



# Cottam Parkway Railway Station

## Environmental Statement

### Volume 3: Appendices

#### Appendix 4.1 Consultation Statement

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# **1. Introduction**

- 1.1.1 This Consultation Statement details the consultation exercise that was undertaken to gauge stakeholders (including members of the public) opinions on the Cottam Parkway Railway Station (herein referred to as 'the Scheme').
- 1.1.2 From a national and local planning policy perspective, there is an expectation of applicants to consult on major development proposals. There is some degree of flexibility given to applicants on the amount and scope of pre-planning submission consultation carried out.

## **2. Consultation**

### **2.1 Introduction**

- 2.1.1 The consultation for the Scheme was carried out from 6 December 2021 to 31 January 2022. The consultation was undertaken online due to COVID-19 pandemic restrictions in Lancashire.
- 2.1.2 The consultation process informed the public of the most up to date design of the Scheme, gauge how they intended to use the Scheme and whether there would be any means that may encourage them to use the Scheme. Any general comments were also sought.
- 2.1.3 The consultation also provided the public and any interested stakeholders the opportunity to be involved in early engagement as set out in paragraphs 39 and 40 of the National Planning Policy Framework (MCHLG, 2021) (the NPPF) (see Appendix 1 for further policy information).
- 2.1.4 A second aspect of the consultation was to seek views from residents, interest groups and selected consultees on landscape change. This aspect was informed by Design Manual for Roads and Bridges (DMRB) LA 107 which seeks 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 will incur as a consequence of the Scheme.

## **2.2 Publicity**

- 2.2.1 Residents were notified of the consultation by letter and dispatched to approximately 11,800 properties in the North West Preston area during week commencing 6 December 2021. The consultation boundary was chosen due to likely postcode areas to respond – for example, due to its location in relation to walking or cycling.
- 2.2.2 Emails were also sent to approximately 96 individuals (who had previously requested to be kept up to date with the Scheme), as well as local groups, MPs, local and county councillors, statutory consultees and various partner organisations and neighbouring local authorities. A copy of the flyer is displayed in Appendix 2.
- 2.2.3 Posters were sited within the consultation boundary area at prominent places such as public buildings, shops, public houses, or places of congregation. A copy of the poster is displayed in Appendix 3.
- 2.2.4 A display was placed in Ingol library (see Appendix 4) for the duration of the consultation. This comprised of two A1 display boards containing a written summary and images of the Scheme. The purpose of the display was to allow any residents to view the display material at their leisure, ask any questions to the library staff (who were fully briefed on the proposals) and a place where people can access online resources.

## **2.3 Website**

- 2.3.1 A new micro-site dedicated to the Scheme was created within the County Council's 'Major Projects' webpage at the following URL Cottam Parkway railway station - Lancashire County Council

<https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/major-transport-schemes/cottam-railway-station/>

## **2.4 Social and Local Digital Media**

- 2.4.1 A press release was issued by Lancashire County Council on 6 December 2021 which allowed news websites and newspapers to publish information about where the Scheme's information would be available. This generated media items in 'Blog Preston', the 'Lancashire Evening Post', 'Lancs Live and 'Blackpool Gazette'. The press release was also published to Lancashire County Council's Facebook page (which reached more than 15,400 people) and Twitter Feed.
- 2.4.2 A local private Facebook page called 'Cottam Community' which has 3,600 followers also posted about the proposals. Many of the comments were positive and in favour of the Scheme. Other comments were on a wide range of general themes such as traffic, house building and general comments about trains.

## **3. Consultation Responses**

- 3.1.1 A total of 241 responses were received, the vast majority of which were in the form of the online questionnaire (Appendix 5) – via 'Have Your Say'. We received a small number of emails which were included in the considerations.
- 3.1.2 Having collated all the responses, we were able to identify several common themes and issues raised in the public response to the consultation.
- 3.1.3 The issues most commented on were as follows and the remainder of this report details each issue in turn and concludes with a questionnaire analysis.
- Accessibility;
  - Carbon footprint and climate change;

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

## **4. Key Findings and Responses**

### **4.1 Issue 1: Accessibility**

#### **Key Findings**

- 4.1.1 Some respondents have raised concerns regarding the accessibility of the Railway station building and its features (such as benches, bins etc) which can cause issues to those with a visual impairment. One respondent stated that the Scheme needs to be fully accessible for people with mobility issues, particularly wheelchair users and queried whether the footbridge plans are indeed fully accessible.



## **Our Response**

- 4.1.2 The Scheme would be made fully accessible for those with mobility issues or a visual impairment. Accessibility is now part of the Code of Practice as design standards for Railway Stations through the Department of Transport which ensures that any infrastructure work at stations makes railway travel easier for disabled passengers. Therefore, the design of this Scheme has taken this into account.

## **4.2 Issue 2: Carbon Footprint and Climate Change**

### **Key Findings**

- 4.2.1 There was a mixed response in terms of the impact on climate change / carbon footprint of the Scheme. Some respondents suggested that the Scheme would have a huge carbon footprint and therefore any gain of using the trains (over motor vehicles) would not be beneficial in comparison to constructing the Scheme.
- 4.2.2 On the other hand, some respondents have stated that the use of the station would have a positive impact on carbon emissions / climate change and works towards Net Zero Goals due to people using trains rather than cars.
- 4.2.3 Other respondents have queried whether the use of solar panels would be included as part of the Scheme. One comment suggested whether the solar energy gained could be used locally through battery storage.
- 4.2.4 Some respondents have suggested including a rainwater harvesting system.

### **Our Response**

- 4.2.5 The impact of / on climate change has been considered as part of the Environmental Impact Assessment (EIA), within Chapter 12. The construction and operation of the Scheme in terms of its carbon emissions has been audited and is considered as 'not significant', meaning that there would not be

a negative impact on climate change, nor its carbon footprint. Furthermore, mitigation measures have been included as part of the Scheme such as a response to flooding and use of renewable materials within the access road, such as roadside kerbs, which would be some elements which would contribute to improving the Schemes carbon footprint.

- 4.2.6 Furthermore, solar panels have been included as part of the Scheme design. Solar Photovoltaics (PV) panels would be installed on the southern roof pitch of the railway station building. This would help contribute to the sustainability of the Scheme. Regarding the use of the solar energy gained and battery storage, this would need to be considered further at design stage of the Scheme in conjunction with Network Rail.
- 4.2.7 The use of a rainwater harvesting system was explored during the early design of the Scheme. Unfortunately, there would not be enough space within the footprint of the building to be beneficial and therefore has not been incorporated into the design of the Scheme.

### **4.3 Issue 3: Prefer to Walk, Cycle, or Use Bus Services**

#### **Key Findings**

- 4.3.1 A few responses were received in relation to the fact that respondents preferred to walk, cycle, or use bus services to access Preston City Centre or further afield.
- 4.3.2 Some of those respondents stated that there are good enough bus services to another railway station such as Kirkham or Preston. Others stated that the actual site of the Scheme is not far from Preston so would use their own means of travel and avoid using the Scheme.

#### **Our Response**

- 4.3.3 This Scheme provides opportunity for those who travel by car to Preston to

use the park and rail facility as an alternative.

## 4.4 Issue 4: Cycle Storage

### Key Findings

- 4.4.1 Many of the respondents stated that they would only cycle to the Scheme if there was secure cycle parking, such as the following comment:

*'Cycle parking that is secure (i.e., have some cycle parking that is in a locked room, that you need a fob to enter, like at Preston Station) – still also have stands that are accessible without a fob though. Cycle parking to be fully under cover, in a 24 lit area, clear CCTV on display'*

### Our Response

- 4.4.2 It is proposed that the Scheme would have covered bike stands / parking to the east of the Station building, accessed via a dedicated cycle path from the access road to the north. The railway station car park and building would be lit during the hours of service.

## 4.5 Issue 5: Cost

### Key Findings

- 4.5.1 There were some comments that suggested the local train fare would be too expensive and therefore the use of the station would be negligible, therefore questioning the viability of the Scheme.
- 4.5.2 Other comments suggested the money for the Scheme should be spent elsewhere within Preston.

### Our Response

- 4.5.3 Funding for the Scheme comes from a successful bid to the Department for

Transport's Transforming Cities Fund (TCF) as well as a local contribution and through the Preston, South Ribble and Lancashire City Deal. As a result, the money allocated to the Scheme cannot be used elsewhere.

- 4.5.4 It is considered from the business case for the Scheme that the railway station would be well-used and have a positive impact on the local population and employment.
- 4.5.5 Unfortunately, the cost of train fares is not a consideration of part of the Scheme and further cost implications would need to be discussed with Network Rail as the governing body for train fares.

## **4.6 Issue 6: Design**

### **Key Findings**

- 4.6.1 Some respondents felt that the design of the railway station building was poor and modern architecture should be used instead.
- 4.6.2 Other comments suggested that there should be inclusion of solar panels, green roofs, modern materials, more landscaping (soft edges) as well as changing the materials of the railway station car park.

### **Our Response**

- 4.6.3 The railway station building has been designed to be in keeping with the local vernacular. Buildings in the surrounding area are primarily red brick built with a rustic, agricultural 'farm building' aesthetic. The visual impact of the Scheme has been assessed as part of a Landscape and Visual Impact Assessment (LVIA) and is considered acceptable to the local landscape and characteristic of the area (further details can be found in Chapter 5 'Landscape and Visual Impact' of this ES).
- 4.6.4 The railway station building would include a green roof and solar panels to the roof. Further landscaping and materials are being considered during detailed

design. The use of materials and landscaping would have considered how it 'fits in' to the local landscape.

## **4.7 Issue 7: Environmental Impact**

### **Key Findings**

- 4.7.1 A handful of comments referred to the potential impact on local habitat, wildlife, trees and hedgerows. Some stated that they hoped as many trees could remain as possible.

