

## Report to the Cabinet

Meeting to be held on Thursday, 3 December 2020

### Report of the Head of Service - Planning and Environment

#### Part I

Electoral Divisions affected:  
Preston South West; Preston  
West;

### **Cottam Parkway - Approval for Use of Powers and Preparation of Various Orders and Schemes including Compulsory Purchase Order** (Appendix 'A' refers)

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#### **Executive Summary**

Design work and the progression of the planning application has commenced for the Cottam Parkway railway station and new access road. In order to maintain programme milestones and to ensure the scheme can be delivered, it is essential that the county council has possession of all the necessary land. Negotiations have commenced with landowners however, agreement may not be achievable in time or at all. Consequently, it may be necessary to use Compulsory Purchase powers available to the county council, in particular under the Highways Act 1980 and Town and Country Planning Act 1990, to acquire the land.

Additionally a Side Roads Order under the Highways Act 1980 will also be required to enable alterations to be made to the existing highways and private means of access. Other Schemes and Orders under the Highways Act will also be required to enable the construction of a bridge over the canal navigable waters.

This is deemed to be a Key Decision and the requirements of Standing Order C19 have been complied with.

#### **Recommendation**

Cabinet is asked to:

- (i) Approve the use of the county council's powers of Compulsory Purchase contained in the Town and Country Planning Act 1990, Highways Act 1980, and all and any other enabling legislation, to acquire all the necessary land and rights for the construction/improvement and future maintenance of a new station and associated highway and access infrastructure at Cottam, referred

to as Cottam Parkway.

- (ii) Authorise both the preparation of Compulsory Purchase and Side Road Orders for the scheme and other appropriate Notices, Orders and Schemes under the relevant statutes and the taking of all other procedural steps in connection with the making of the Orders and Schemes, prior to approval and sealing and making of the formal Orders and Schemes; and approve the acquisition by agreement in advance of Compulsory Purchase powers of all rights, interests, enabling arrangements to facilitate the scheme
- (iii) Approve the acquisition by agreement in advance of Compulsory Purchase powers of all rights, interests, enabling arrangements to facilitate the scheme.
- (iv) Authorise the taking of procedural steps to facilitate the delivery of the scheme utilising Network Rail land and property.

## **Background and Advice**

The Central Lancashire Highways and Transport Masterplan was published in March 2013 and provided the basis for determining future transport investment priorities across Preston, South Ribble and Chorley. A new railway station at Cottam was identified in the masterplan and provided direct access from the Preston Western Distributor which is currently under construction.

A parkway station at Cottam would meet the strategic aims of the Lancashire area relating to growth and increased connectivity, as set out in local planning documents and masterplans. It would also support national policy objectives relating to delivering growth in housing and jobs and improving access to public transport.

The scheme comprises a two-platform station with pedestrian overbridge, ticketing facilities and car park east of the Preston Western Distributor. Highway access is likely to be via Cottam Link Road and the Preston Western Distributor involving a bridge over the Lancaster Canal.

The new station will improve travel connections between the Cottam and North West Preston developments to Preston, Blackpool, Manchester and London, and remove traffic from the Strategic Road Network and in central Preston. It will be facilitated by the recently completed electrification of the Preston – Blackpool North line accompanied with ongoing provision of new or improved rolling stock and additional capacity. The station will maximise the benefits of investment in the rail network and services and contribute to the aims and objectives of Transport for the North and the Northern Franchise.

As a result of the above, the scheme is expected to directly support and unlock the following outputs and benefits:

- Enhance local rail connectivity to west Preston.

- Support delivery of 5,000+ new dwellings in the North West Preston Strategic Housing Location, a local delivery priority, linked to the requirement for additional housing in support of national housing and economic objectives;
- Support long distance and business travel to Manchester and other northern towns and cities to support the Northern Powerhouse by improving access to labour.
- Via the Preston Western Distributor improve access to existing and new employment opportunities at the Enterprise Zone at Warton, a centre of advanced manufacturing and high productivity;
- Reduction of traffic at key congestion pinch-points on the highway network, especially in terms of access to the Strategic Road Network and on radial and arterial routes to/from Preston and other regional economic centres.

