect***.

Industrial Ages (1800-1930) and Suburban (1930s onwards)

5.9.4 There would be no direct effect on the Urban LCTs. The establishing mitigation planting would have integrated the development within views from the adjacent character areas. The completed development over the long-term would continue to result in a negligible magnitude of landscape effect for the Urban LCTs and their medium sensitivity would result in a ***neutral effect.***

Residual Effect on Local Landscape Character Areas (LLCAs)

5.9.5 Lea-Cottam Rural Urban Fringe LLCA and Fylde Farmland LLCA would both experience a slight adverse non-significant effect in the long-term.

5.9.6 There would continue to be no direct effects and a neutral effect in the long-term on Springfield's Industrial Development LLCA, River Ribble Farmland LLCA and North West Preston Suburbs LLCA as a result of the Scheme.

Lea-Cottam Rural Urban Fringe LLCA

5.9.7 The LLCA would experience localised changes from the presence of the Cottam Link Road Roundabout, car park, railway station building and footbridge, the access road bridge over the canal, establishment of tree and shrub planting on bridge embankments, and tree and hedgerow planting along the access road would help to integrate the Scheme into the local landscape and replace vegetation lost during construction. The LLCA, of medium sensitivity, would experience a minor adverse magnitude of landscape effect. There would be a ***slight adverse non-significant effect*** in the long-term.

Fylde Farmland LLCA

5.9.8 The tree and shrub planting at the Cottam Link Road Roundabout, access road and embankments to the access road bridge over the canal would have matured sufficiently in combination with the retained vegetation along Sidgreaves Lane. The planting would integrate the new features into the local landscape. The LLCA, of medium sensitivity, would experience a minor adverse magnitude of landscape effect. There would be a ***slight adverse non-significant effect*** in the long-term.

Visual

5.9.9 This section is to be read alongside Figure 5.4 Representative Viewpoints in Appendix 5,1.

5.9.10 No visual receptors would experience a significant (moderate or above) adverse effect at operation summer year 15. In terms of non-significant effects, *a* ***slight adverse non-significant effect*** is anticipated for the following visual receptors.

Residential Receptors

- Sidgreaves Lane and (Viewpoint 1)
- Earl's Farm and Bryar's Farm (Viewpoint 2)
- Lea Road, north of Lancaster Canal (Viewpoint 3)
- Lea Road, north of Preston to Blackpool railway (Viewpoint 5)
- Lea Road, south of Preston to Blackpool railway (Viewpoint 6)
- Darkinson Lane (Viewpoint 7)

Recreational Receptors

- Walkers on PRoW FP7 (Viewpoint 2)
- Walkers on the Lancaster Canal Long Distance Path (Viewpoints 12 and 14)

Community and Business Premises

- Lea Endowed School (Viewpoint 1)

Users of the Local Road Network

- Cyclists on NCR 62

5.9.11 The significance of effect on all other visual receptors is neutral. A detailed description and assessment of impacts at operation summer year 15 on visual receptors is presented in Appendix 5.3.

Lighting

5.9.12 The baseline lighting environment is summarised below, followed by a description of the predicted impacts that would result from lighting along the Scheme. The lighting scheme is as set out on drawing CLM07-LCC-DR-1300-0001. It is assumed lighting from the railway station and car park would be turned off at night when the railway station is not in use.

5.9.13 Existing night-time lighting effects are experienced from the urban edge of Preston to the south and east and from lighting along the length of the Cottam Link Road and on the PWDR junctions to the north and west. To the west beyond the PWDR smaller areas of illumination within surrounding villages and industrial areas including Lea Town and Westinghouse Springfields have localised impacts.

5.9.14 The predicted impact of lighting at Cottam Link Road Roundabout, along the access road, and at the railway station and within the station car park (when in use) would be to add to the already lit urban edge and adjacent Cottam Link Road.

5.9.15 The main area where new lighting would have an impact on visual receptors within the surrounding areas is at Darkinson Lane (Viewpoint 7) which is currently unlit, the new lighting within the car park and along the access road would extend the lit urban edge west.

Review of Planning Policy / Relevant Legislation, Plans, Policies and Background.

5.9.16 The proposals align with all the relevant legislation, plans, policies and background as stated below.

5.9.17 The proposals align with the NPPF (MHCLG, 2021) with consultation taking place at an early stage and during the EIA process and mitigation being incorporated.

5.9.18 The proposals align with Policy 18 and 21 of the Lancashire Central Core Strategy (Preston City Council *et al.*, 2012) securing mitigation measures to compensate for loss of landscape elements and to integrate the proposal with the existing landscape character.