### **Our Response**

- 4.7.2 A detailed Environmental Impact Assessment has been undertaken to consider all aspects of the Scheme, including impact on local matters including ecology and habitats. Surveys so far have concluded that there would be no significant impact on protected species (such as Bats, Great Crested Newts etc), nor any habitats within the Scheme boundary.
- 4.7.3 We will aim to replant any hedgerows or trees that are proposed to be removed and replace with up to a 10% net gain within the local area. For further details, refer to Appendix 18.1 'Environmental Masterplan' in volume 3 of this ES.

## **4.8 Issue 8: Lea Road**

### **Key Findings**

- 4.8.1 Several respondents stated they had some concerns over Lea Road, particularly suggesting that footpaths should be widened as it is perceived that it is currently too dangerous and narrow to walk along. Others suggested that there should be a direct crossing along Lea Road to access the Scheme. Another suggestion was to create a dedicated cycle lane on Lea Road.

- 4.8.2 Another particular concern to some of the respondents was the 'bus gate' proposed onto Lea Road, stating that it would cause a hazard on an already busy road. Others suggested closing off Lea Road completely to traffic and having a purely dedicated cycle lane and footpath (i.e., pedestrianised), whereas others suggested not having an access road and access road bridge over the canal and create a roundabout from Lea Road into the Scheme.

### **Our Response**

- 4.8.3 The extension to Cottam Way (the Cottam Link Road) will allow pedestrians and cyclists to access the site via the new access road near Sidgreaves Lane without having to re-join the carriageway or use Lea Road. This is intended to provide a viable alternative to the Lea Road route for pedestrians and cyclists.
- 4.8.4 For pedestrians and cyclists choosing to use Lea Road there will be a signalised junction provided at the Lea Road site access. This junction will provide a safe crossing location where the existing eastern footway terminates north of the Lea Road railway bridge.
- 4.8.5 The options for the Scheme are discussed in Appendix 1-3.1 'Options Report' of this ES and in the Design and Access Statement.

## **4.9 Issue 9: Lighting**

### **Key Findings**

- 4.9.1 Several respondents have suggested they are more likely to use the Scheme, particularly via cycling or walking if there was better lighting on local roads / footpaths / cycle routes.
- 4.9.2 Others have suggested that the car park should only be lit for a minimal amount of time to minimise light pollution.

## **Our Response**

- 4.9.3 A lighting plan for the Scheme has been developed as part of the planning application. There would be lighting included along the existing Sidgreaves Lane over the Lancaster Canal (where a segregated cycle lane / footpath is proposed), along the access road and bridge, car park, railway station platforms and footbridge. It is expected that the lighting in the car park would switch off when the railway station is not in use.
- 4.9.4 In terms of lighting along existing footpaths and housing areas, this would need to be considered further but would not form part of this Scheme.

## **4.10 Issue 10: Location of the Scheme**

### **Key Findings**

- 4.10.1 Some respondents felt that the Scheme was not in a location which would be utilised to its fullest. Some suggested that the Scheme should be located closer the UCLAN's Sports Area, nearer the PWDR, nearer the city centre or improve the existing station at Salwick.
- 4.10.2 Some respondents suggested that they would be more inclined to use the station via walking or cycling if that Scheme was closer to existing infrastructure (such as existing cycle lanes or wider footpaths).

### **Our Response**

- 4.10.3 The Scheme's location has been chosen in terms of both access and the railway station building location itself.
- 4.10.4 Five railway station siting options were considered initially. This gave rise to five potential layouts, with all station buildings located on the northern side of the line. The location for the possible siting of the railway station was an area bounded by the Lancaster Canal to the north, Lea Road to the east, the PWDR to the west and the Preston Fylde Junction to Blackpool North line to the south.

The railway station siting was chosen due to its topography, relationship to the railway line and access requirements (including construction requirements).

4.10.5 One of the main considerations for the access road was that the route alignment would commence from the PWDR via the Cottam Link Road. The Cottam Link Road was designed with a junction intended to facilitate the access route (feeder route) to the Scheme. Owing to the station location the access road was preferred due to the benefit of allowing a more westerly located railway station facility.

## **4.11 Issue 11: Naming of the Scheme**

### **Key Findings:**

4.11.1 Several respondents stated that the facility should be named either 'Lea Parkway' or 'Lea and Cottam Parkway' due to its location within the parish of Lea and Cottam and its historical connection to the previous railway station at Lea Road (that closed in 1938).

### **Our Response:**

4.11.2 The railway station is currently known as the 'Cottam Parkway Railway Station' as a working title and could be subject to change once constructed.

## **4.12 Issue 12: Safety**

### **Key Findings:**

4.12.1 There was a concern that the access road would be next to the 'Lea Endowed School' and would cause a perceived safety concern.

4.12.2 Another concern was that there should be sufficient security and safety measures in place for late night use of the railway station.



**Our Response:**

4.12.3 Although, no specific concern has been raised regarding the impact on the local school (for example, traffic), a full impact assessment has been carried out in terms of the impact on traffic and transport and is anticipated that congestion in the local area would not cause a significant impact (refer to Chapter 14 'Traffic and Transport in this ES for more information). Furthermore, any impact on local community and private assets has been undertaken and no significant impact is expected to occur (refer to Chapter 15 'Land Use and Accessibility' in this ES for more information).

## **4.13 Issue 13: Perceived Increased in Traffic**

**Key Findings:**

4.13.1 We received several responses expressing concern that the Scheme would lead to increased congestion and creating extra traffic on Lea Road or Blackpool Road.

**Our Response:**

4.13.2 Using the Traffic Model, an assessment of potential impacts of the Scheme around the local area has been undertaken. A full impact assessment has been carried out in terms of the impact on traffic and transport and is anticipated that congestion in the local area would not cause a significant impact (refer to Chapter 14 'Traffic and Transport in this ES for more information).

## **4.14 Issue 14: Public Transport (Trains and Buses)**

**Key Findings:**

4.14.1 Some respondents felt that there needed to be more direct trains and better links with public transport facilities.

*'If there isn't decent access via train to Manchester and Liverpool I feel this won't be used as hoped. Direct trains required.'*

**Our Response:**

4.14.2 The purpose of Cottam Railway Station is to act primarily as a park and ride facility, rather than a transport hub such as Preston Railway Station. The purpose of the Scheme is to connect with Preston Railway Station and let more rural areas such as North West Preston have better access to rail routes.

4.14.3 Furthermore, Lancashire County Council is committed to working with bus and rail operators to provide better public transport throughout the County.

## **4.15 Frequent Queries:**

**Will the public right of way to the north of the railway line be accessible during construction or will it be diverted?**

4.15.1 It will be temporarily closed during construction. Footpath 44 would be diverted around the carpark using the new footpath on the access road. This would allow for a lit and paved alternative to the original route approximately 40 metres north of the original footpath.

**Will there be a cycle lane from Cottam to the Scheme?**

4.15.2 Cyclists travelling between Cottam and the Scheme will be able to use the existing shared-use footways on Cottam Way, and the extension of these facilities along Cottam Link Road, to connect directly to the segregated cycle facilities proposed on the new access road without having to re-join the carriageway.

**Will other train services stop at Cottam Parkway?**

4.15.3 The exact stopping pattern for Cottam Parkway Railway Station is being worked up with the rail industry. The core business case sees the two

Blackpool North – Preston – Manchester services stopping, giving a two train per hour electric train service.

### **Would the number of train services increase to accommodate potential future passenger footfall?**

4.15.4 The business case also allows for future stopping services which could include Blackpool South – Preston and Blackpool North – York services also stopping at Cottam Parkway Railway Station in future years, subject to timetabling, passenger demands and parallel journey time improvements being made on the East Lancashire line for the York services.

### **What is the projects time frame?**

4.15.5 It is proposed to start construction in 2023 with completion within 24 months.

## **5. Questionnaire Analysis**

### **5.1 Overall Reaction**

5.1.1 The response to the overall principle of the Scheme was generally positive. The following sets out the results and key findings of the questionnaire in order posed within the survey.

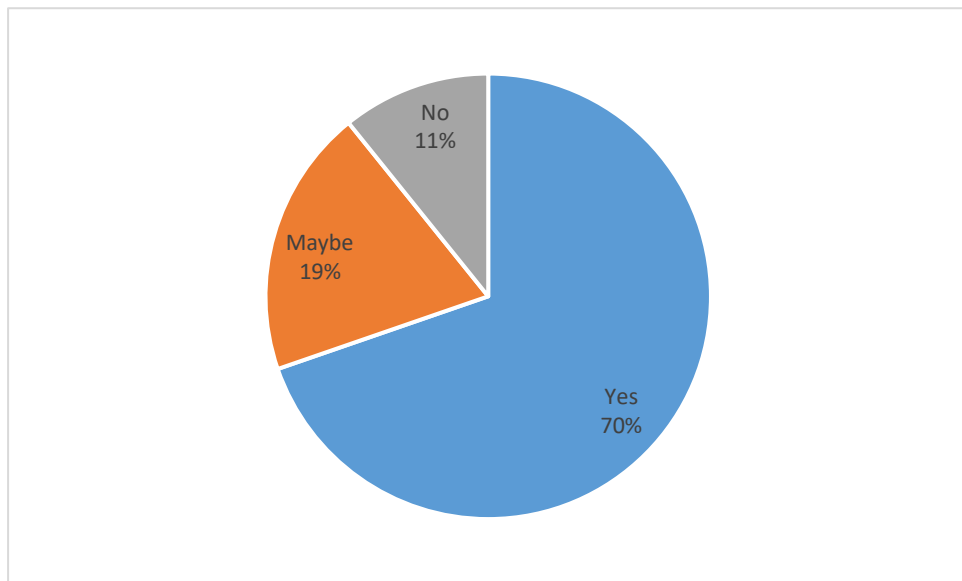
#### **Q1: In what capacity are responding to this proposal?**

