

13/07/2022

Planning Application LCC/2022/0049

Construction of a new railway station at Cottam, including; station building and forecourt , 2 platforms, footbridge over the railway, associated parking and infrastructure, new public highway access road (0.75km; from the Cottam Link Road to Lea Road), a bus gate at the junction with Lea Road, a change of use of Sidgreaves Lane to be a segregated cycle and pedestrian track, segregated cycle and pedestrian track along new access road and the construction of a new bridge over the Lancaster Canal with cattle creeps. The diversion of a Public Right of Way, water attenuation pond, the construction of a secondary means of escape and access to it from Lea Road, landscape and ecological mitigation areas and temporary soil / material / plant storage and compound areas.

Response to Landscape Comments (10/11/2022)

Chapter 5 of the Environmental Statement (ES) addresses the potential landscape and visual effects resulting from the construction and operation of the Cottam Parkway Railway Station the subject of planning application LCC/2022/0049. This is supported by Volume 3, appendices 18.1 and 18.2 of the ES which are the Environmental Master Plan (EMP) and the EMP cross sections. Comments have been received from the Landscape team at LCC in response to the submitted details.

A number of updates to existing drawings and information have been provided in line with the comments received and these updates are submitted along side this document. these are as follows;

- Updates to environmental masterplan drawings (Sheets 1 and 2).
- Update Cross Section D-D' on 3 drawings:
 - 'Environmental Masterplan Cross Section C-C' D-D' (Proposed Landscape after 1 year)',
 - 'Environmental Masterplan Cross Section C-C' D-D' (Proposed Landscape after 5 years)' ,
 - 'Environmental Masterplan Cross Section C-C' D-D' (Proposed Landscape after 15 years)' .
- Update to Appendix 18.3a Landscape and Ecology Design Report.
- Update to winter photomontages for viewpoint 7B.

The recommendations raised as part of the comments are addressed below and are summarised as follows:

- Efforts should be made to ensure a more significant landscape boundary treatment to the north side of the development.
- An additional ProW is recommended to the south side of the development.
- Additional tree planting is required within the car park.

The statement below, and associated documents, respond to the comments within the above Technical Note, to enable determination of the application.

Landscape Boundary Treatment

The proposed treatment to the northern boundary of the site is close-boarded boundary fencing. The location of the close-boarded fencing and landscape boundary treatment was agreed with LCC, and LCC landscape and ecology. The location of the fencing and landscaping considers the indicative layout of the housing development and potential pedestrian access from the proposed development.

The location of the boundary fencing creates a very narrow strip of land available for landscaping. A native hedgerow is proposed along the narrow strip adjacent to the close boarded fence and native shrub planting and trees are proposed to integrate and visually soften the proposed embankments next to the path. And ornamental planting is proposed at the Lea Road Entrance to the site.

Due to the limited space available for additional landscaping, opportunities to create a more significant landscape boundary treatment at the northern side of the development is limited. The proposed updates are to:

- Add native individual trees to the proposed hedgerow; and
- Increase number of native individual trees to native shrub mix.

Prior to the submission of these amended details these proposals have been discussed with the Landscape team and are considered to be an acceptable addition to the landscape proposals of the scheme.

Additional ProW

As part of the proposals the existing ProW is being diverted north of the existing and will result in users walking north along Sidgreaves Lane and along the proposed footpath which runs adjacent to the station car park. This diversion is considered an acceptable ProW provision and an additional ProW to the south of the site is therefore not required.

Additional Tree Planting

Additional tree planting within the car parking area has been considered in line with the comments received by the Landscape officer. However due to car park layout, capacity, maintenance and location of underground services it has been determined that the planting of additional trees in the car parking area is not feasible.

Photomontages

Comments made in response to the Landscape proposals raise concerns regarding the Photomontages viewpoints and there being more appropriate viewpoints which could have been selected.

The photomontage viewpoints used were agreed with the LCC Landscape team in an email dated 13th August 2020. These viewpoints were agreed after lengthy discussion with the landscape officer.

Methodology

The methodology used for the Landscape Visual Impact Assessment was agreed approved by the LCC Landscape team in an email dated 25/10/2021.