5.9.19 The Preston Local Plan Policy EN2 (Preston City Council, 2015) protection of existing green infrastructure for the future. Retaining and enhancing trees and hedgerow and where loss is unavoidable, replacements are provided. The tree and shrub planting proposals within the Scheme would reflect the ambition of this policy.

5.9.20 The proposals align with the Landscape Strategy for Lancashire, 2000 which has been used to inform decision on landscape issues and recognises local distinctiveness. This is demonstrated by the use of LLCAs.

5.10 Monitoring and Management

5.10.1 During the construction phase, a Construction Environmental Management Plan (CEMP) would be required to establish monitoring requirements and procedures to reduce or eliminate impacts on the environment. A suitably qualified person and experienced Environmental Clerk of Works or Site Environmental Manager would be required to monitor construction activities that would cause or contribute to likely significant effects including:

- The effectiveness and suitability of root protection fencing, root pruning, and other measures outlined in the arboricultural method statement in ensuring no impacts to trees that are to be retained.
- Working hours of operation of the main works and in site compounds which may produce visual impacts on residential properties adjacent to the Scheme.
- The angle and direction of night-time lighting, to ensure that impacts on adjacent residential properties are minimised.

5.10.2 Planting and seeding proposed as mitigation for landscape and visual effects would be maintained by Lancashire County Council in accordance with the CEMP, which would be developed during the detailed design process, of the planting to ensure its establishment and health for the first five years of operation of the Scheme.

5.10.3 The successful establishment of the mitigation planting proposed as part of the Scheme would ensure that the mitigation of significant landscape and visual effects would be realised as set out in this assessment. Measures to monitor the success of the mitigation planting and the wildlife enhancement area would be set out in the CEMP.

5.10.4 Where the establishment of mitigation planting and the wildlife enhancement area is deemed to be unsuccessful in accordance with thresholds set out in the CEMP, measures to remedy this would be outlined in the CEMP.

5.11 Cumulative Impacts

5.11.1 The potential cumulative impacts from different developments in combination with the Scheme are summarised below. For cumulative impacts related to the combined action of a number of environmental topics, see Chapter 17 ‘Assessment of Cumulative Impacts’.

5.11.2 The following development of relevance to landscape and visual during operation:

- The proposed Lea Road residential development for up to 300no. dwellings.

5.11.3 The future residential development at Lea Road is a shown in Figure 5.4 Representative Viewpoints and is located to the east of the study area.

Landscape Cumulative Effects

5.11.4 The construction of the proposed residential development at Lea Road would introduce change to The Fylde LCA (15d) and the Lea-Cottam Rural Fringe LLCA as a result of the removal of vegetation and the construction of 300 homes and associated vehicular, cycle and pedestrian access improvements.

5.11.5 Operation winter year 1 of the Scheme would result in a medium magnitude of landscape effect and a moderate adverse significant effect on The Fylde LCA (15d) and the Lea-Cottam Rural Fringe LLCA

5.11.6 The combination of the residential development and the Scheme at construction would, therefore, result in a ***major adverse significant cumulative effect*** on both The Fylde LCA (15d) and Lea-Cottam Rural Fringe LLCA.

Visual Cumulative Effects

5.11.7 Visual receptors situated close to the construction works would experience the most notable change during construction of the proposed residential development at Lea Road. This would include nearby residents on Lea Road north of the Lancaster Canal (Viewpoint 3), Lea Road north of Preston to Blackpool Railway (Viewpoint 5), Lea Road south of Preston to Blackpool Railway (Viewpoint 6), and Darkinson Lane (Viewpoint 7), and users of the Lancaster Canal Long Distance Path (Viewpoints 12 and 14). These visual receptors would have direct, near distance and predominantly open views towards construction works which would form a dominant feature of the view. As such, these high sensitivity visual receptors would experience a major magnitude of visual effect, resulting in a ***large adverse significant effect.***

5.11.8 Residents (Viewpoints 3, 5, 6 and 7) and users of the Lancaster Canal Long Distance Path (viewpoints 12 and 14) would have direct, near distance views of the Scheme. There would be a resultant ***moderate adverse significant***

effect for residential receptors at viewpoints 3, 5, 6 and 7 and users of the NCR 62 (Viewpoint 7) and ***major adverse significant effect*** for users of the Lancaster Canal Long Distance Path at operation winter year 1.