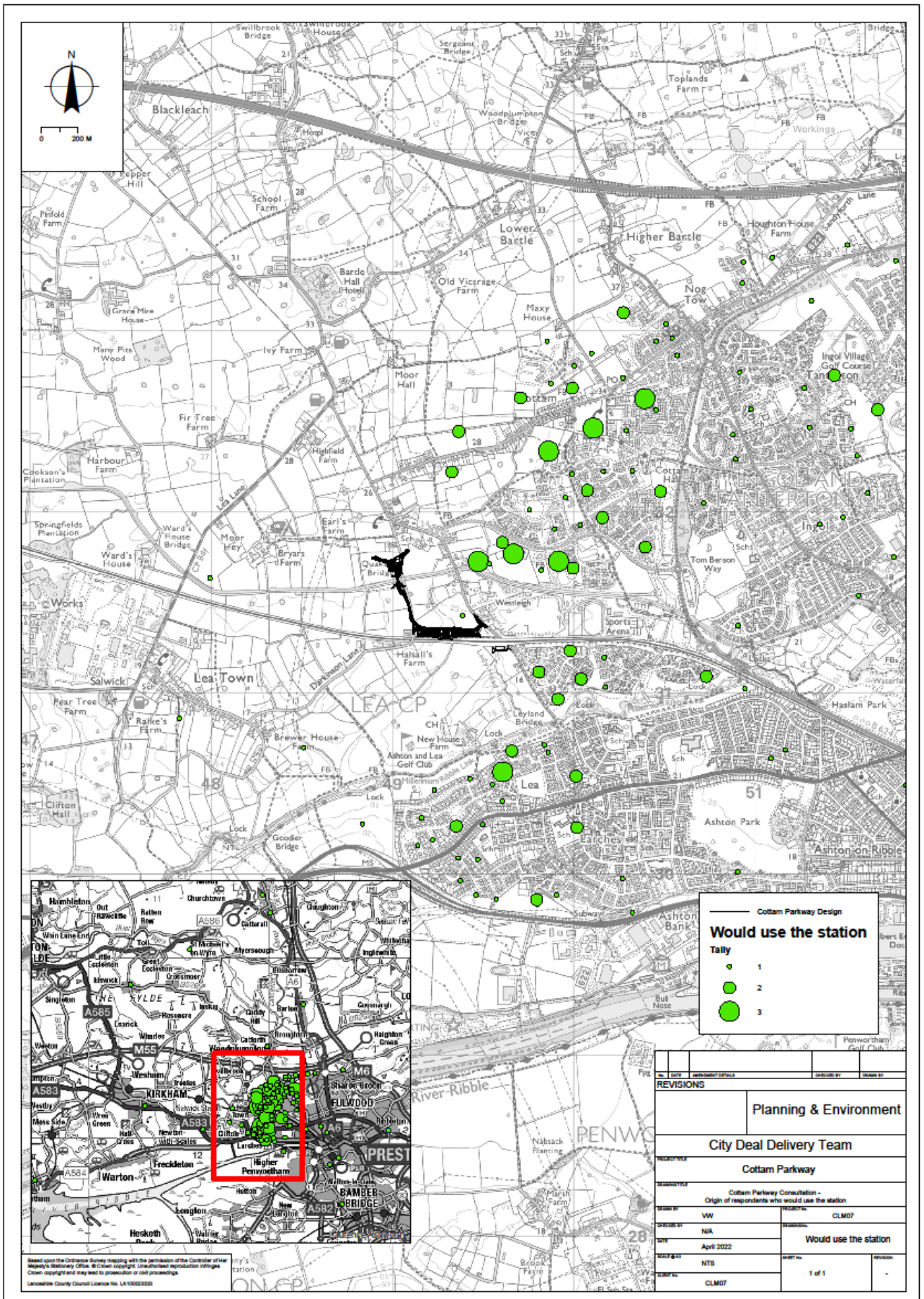
<b>Respondent</b>	<b>Count</b>	<b>%</b>
Member of the public	241	100%
Business	0	0%
Local Interest Group	1	<1%

Other	0	0%
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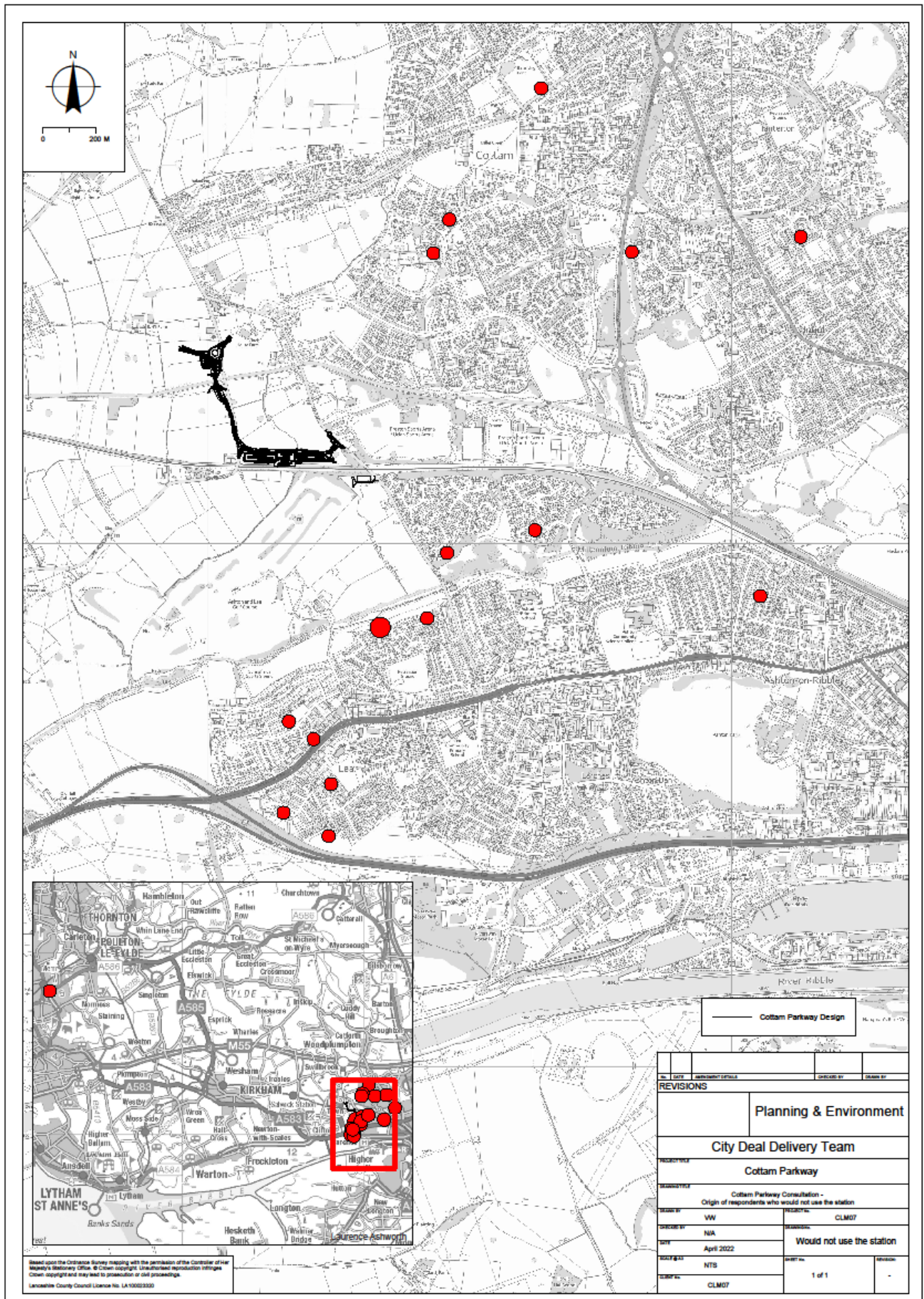
**Question 2: Do you think you might use the proposed station?**