### **Cottam Parkway Station and access road location**

Cottam Parkway is a new station proposed as part of the Central Lancashire Transport Masterplan, which represents a fully integrated, multi-modal plan to deliver major housing and employment growth to the north and west of Preston.

Funding was approved in 2020 through the government's Transporting Cities Fund award for Preston with a local funding contribution secured through the Preston, South Ribble and Lancashire City Deal.

The Cottam area, sited to the north west of Preston City centre, will soon benefit from the construction of a major link road in the form of the Preston Western Distributor Road running north-south between the M55 and the A583. Due to be opened in 2023, the road will include a connecting link to Cottam Way, known as Cottam Link Road, providing direct access to/from the Strategic Road Network via a new junction on the M55.

Significant housing growth in and around Cottam, as prescribed in the adopted Preston Local Plan 2012-2026, is well under way with over 6,600 units outlined for delivery within the local plan period (Policy MD1 of the Preston Local Plan allocates 1,300 units in Cottam; Policy MD2 allocates 5,322 units in North West Preston in this plan period).

New connections to the wider highway network and housing developments in the area are anticipated to provide a stimulus for rail demand in Cottam.

The new parkway station is proposed on the existing South Fylde Line (Preston to Blackpool), on the north side of the line with platform north and south of the line, approximately 3.5 miles to the west of Preston and 2 miles to the east of Salwick Station. The eastern end of the site was occupied by Lea Road railway station between 1840 and its closure in 1938.

The planned Cottam Parkway station will serve existing communities on the western side of Preston as well as catering for extensive planned residential developments in the area. Highway connections to/from the M55 and A583 via the Preston Western Distributor will also attract Park & Ride demand at the station. A feasibility and options study undertaken by Network Rail (Governance for Railway Investment Projects stage 2 reporting) identified five initial station siting location options within the study area between Lea Road and the Preston Western Distributor.

Within the GRIP2 report, rail engineering feasibility consideration was given to the relationship between the station location and existing rail infrastructure; principally, track, signalling, and electrification and power.

Lancashire County Council undertook a further assessment of the stations access arrangements. The assessment identified four feeder-road route options and considered the challenges in bridging the canal for vehicular access and forming links for walking and cycling access and bus-rail interchange at the station.

The outcome of the options report favoured the new station location in the parcel of land west of Lea Road and east of Sidgreaves Lane, near to the former site of Lea Road Station. The main access to the station and its associated car park is to be north of the railway line, on the eastbound line side, with a footbridge providing access to the westbound platform south of the line.

Environmental constraints, landscape impacts, accessibility for sustainable travel modes, buildability as well as local access requirements were considerations in determining the preferred route of the access road to the station.

The station and 0.76km station access is shown for illustrative purposes only at Appendix 'A'. A new roundabout is proposed on Cottam Link Road at its junction with Sidgreaves Lane. The road proceeds south on the western side of the Sidgreaves Lane and bridges the canal with a three arched structure. The access road continues south briefly parallel to Sidgreaves Lane before re-joining Sidgreaves Lane along a widened highway alignment. Before joining Cottam Parkway Station car park, the access road traverses the existing highway alignment and heads east bisecting Sidgreaves Lane. At this point a new 'T' junction is proposed. At the new junction, the existing Sidgreaves Lane, which becomes Darkinson Lane south of the railway line, will operate as the minor road. It should be noted that the PWD scheme results in severance of Darkinson Lane with access or walking, cycling and equestrian activity retained therefore vehicle turning movements to/from Darkinson Lane at the junction are expected to be low.