5.11.9 The cumulative effect of the proposed residential development at Lea Road and the Scheme would result in a ***major adverse significant effect*** for the above viewpoints.

5.11.10 Walkers on PRoW FP45 and users of Ashton and Lea Golf Club (Viewpoint 8) would have long distance views towards construction works visible on the horizon, the construction activities would result in a noticeable change to the view. The high sensitivity receptor would experience a moderate magnitude of visual effect, resulting in a **moderate adverse significant effect**.

5.11.11 Walkers on PRoW would have filtered views of the completed railway station and footbridge and access road bridge over the canal. There would be a **slight adverse non-significant effect**.

5.11.12 The cumulative effect on the proposed residential development at Lea Road and the Scheme would result in a ***moderate adverse significant effect.***

5.12 Summary

5.12.1 The Scheme would not conflict with the relevant plans and policy.

5.12.2 The Scheme would give rise to permanent effects within the local landscape and would contribute to the developing urban context.

5.12.3 There would be **moderate adverse significant effects** to Lea-Cottam Rural Urban Fringe LLCA and Fylde Farmland LLCA during construction and operation winter year 1, reducing to a **slight adverse significant effect** at the residual, operation summer year 15 when mitigation planting would provide screening and landscape integration.

5.12.4 The most apparent changes to character and views during construction would result from the temporary presence and movement of construction plant, localised regrading of landform, removal of existing landscape elements such as trees and hedgerows, and the construction of the railway station building and footbridge, car park, access road, access road bridge over the canal and Cottam Link Road Roundabout. Tree, hedgerow and scrub removal would be minimised through careful and considerate design followed by adequate protection during the works.

5.12.5 The construction works would be clearly apparent in locations close to the works and would have significant effects upon visual and landscape receptors. The more sensitive visual receptors (e.g. residential and recreation receptors) at the following viewpoints located in close proximity to the construction works would experience a mixture of large adverse and moderate adverse effects during the construction period:

Large adverse significant effects

- VP1 Residences on Sidgreaves Lane
- VP3 Residences along Lea Road, north of Lancaster Canal
- VP5 Residences along Lea Road, (north of Preston to Blackpool Railway)
- VP6 Residences along Lea Road (south of Preston to Blackpool Railway)
- VP7 Residences along Darkinson Lane
- VP12 and VP14 Walkers on the Lancaster Canal Long Distance Path

Moderate adverse significant effects

- VP2 Residences at Earl's Farm and Bryars Farm and walkers on PRoW FP7
- VP7 Cyclists on NCR 62

- VP8 Walkers on PRoW FP 45 and users of Ashton and Lea Golf Club

5.12.6 The existing urban edge along Lea Lane and the PWDR further west would contain the effects of construction activity from the wider landscape and views.

5.12.7 At operation winter year 1, all effects on landscape and visual receptors would reduce, with the most notable changes being experienced by the more sensitive visual receptors (e.g. residential and recreation receptors) with views towards the completed Scheme and loss of vegetation at the following viewpoints.

Large adverse significant effect

- VP5 Residences along Lea Road, (north of Preston to Blackpool Railway)
- VP7 Residences along Darkinson Lane
- VP12 and VP14 Walkers on the Lancaster Canal Long Distance Path

Moderate adverse significant effect

- VP1 Residences on Sidgreaves Lane
- VP2 Residences at Earl's Farm and Bryars Farm and walkers on PRoW FP7
- VP3 Residences on Lea Road, north of Lancaster Canal
- VP6 Residences along Lea Road (south of Preston to Blackpool Railway)

5.12.8 Construction activity would no longer be present. However, the likely effects on landscape character would arise from the presence of the new and permanent railway station building and footbridge, car park, access road, access road bridge over the canal and Cottam Link Road Roundabout within the landscape and from views from nearby visual receptors. A loss of vegetation would also remain and newly sown grass reinstatement areas

would also be yet to establish. Tree and hedgerow mitigation planting would not yet be established and would have limited reduction in impacts at this stage. Therefore, the effects would be the same as in the absence of proposed mitigation.

5.12.9 The Scheme would not result in any significant effects by operation summer year 15 although the loss of pre-development open green space would be permanent. All landscape and visual receptors would experience slight adverse or neutral residual effects. By operation summer year 15 the planting in combination with the retained vegetation would have achieved sufficient height and density to screen and integrate the Scheme into the local landscape. Although some features such as lighting would remain visible above the canopy, the Scheme would be viewed within the context of the existing highway infrastructure of the adjacent PWDR, Cottam Link Road and the adjacent urban edge.

5.13 References

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