Answer	Count	%
Yes	168	70%
Maybe	47	20%
No	26	11%

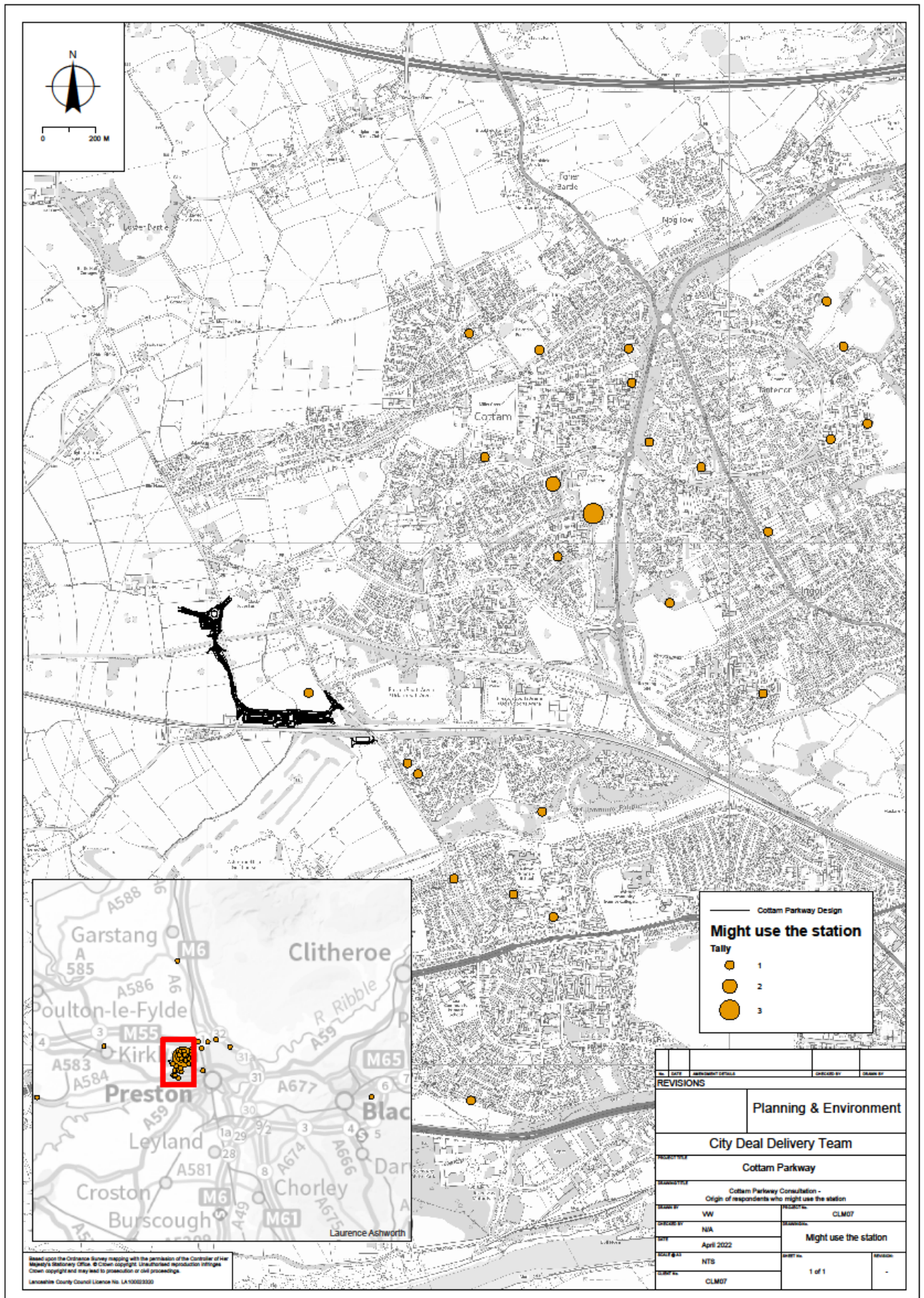






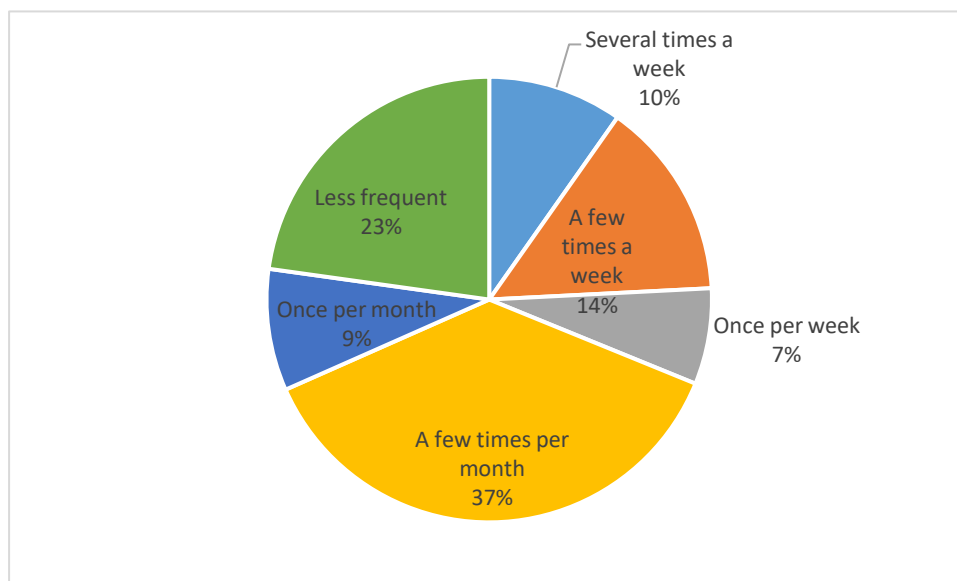






**Question 2a. How frequently might you use the proposed station?**

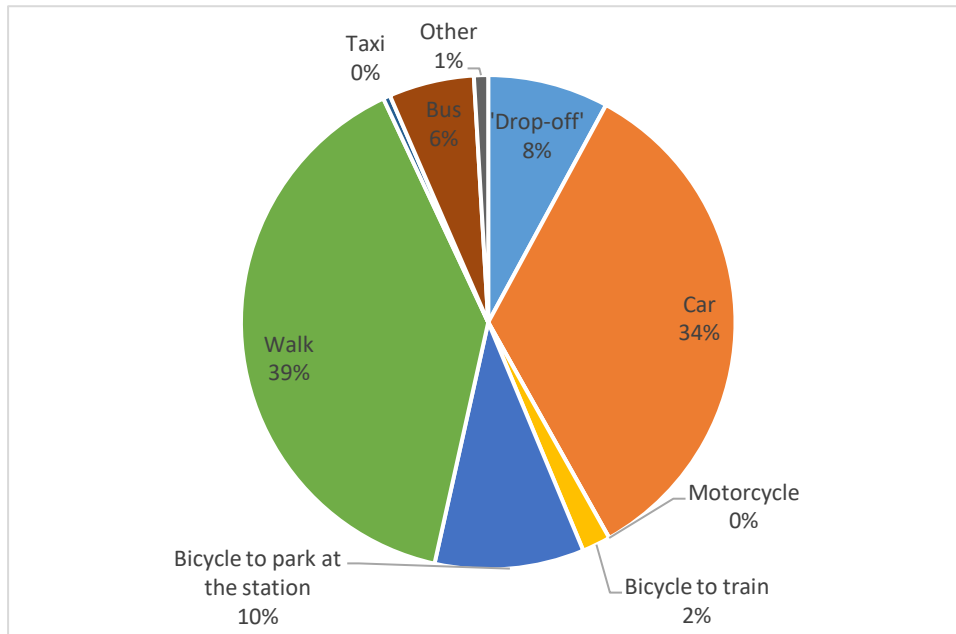
Frequency of use	Count	%
Several times a week	21	10%
A few times a week	31	14%
Once per week	15	7%
A few times per month	80	37%
Once per month	19	9%
Less frequent	49	23%





**Question 2b. What would be the main way you might travel to the proposed station?**

Frequency of use	Count	%
'Drop-off'	17	8%
Car	73	34%
Motorcycle	0	0%
Bicycle to train	4	2%
Bicycle to park at the station	21	10%
Walk	85	40%
Taxi	1	<1%
Bus	12	6%
Other	2	<1%



**Question 1c: If 'no' is there a reason why you would not use the proposed station?**

5.1.2 Answers are summarised in the key issues and findings in Section 4 of this report.

**Question 3: Do you have any suggestions which could improve walking and cycling user friendliness of these proposals?**

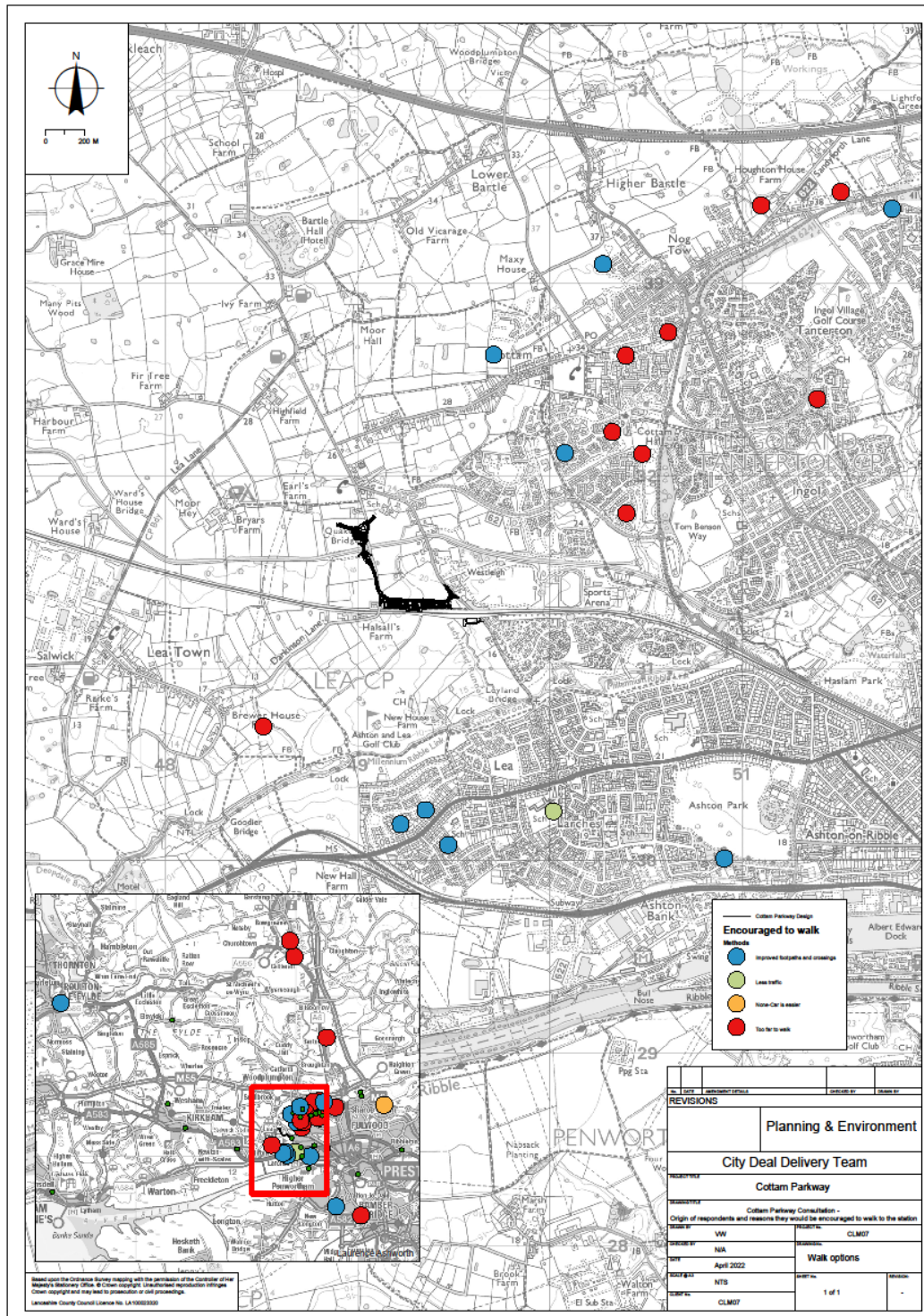
5.1.3 Answers are summarised in the key issues and findings in Section 4 of this report.