The road continues east parallel to the new station car park and culminates in a turning area for station pick up and drop off. A bus and cycle 'gate' link is proposed to join the turning area to the existing Lea Road, preventing through traffic between Lea Road and Sidgreaves Lane.

The remaining sections of the existing Sidgreaves Lane running parallel to the new road and its bridge over the canal will be retained as a segregated route solely for non-motorised users. This provides enhancements to National Cycle Route 62 through the segregation of cyclists and vehicles and also forms cycling and walking

connections between Cottam Parkway Station, Cottam Link Road, the Lancaster Canal towpath and onward.

### **Support for the scheme in regional and local policy**

The Central Lancashire Core Strategy was adopted in July 2012. Policy 3 of the Core Strategy proposes Cottam Parkway railway station to improve public transport in the area.

The Preston Local Plan 2012-2026 was adopted on 2 July 2015. In section 3 Delivering Infrastructure, Cottam Parkway Railway Station is named as a new transport infrastructure scheme that would serve the Cottam area and act as a Park and Ride station.

The Central Lancashire Transport Masterplan was published in March 2013 and provides the basis for determining future transport investment priorities across Preston, South Ribble and Chorley. Preston Western Distributor and a parkway station are major schemes in this Masterplan.

The Preston City Transport Plan was approved in October 2019 and is intended to create a 20 year vision for movement and connectivity in the city. Within this Transport Plan, a proposed New Station: Cottam Parkway is mentioned in 'Key Proposal 7' and is intended to serve around 6,500 new homes in North West Preston and would link in with the Preston Western Distributor and East West Link Road.

A successful bid to the Transforming Cities fund has secured £22.31m towards the construction of the Cottam Parkway station. A local contribution of £2.13m has been confirmed which includes funding secured through the Preston, South Ribble and Lancashire City Deal in July 2020.

### **Consultations**

The scheme has been the subject of public consultation as part of the preparation of the Central Lancashire Core Strategy and Central Lancashire Highways and Transport Master Plan.

Whilst the county council's Head of Estates has been proactive in approaching land owners regarding the required land and other enabling arrangements, there is no guarantee that they would be prepared to conclude negotiations by agreement. To ensure progression of the scheme, it is therefore recommended that the county council progresses a Compulsory Purchase Order to acquire the land and rights and prepares and progresses the other associated Orders and Schemes.

### **Side Roads Order and other Orders and Schemes**

A Side Roads Order, under the Highways Act 1980, would also be required. It is proposed to progress this and prepare the Order at the same time as the preparation of the Compulsory Purchase Order. A Side Roads Order gives the County Council, as Highways Authority, the power to stop-up, divert, improve or otherwise alter a side road, public right of way or private means of access. Without this power, the county

council could not carry out the necessary alterations to the existing accesses. Scheme(s) made by the county council may be required to make provision for the construction of a bridge over the navigable canal.

### **Implications:**

This item has the following implications, as indicated:

### **Risk management**

Should the recommendations in this report be approved, draft Orders and other documents will be drafted in accordance with relevant regulations and procedures and be produced in order to maintain the delivery programme for this scheme.

### **Financial**

The Cottam parkway station and associated access road will be funded from money secured from Transforming Cities Fund with additional local contributions confirmed including a contribution from the Preston, South Ribble and Lancashire City Deal.

### **Human Rights**

Every person has the right to peaceful enjoyment of his or her possessions under Article 1 of the First Protocol on Human Rights and no one shall be deprived of his possessions except in the public interest. If there is to be an interference with this right, this must be done as provided for by the law and the interference must strike a fair balance between the interests of the community and the protection of the rights of the individual. The scheme has been designed to minimise the interference necessary and, although a balance is required to be achieved, the county council believes that the greater good is in promoting the scheme for the benefit of the people of Preston and the wider public, and that this outweighs the harm caused by the use of compulsory purchase powers to acquire third party land and rights for the scheme.

### **List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A