**Question 3b: What might encourage you to walk or cycle?**

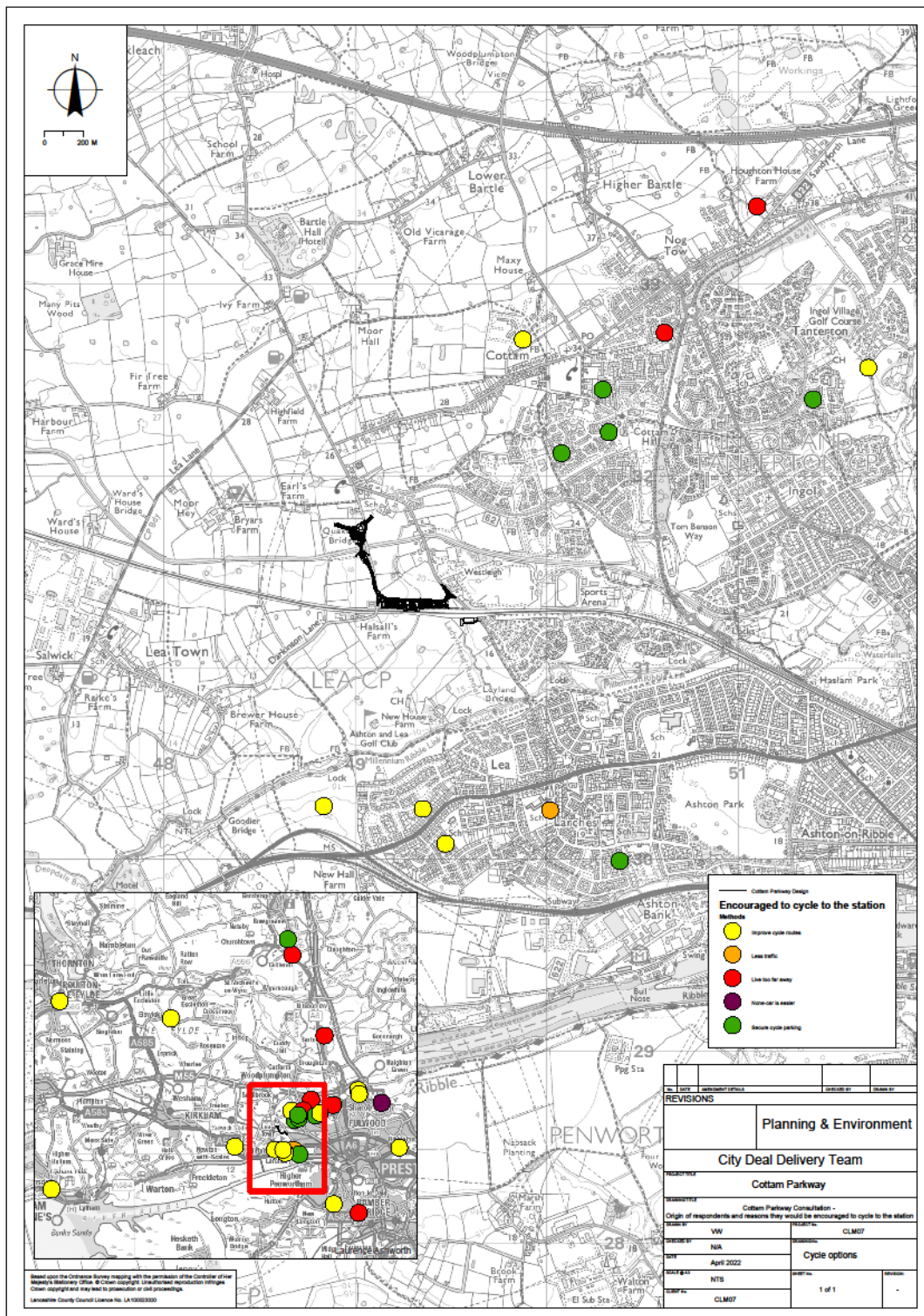
5.1.4 The more commonly raised reasons why respondents would or would not cycle or walk to the Scheme are as follows:

- Depends on the purpose of the journey
- If footways/footpaths were improved or widened

- If lighting was improved on Lea Road
- If pedestrian crossings were installed or improved
- Weather conditions
- Too far or inconvenient [from home]
- Personal or health reasons
- Road access for cars is more convenient
- If secure cycle parking/storage was provided
- If cycle lanes/ paths were provided or it was safer to ride
- If train services had accommodation for cycles [to enable onward travel with a bicycle]







5.1.5 Many of these issues are summarised in the key issues and findings in Section 4 of this report.

**Question 4: We want to know your perceptions and feelings of the existing landscape of the site and surroundings.**

**From each of the 'landscape features' listed below please select one 'characteristic' that to you best describes the 'nature' and 'feel' of the landscape?:**

5.1.6 The purpose of this question was to understand what people think their landscape is comprised of, how they perceive or 'feel' it and what makes it special to them. This was to address the requirements of LA 107 of the Design Manual for Roads and Bridges that advises the opinions and consensus of the local public and different interest groups, their perception of the landscape, the value they place it and assessment of the change the project will incur.

5.1.7 The County Council recognises that some respondents were not clear about how to answer these landscape questions. Usually, these questions would be delivered in a specific workshop environment where landscape professionals can help to clarify the process. However, as the consultation took place when COVID restrictions were in place, it was felt that an online questionnaire would be beneficial.

5.1.8 Opinions from interest groups are set out as follows:

- Landform, or shape of the terrain, was described as being between mainly flat (62%) (rolling - 36%, Hilly – 2%)
- Scale, or the apparent size of the landscape view, was mainly described as being medium (59%) (large - 18%, small - 24%)
- Diversity of the landscape was mainly described as being between varied (49%) and simple (41%), (complex - 9%, simple 2%)
- Enclosure of land was considered to be enclosed (71%), (open – 29%)

- Unevenness of the landscape was described as being textured (66%), (smooth - 16%, rough - 17%, very rough – 1%)
- Landscape colour was in the main described as natural (90%), (colourful – 9%, Garish or clashing – 2%)
- Pattern of the landscape was described as being mainly random (42%), (organised – 31%, regular - 25%, formal – 2%)
- The tranquillity was considered to be peaceful (85%), (silent – 5%, noisy – 10%)
- Naturalness or wildness of the landscape was considered to be natural (54%), (tamed – 20%, man-modified - 19%, wild – 6%)
- The historic features of the landscape are considered to be attractive (62%), (dull – 18%, beautiful – 9%, boring – 6%, spoilt – 3%, ugly – 2%)
- Natural features are considered to be few (68%), (lots – 24%, none – 8%)
- Human effects of the area are considered to be more limited in their impact(65%), (widespread – 21%, continuous – 9%, none - 5%)
- Artificial lighting in the area is considered to be more apparent (47%) than absent (40%), (evident – 12%, dominant – 2%)
- Numbers of people within the area are considered to be localised (63%), (few – 29%, dense - 2%, everywhere – 6%)
- Activity within this landscape is considered to be low and calm (76%), (busy – 15%, still – 9%)
- Peoples connection to the landscape mainly relate activities associated with family (67%) (cultural 22%, emotional (16%)

**Question 4a: Do you think these proposals can be accommodated without harmfully changing this landscape's qualities you like and value?:**

Answer	Count	%
Yes	92	68%
No	43	32%

5.1.9 The issues raised from these landscape questions are discussed in Chapter 5 'Landscape and Visual Impact' of this ES.

**Question 5: Do you have any further comments to make about these proposals?**

5.1.10 Answers are summarised in the key issues and findings in Section 4 of this report.

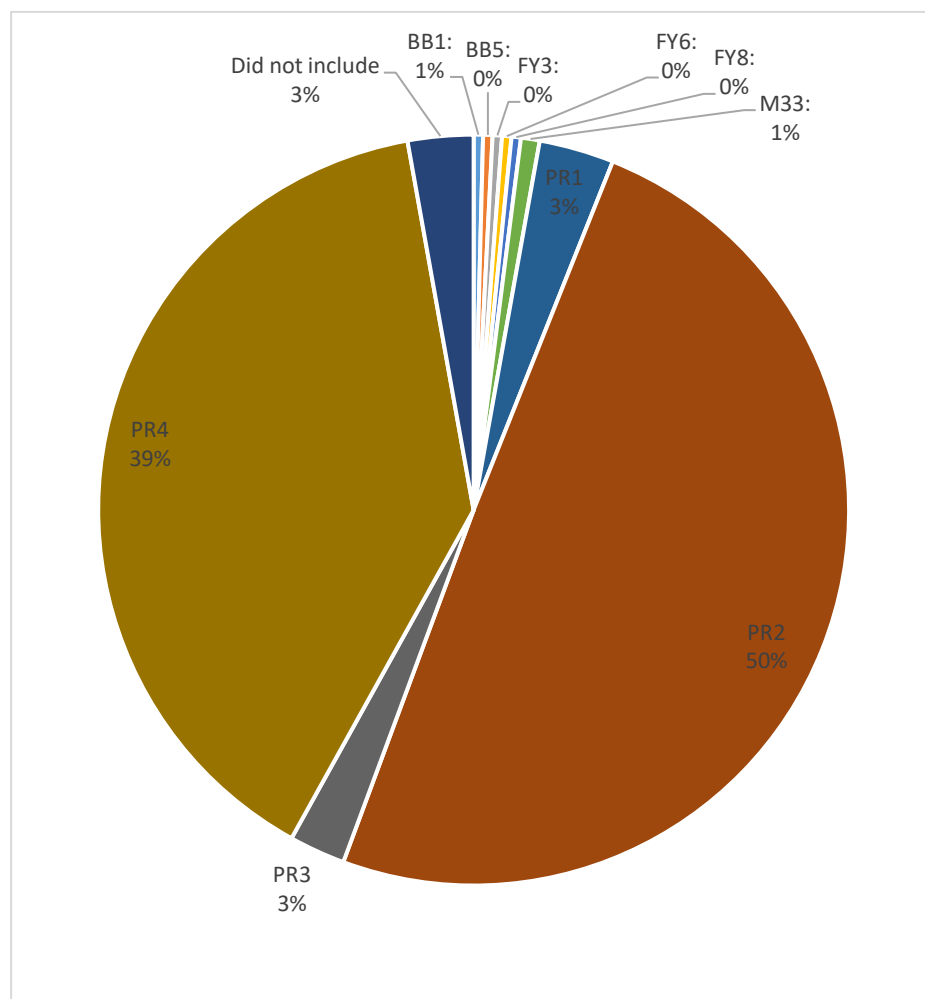
**Question 6: What is your full postcode?**

5.1.11 This was used to analyse the number of responses that raised common issues or concerns. The spatial distribution of respondents was organised into maps which are shown in Appendix 6.

Postcode	Count	%
BB1:	1	<1%
BB5:	1	<1%
FY3:	1	<1%
FY6:	1	<1%



FY8:	1	<1%
M33:	2	<1%
PR1	8	3%
PR2	123	50%
PR3	6	2%
PR4	97	39%
Did not include	7	3%



## 6. Stakeholder responses

### 6.1 Sustrans

- 6.1.1 Sustrans is a United Kingdom walking, wheeling and cycling charity, and the custodian of the National Cycle Network (NCN). The remit of Sustrans is to improve walking and cycling for everyone. Part of the way in which Sustrans achieves this is by preparing and applying design standards for National Cycle Routes (NCN).
- 6.1.2 Representatives for Sustrans requested a briefing to discuss a number of points relating to the impact of the access road on Sustrans No. 62 (Sidgreaves Lane). Following a briefing requested by Sustrans the project team were able to work with Sustrans to provide a suitable redesign of the priority crossing over the proposed access road.
- 6.1.3 Sustrans generally supported the proposal owing to the potential for this project to improve active travel provision by transforming the northern section of Sidgreaves Lane into a traffic-free route which excludes motor vehicles. This would be in line with Sustrans' objectives to create a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve. The following was the main points raised by Sustrans:
- As it stands, the [access road of the] project will introduce a degree of severance by introducing a new crossing for NCN users to navigate from Sidgreaves Lane onto Darkinson Lane. This crossing needs to be assessed against Local Transport Note 1/20 in addition to the Cycling Level of Service tool to ensure that users of the NCN are afforded priority across the crossing to encourage active travel.
  - Cycle design must be considered in any vehicle swept-path analysis of crossings to ensure that the NCN is fully accessible for all users – including cargo cycles, tandems and those who use cycles as mobility

aids.

- The use of hatching coming down from the link road may encourage higher vehicle speeds and therefore a review of this would be recommended.
- It may be worth considering pedestrian movements leaving the station to head towards Sidgreaves Lane, as crossings do not currently facilitate this desire line of movement.

## 6.2 Peak and Northern Footpaths Society

6.2.1 The Peak and Northern Footpaths Society has for over a century promoted the interests of footpath users in the North Midlands and North West of England. The organisation is run by volunteer footpath inspectors who regularly walk footpaths checking for problems and reporting them to the responsible local authority. The Society also monitors development proposals that affect public rights of way. The Society advised the following.

- The provision of a surfaced multi-use path alongside the new access road would seem to offer a more convenient means of accessing Darkinson Lane from Lea Road (and vice versa) in all weathers and (especially) for walkers with limited mobility, or with prams, or indeed cyclists.
- The new road and canal bridge proposed heading northwards would also seem to offer a benefit in closing off the existing section of Sidgreaves Lane north from the station to motorised traffic, creating a new section of entirely traffic free route for walkers to enjoy.
- Finally, the provision of a new station in and of itself is likely to provide benefits to walkers. It would allow walkers in the city centre to get a train right to the outskirts to access the countryside. It also has the potential to take some cars off the local roads which would provide benefits in terms of the pleasure and safety of walking along local roads

and potentially improve air quality.

### **6.3 Let's Grow Preston (LGP)**

- 6.3.1 Let's Grow Preston is a local group and registered charity that is concerned with supporting the maintenance of public gardens locally, growing plants and vegetables for sale and has established a number of educational programmes within the community centred around horticulture.
- 6.3.2 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."
- 6.3.3 Good project examples cited by LGP that might be used as inspiration for a detailed landscape design were:
- United Utilities Andy's Bee Meadow, Broadgate, Preston;
  - Tebay Services on the M6; and,
  - Use of materials in the car park that would allow plants to grow through the surface.
- 6.3.4 A number of the suggestions made here and variously in the consultation have been considered and the design response is set out within the Scheme drawings, Appendix 18.1 ;Environmental Masterplan; and the Design and Access Statement.

## 6.4 Canal and River Trust

6.4.1 The Canal & River Trust (CRT) is a guardian organisation for canals and rivers together with reservoirs and a range of heritage buildings and structures in England and Wales. The main points of the CRT response is as follows:

- We consider the canal corridor here should be used as part of the sustainable off-road route options.
- There is a watercourse passing underneath the station which seems to be the same watercourse which connects to our culvert 6 under the canal. Based on our records it appears that the outfall side of this watercourse is on the towpath side of the canal, so the station would be downstream.
- The new permanent highway bridge over the canal would still continue to have an impact beyond the design year 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.
- We would welcome sight of the various ecological studies and reports before commenting further on this matter. To achieve a biodiversity net gain of a minimum of 10%, if this is not possible on the site, we would welcome hedgerow improvements along the canal corridor here in terms of laying and planting.
- The impact on the listed canal bridges will need to be thoroughly assessed.
- The CRT raised concern that the bridge known as Quakers Bridge that carries Lea Road over the canal bridge had no weight limit but that vehicles and construction vehicles of up to 40T could use it on an unrestricted basis. This would be a cause for concern during construction and vehicles should be rerouted.

- 6.4.2 The responses made here and variously in the consultation have been considered and the design response is set out within the Scheme drawings, the Appendix 18.1 'Environmental Masterplan' and the Design and Access Statement. In connection with vehicle traffic routes during construction this is expected to be finalised within a construction Traffic Management Plan. Impacts of construction traffic are discussed within Chapter 14 ;Traffic and Transport; of this ES.

## **6.5 Environment Agency**

- 6.5.1 The Environment Agency (the EA) is a non-departmental public body for England established in 1996. It is sponsored and partially funded by the Department for Environment, Food and Rural Affairs (Defra). It has responsibilities relating to the protection and enhancement of the environment and for flood risk.

- We would like to highlight that the site is located over a Principal Aquifer from the Sherwood Sandstone Group, in Zone 2 of the Source Protection Zone. This should be taken into consideration when designing drainage schemes, and any potential impacts on this resource must be avoided.

- 6.5.2 Matters relating to Soils, Geology and Hydrogeology are set out in Chapter 10 of this ES and in Chapter 11 'Water Environment' relating to site drainage.

## **6.6 Natural England**

- 6.6.1 Natural England is a statutory consultee for planning applications which might affect designated nature conservation sites (Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), for development affecting significant areas of best and most versatile agricultural land and for development requiring Environmental Impact Assessment.

- 6.6.2 Natural England is not a statutory consultee at the pre-application stage and provided their standard advice. Further comments are expected during the assessment of the planning application.

## **6.7 Lea and Cottam Parish Council**

- 6.7.1 Lea and Cottam Parish Council are the parish council for the area on which the Scheme is situated. The comments made by the parish council, in summary, are as follows:

- Has any proposal been considered for the widening of the road between the rail line and Lancaster Canal.
- As there are no footpaths on both sides of Lea Road between the rail line and Lancaster canal and only partial footpaths on one side how will pedestrians gain access to the station.
- The footpaths from Blackpool Road to the rail line are inadequate and unsafe as also are the ones from Lancaster canal to Cottam Way, should this not be taken into account as part of the planning application.
- As the County Council is in favour of encouraging cycling it should be realised that this section of Lea Road is already dangerous for cyclists, so with an increase in traffic due to the proposed Storey Development and rail station what provision is being made to make Lea Road safer for cyclist and pedestrians.
- That if it is envisaged that the site will be a bus/rail interchange then there will be a need for bus lay-by provision on Lea Road as well as widening. This will be relevant even if buses use the station car park as the interchange since there will be through bus traffic using Lea road as part of the existing and future routes which will need to stop at this point
- That the station name should be Lea and Cottam Parkway due to its close location and the historic location of the old Lea Station.

- 6.7.2 The County Council is aware of these barriers to non-motorised user access

assessment into the impacts from the scheme is presented in Chapter 14 'Traffic and Transport' of this ES. The design solutions that can be made as part of the planning application are presented within the Design and Access Statement.

## 6.8 Campaign for the Protection of Rural England

6.8.1 CPRE, the countryside charity, campaigns for a thriving, beautiful countryside, and greenspace for everyone, which unfortunately, are under threat – from pollution, litter, irresponsible development, and a host of other pressures. The CPRE assists its members and the public to better engage with planning matters.

- The geographic location of the proposed Station is supported
- However, CPRE suggests Lea Road is better suited as the access point for vehicles. This is because Lea Road is already an established route for buses, cars, cycles, and pedestrians. It already has established bus routes of 88 and 31, and proximity to other bus routes including 61, 68, 43, and 44
- CPRE does not support the creation of the proposed new road for Station access as it impacts the wildlife corridor and would also remove the fields to the left of the proposed Station site and result in hedgerow loss.
- proposed Wildlife Enhancement Area is not linked to the existing wildlife corridor or its buffer zone.

6.8.2 The access road and bridge are considered to be an essential component of the Scheme as a park and ride facility and is part of the wider transport and access strategy for the area and confirmed variously in the documents of the County Council and the City Council. The reasoning for these aspects is set out in both the Planning and the Design and Access Statements.

6.8.3 Wildlife and landscape enhancement required is appraised in Chapter 5



'Landscape and Visual Impact', Chapter 6 'Ecology' and Chapter 19'(Environmental Action Plan' outline proposals are set out in the Environmental Masterplan in Appendix 18.1 of this ES.

6.8.4 The CPRE suggested a number of changes to the proposals as follows.

- Use alternative proposed road
- Connect wildlife to the Wildlife Enhancement Area
- Maintain a wildlife corridor buffer zone
- CPRE advocates a similar design treatment for the car park and bus turning area as that at Flower Bowl near Garstang

6.8.5 The CPRE suggested that 'the current proposal risks making the facility appear like the concrete fields of Buckshaw Parkway.' The CPRE recognised that a green roof, as proposed, could help station users see the greenery and canal straight away, tempting them to use this Station as a trip into the countryside. The CPRE considered that a 'Parkway' station should be a green station which could connect the edge of the city to the green fields and canal system. Further improvements to the overall layout and connections were suggested (by copy).

6.8.6 'The current cycle routes are not adequately linked to the proposed site for the Station. Although the new Cottam housing estates have adequate provision for cyclists, and improvements have been made to B6241 (Eastway) cycling routes, the neighbouring areas of Ingol, Tanterton, and Fulwood have incomplete cycle links. Improvements to link the cycle routes would make cycling a more viable commuting option from north Preston wards to the scheme as follows.

- A cycle route along the A6, from A583 to B6241 junctions, with path markings and blue cycle signs.
- Improve the paths in the Wychnor area to reduce road crossings (your Route 7 Cycle Delivery).

- Add pedestrian crossings to the Ibis Hotel roundabout and two D'Urton roundabouts on B6241 (Eastway).
- Complete Route 6B enabling a Super Cycle Highway from Cottam to Preston.
- Connect Ingol and Tanterton from Blackpool Road to Cottam and the Guild Wheel with clear cycle signs and cycle markings on paths.'

6.8.7 The scope of the applicant's solution to these suggestions is set out within the Planning Statement and the Design and Access Statement. As previously mentioned, the impacts on traffic and transport in environmental terms is presented in Chapter 14 'Traffic and Transport' of this ES.

## 6.9 Fylde Council

6.9.1 The response from Fylde Council raised many detailed points and strategic issues. These are summarised below

- Confirmation that a station near Cottam was in both Strategic highways and transport masterplans of Preston and of Fylde.
- Stated that in their opinion the facility was more than extensive facility than merely a local station owing to the large car park and access road from Cottam Link Road. In this connection the cost and viability was questioned.
- Critiqued aspects of the approach to the layout in front of the station building
- There were queries made relating to the timetabling of trains, whether there may be delays and also provided a suggestion that a bypass loop could be reinstated to allow high speed services to pass during the times when trains were in the station. This feature could be accommodated later by providing a longer bridge between the proposed platforms
- Concerns were raised about how the station could impact on existing

and future train services to Kirkham.

- Further comments related to the provision of new active travel routes in particular creating direct access to neighbouring uses such as UCLAN and local residential areas. The benefit of such measures would avoid excessive car use to the site allowing the car park to accommodate parking for customers whose journeys begin further afield, in particular in rural Fylde.

## 7. Appendices

## 7.1 Appendix 1 – Policy Background

### **Lancashire County Council Validation Checklist Guide/Information Guide**

Planning Application validation Guide Section 34 refers to The National Planning Policy Framework at paragraphs 188-191. These paragraphs have been superseded by paragraphs 39 and 40.

### **The NPPF 2021**

*'39. Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.'*

*40. Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.'*

### **Lancashire Statement of Community Involvement (Lancashire County Council – 2017)**

[https://www.lancashire.gov.uk/media/886369/sci\\_2015\\_2017-amendment.pdf](https://www.lancashire.gov.uk/media/886369/sci_2015_2017-amendment.pdf)

At page 6 Lancashire County Council sets out how the authority expects Community Involvement in Planning Applications to progress. At pages 6 and 7 there is specific reference to Pre-application consultation. It states

*'The Council encourages applicants to engage in pre-application discussions with planning officers. The focus of these meetings is to provide the applicant with guidance relating to the information required for proper consideration of the application. It is an opportunity where key issues and policies that the applicants' proposals should take into account, may be identified.'*

At page 7 the SCI states ' There are several ways that an applicant could further involve the community including:

- *Circulating leaflets to residents that outline draft proposals.*
- *Arranging meetings or exhibitions with community and other local interest groups.*
- *Requesting feedback within a specified time-scale (allowing changes to be made to documents before plans are finalised).'*

For larger scale proposals or controversial schemes the SCI states that the following measures could be appropriate:-

*' Public Meetings and Exhibitions*

*For larger scale or controversial proposals, the Council recommends that the applicant holds public meetings or exhibitions. When arranging these events, the applicant may wish to consider the following:*

- *Publicity: This could be in form of letters to householders or an advert/press release in the local press giving adequate notice, posters in the locale and prior notification to the Parish and any local interest groups.*
- *Venue - Location: It would be beneficial if the event were held on the application site/building, or at a venue as close as possible to the application site.*
- *Venue - Accessibility: To allow as wide a sector of the community to attend as possible, venues should be fully accessible, alternatively, reasonable adjustments could be made to permit access for people with disabilities or provide transport.*
- *Timing of Event: Events could take place at a time that enable a wide cross section of the public to attend, including weekends and evenings.*
- *Presentation Material: Should be clear and easily understandable and in a choice of formats – hard copies or disc. Web sites where information can be accessed would be useful.'*

### **Central Lancashire / Preston City Council**

<https://www.preston.gov.uk/article/1924/Statement-of-Community-Involvement>

In the Preston City Council district the approach to public consultation on planning matters is set out in a Statement of Community Consultation which is primarily aimed at reinforcing the approach of PCC in relation to consulting the public on their own planning proposals. Ideas for the approach can be taken (by copy) as follows

### ***'Lessons learnt from previous planning consultation and engagement***

*The previous SCI was focused on early engagement with the public. This included public exhibitions, drop in sessions and workshops. These events were expensive, required a lot of staff to run and set up, and the outcomes were poor and often not planning related.*

*It was decided that it was far more efficient and effective to attend other events that acted as attractors in their own right with more interactive activities.*

*In order to access a more representative sample of views we also make use of other sources of information such as corporate surveys and meetings with targeted groups to gauge people's preferences, concerns etc.*

*In the interests of effective and efficient early engagement with technical stakeholders moreover, an emphasis on workshop-based engagement was proven to be a good way to gather views and expertise from a wide range of organisations and notes of these meetings to be included as representations.*

*Having undertaken and evaluated a series of formal consultations on Local Plan documents, it was decided that these needed to be supplemented with continuous engagement of local people, making better use of wider corporate resources.*

*The following challenges to engagement and consultation on planning matters in Preston can be identified, alongside various opportunities to tackle them and improve involvement in planning.'*

**Table 1 - Previous Planning Consultation and Engagement challenges and solutions**

CHALLENGES	
Lack of time to engage; inability to attend consultation events at set times	<ul style="list-style-type: none"> <li>• Social media and website enabling 24/7 engagement</li> <li>• High levels of internet access, including mobile access</li> <li>• Attendance with fun, interactive activities at 'leisure time' events</li> </ul>
Understanding of English and Planning	<ul style="list-style-type: none"> <li>• Contact with intermediary groups and elected members who can bridge the language barrier</li> <li>• Use of plain English, clear, visual presentation</li> <li>• Creating an Easy Read Document where possible</li> <li>• Promoting understanding through better communications, workshops with key representatives</li> </ul>
Population churn, meaning residents consulted are not necessarily those that are affected	<ul style="list-style-type: none"> <li>• Continuous engagement rather than consultation only at defined points in time</li> <li>• Updating the database regularly</li> </ul>
Lack of interest in planning, particularly strategic planning - seen to be boring, not a life priority	<ul style="list-style-type: none"> <li>• Engagement in more exciting, interactive ways, using social media and attending other events with wider attractions</li> <li>• Engagement on specific issues, (not necessarily badged as planning) over short periods to avoid consultation fatigue</li> <li>• Making use of data from corporate surveys and other data gatherers</li> <li>• Drawing on Councillors representative knowledge of local people and issues</li> </ul>

**CHALLENGES**

Suspicion of the Council and cynicism, consultation fatigue

- Contact with intermediary groups who can bridge the gap
- Clear and timely reporting of what we have done with the messages given to us
- Engagement on specific issues, (not necessarily badged as planning) over short periods
- Making use of data from corporate surveys and other data gatherers

**Design Manual for Roads and Bridges*****LA 103 Scoping projects for environmental assessment, Revision 1***

Ref 8.N - scoping projects under the Habitats Directive 92/43/EEC (LA 115 [Ref 8.N]).

***LA 104 Environmental assessment and monitoring, Revision 1***

Ref 4.N - statutory obligations for public access to environmental information under EU Directive

2003/4/EC 2003/4/EC and requirement to refer to **GG 101, Introduction to the Design Manual for Roads and Bridges**

***LA 107 Landscape and visual effects, Revision 2***

Para 2.6

*"5) the opinions and consensus of the local public and different interest groups, their perception of the landscape, the value they place it and assessment of the change the project will incur."*

Para 2.8

*"Consultation about the impact on the landscape and visual amenity shall be undertaken in accordance with the the [repetition occurs in the actual document] Overseeing Organisation's requirements and LA 104 [Ref 4.N] and LA 103 [Ref 8.N]."*

Responding to these key requirements in 5) from LA07 referred to above, "the opinions and consensus of the local public and different interest groups, their perception of the landscape, the value they place it and assessment of the change the project will incur" has formed the main focus of the consultation form.



## **7.2 Appendix 2 – Postal Flyer**

# HAVE YOUR SAY

## Plans for a new railway station in north-west Preston



Please let us have your views on plans for Cottam Parkway, a new railway station on the north-west side of Preston.

Our consultation, which runs until 31 January 2022 will help to shape the plans for this new facility between Lea and Cottam.

The railway station will provide extra transport options for people travelling to and from the city centre, open up new opportunities for business and leisure, and increase access to the mainline rail services.

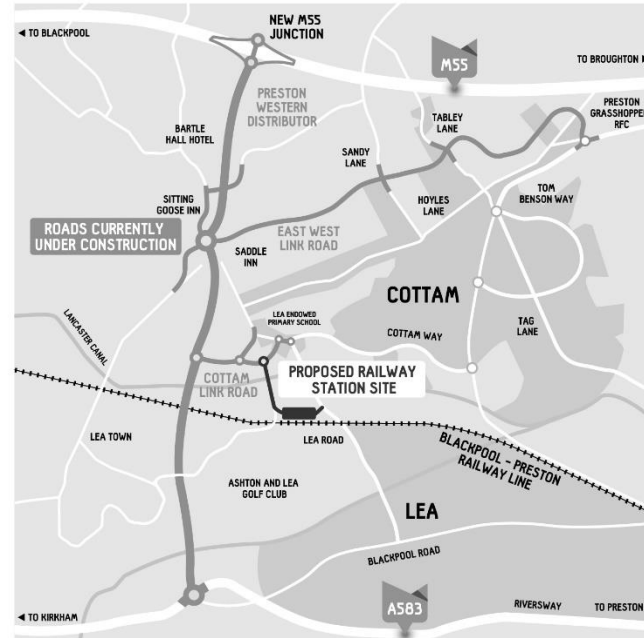
We will be submitting the planning application next year.

Find out more and have your say at [lancashire.gov.uk/cottamstation](https://lancashire.gov.uk/cottamstation) or visit our display during the consultation at Ingoi Library

Library staff will be on hand to help with viewing the consultation on library computers. Please note they will not be able to answer specific questions about the proposals.



## Location of the proposed station and access



### Find out more

The proposed station is part of the Preston Transforming Cities Fund project. Find out more online at - [lancashire.gov.uk/cottamstation](https://lancashire.gov.uk/cottamstation)

Contact us by email: [cottamstation@lancashire.gov.uk](mailto:cottamstation@lancashire.gov.uk)



The council is managing the delivery of this project for the following funding partners



Poster

Appendix 3—

## 7.3 Appendix 3 – Poster

# HAVE YOUR SAY

## Plans for a new railway station in north-west Preston



Please let us have your views on plans for Cottam Parkway, a new railway station on the north-west side of Preston.

Our consultation, which runs until 31 January 2022 will help to shape the plans for this new facility between Lea and Cottam.

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**Find out more and have your say at  
[lancashire.gov.uk/cottamstation](https://lancashire.gov.uk/cottamstation) or visit our display  
during the consultation at Ingol Library**

Library staff will be on hand to help with viewing the consultation on library computers. Please note they will not be able to answer specific questions about the proposals.

Contact us by email:  
[cottamstation@lancashire.gov.uk](mailto:cottamstation@lancashire.gov.uk)



The council is managing the delivery of this project for the following funding partners



**CITY DEAL**  
Preston, South Ribbles & Lancashire

## **7.4 Appendix 4 – Library Display**





## 7.5 Appendix 5 - Questions

Cottam Parkway Suggested Consultation Questions															
<p>The proposed station (the proposals) includes the following proposal illustrated on the consultation information: a station building; access road from a new roundabout including shared use cycleway; a road bridge over the canal and bridge approach embankments; an approx. 250 space lit car park; station platforms; and, a footbridge over the railway.</p>															
<b>Question</b>															
<p><b>In what capacity are you responding?:</b></p> <ul style="list-style-type: none"> <li>- Member of the public</li> <li>- Business</li> <li>- Local interest group</li> <li>- Other (please state) _____</li> </ul>															
<p><b>1. Do you think you might use the proposed station?:</b> – yes/no/maybe</p>															
<p><b>1a. If 'yes' or 'maybe' How frequently might you use the proposed station?:</b> - Several times a week/ a few times a week/ once per week/ a few times per month/ once per month/ less frequent</p>															
<p><b>1b. What would be the main way you might travel to the proposed station?:</b></p> <ul style="list-style-type: none"> <li>- drop-off</li> <li>- car</li> <li>- motorcycle</li> <li>- bicycle to take on train</li> <li>- bicycle to park at station</li> <li>- walk</li> <li>- taxi</li> <li>- bus</li> <li>- Other – please state</li> </ul>															
<p><b>1c. If 'no' Is there a reason why you would not use the proposed station?:</b></p>															
<p><b>2. If walking or cycling in 1b or not-public. Do you have any suggestions which could improve walking and cycling user-friendliness of these proposals?:</b></p>	<p><b>2b. If not walking or cycling in 1b. What might encourage you to walk or cycle?:</b></p>														
<p><b>Are you answering on behalf of an interest group; do you live locally or close to the proposal; or, do you know the site and surroundings well enough to respond to some questions about landscape change?:</b> yes/no</p>															
<p>If 'no' <b>Go to question 6</b></p>	<p>If 'yes'</p> <p><b>3. We want to know your perceptions and feelings of the existing landscape of the site and surroundings.</b></p> <p><b>From each of the 'landscape features' listed below please select one 'characteristic' that to you best describes the 'nature' and 'feel' of the landscape?:</b></p>														
	<table border="1"> <thead> <tr> <th>Landscape features</th> <th>Characteristic</th> </tr> </thead> <tbody> <tr> <td>Landform</td> <td>Hilly/ Rolling/ flat</td> </tr> <tr> <td>Landscape scale</td> <td>Small/ medium/ large</td> </tr> <tr> <td>Diversity</td> <td>Unified/ simple/ varied/ complex</td> </tr> <tr> <td>Enclosure</td> <td>Enclosed/ open</td> </tr> <tr> <td>Unevenness</td> <td>Smooth/ textured/ rough/ very rough</td> </tr> <tr> <td>Colour</td> <td>Natural/ colourful/ garish or clashing</td> </tr> </tbody> </table>	Landscape features	Characteristic	Landform	Hilly/ Rolling/ flat	Landscape scale	Small/ medium/ large	Diversity	Unified/ simple/ varied/ complex	Enclosure	Enclosed/ open	Unevenness	Smooth/ textured/ rough/ very rough	Colour	Natural/ colourful/ garish or clashing
	Landscape features	Characteristic													
	Landform	Hilly/ Rolling/ flat													
	Landscape scale	Small/ medium/ large													
	Diversity	Unified/ simple/ varied/ complex													
	Enclosure	Enclosed/ open													
Unevenness	Smooth/ textured/ rough/ very rough														
Colour	Natural/ colourful/ garish or clashing														

	<p>Pattern</p> <p>Tranquillity</p> <p>Naturalness/ wildness</p> <p>Historic features</p> <p>Scenic quality</p> <p>Natural features</p> <p>Human effects</p> <p>Artificial lighting</p> <p>Number of people</p> <p>Activity</p> <p>Connections</p> <p>Please state any other words that you could use to describe the landscape of the site</p>	<p>Random/ organised/ regular/ formal</p> <p>Silent/ peaceful/ noisy</p> <p>Wild/ natural/ tamed/ man-modified</p> <p>Lots/ a few/ none</p> <p>Beautiful/ attractive/ dull/ boring/ ugly/ spoilt</p> <p>Lots/ a few/ none</p> <p>None/ limited/ widespread/ continuous</p> <p>Absent/ apparent/ evident/ dominant</p> <p>Few/ localised/ dense/ everywhere</p> <p>Still/ calm/ busy</p> <p>Family/ emotional/ cultural</p>
	<p><b>4. Your perceptions and feelings of the existing landscape of the site and surroundings</b></p> <p><b>4a. What do you like and value about this landscape?:</b></p>	
	<p><b>4b. What do you dislike about this landscape?:</b></p>	
	<p><b>5. Landscape change</b></p> <p><b>5a. Do you think these proposals can be accommodated without harmfully changing this landscape's qualities you like and value?:</b> yes/no</p>	
	<p><b>5b. If you answered 'no', please can you give reasons why?:</b></p>	
	<p><b>5c. If you answered 'yes', please can you give reasons why?:</b></p>	
<p><b>6</b></p> <p><b>Do you have any further comments to make about these proposals?:</b></p>		
<p><b>7</b></p> <p><b>What is your full postcode?:</b> - Full postcode</p>		

## **7.6 Appendix 6 – Postcode Respondents**



