



Parton Parish Council

Option Selection Report

DfT 'Access for All' Programme

Parton Station

Business Unit:	Infrastructure Projects Buildings & Civils
CCMS reference:	
Customer:	Department for Transport

Prepared by:

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	Job Title:	Architectural CRE
	Date:	31/07/2026

Sign off:

Agreed by: (Route Sponsor)	Agreed by: (Designated Project Engineer)

Agreed by: (Route Sponsor)	Agreed by: (Designated Project Engineer)

Agreed by: (Train Operating Company)

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Issue Record

Issue	Date	Comments
P01	31/07/2026	Issued for comment

1. Project objective

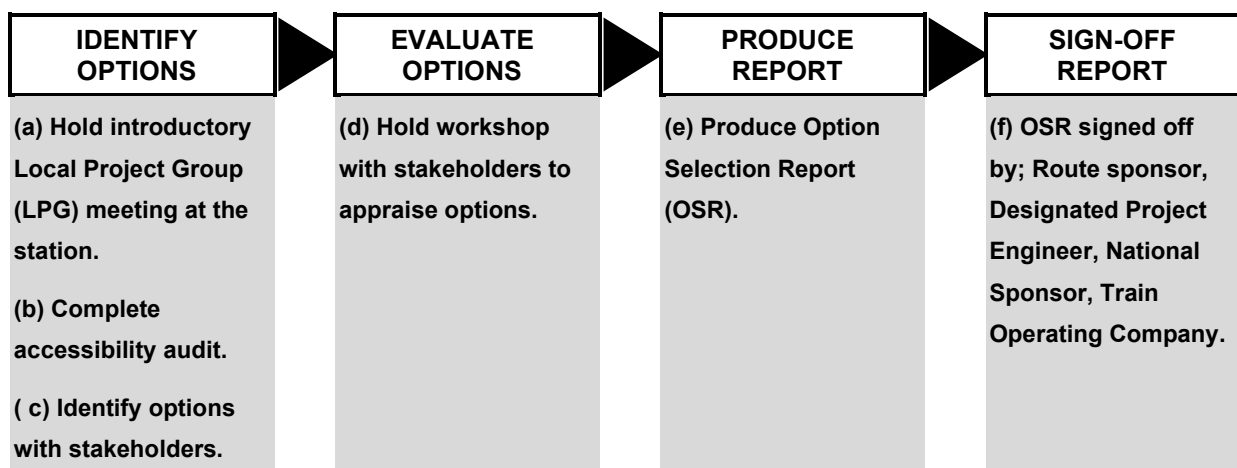
The purpose of the project proposal recommended in this report is to introduce within the Network Rail controlled infrastructure an unobstructed "accessible route" from at least one station entrance and all drop-off points associated with that entrance, to each platform and between platforms served by passenger trains at Parton Station.

The Department for transport (DfT) definition of an accessible route is one that:

- Can be negotiated by the user of a manually self-propelled wheelchair;
- Ideally, does not exceed 400m, from the station entrance (or drop off point if further) to the appropriate point of entry/exit of stationed trains;
- Satisfies all applicable requirements of 'DfT Design Standards for Accessible Railway Stations (version 04, 20 March 2015) except where prior dispensations have been agreed.

The specific infrastructure required to achieve this should be determined during outline design, Engineering Stage 4.

2. Option selection process (Engineering Stage 3)



3. Station information

Station information	
Full station name	Parton (PRN)
Postal address	Parton station The Square Parton Cumbria CA28 6PA
Station Facilities Owner (SFO)	Northern Trains
Other TOC's	N/A
Station Manager Details	-

Station's operations				
Period during which the station is manned	-			
Gated or open	Open			
Earliest and latest train departures	Earliest	05:49	Latest	23:05
How are trains dispatched?	Conductor/Guard Dispatch			

Description of railway				
Electrification	3 rd Rail	No	OLE	No
Layout and inter-relationship to topography	The platforms are significantly elevated above the street level, meaning there is a height difference of exactly 22 steps between the car park (the square street) and the platforms. Platform 1 Access: Requires climbing 22 steps directly up from the car park at the square street on the south-East. Platform 2 Access: Requires walking through a subway and then climbing another set of 22 steps up to the platform. (North-West)			
How are platforms constructed?	Masonry load-bearing			
Are there tactile surfaces on all platform edges?	Yes			
Is there an obstacle free route to all TOC facilities?	No, not within the station. Official accessibility details for the station include: Category C Station: Parton is officially classified as a Category C station, meaning it has zero step-free or ramped access.			

	The Obstacles: Reaching Platform 1 requires climbing 22 steps from the car park. Reaching Platform 2 requires passing through a subway and climbing another 22 steps
Is there an obstacle free route to all station retail facilities?	No retail facilities

Name of Local Authority	Cumberland Council	
Planning Constraints		
Listed Structures	Yes / No	There are no listed structures within the station premises. However, the site is located in close proximity to several Nationally Listed Buildings and Structures. See Appendix.
Local planning authority listing	Yes / No	No. However the station is in a close proximity to a number of Locally Listed Buildings. See Appendix.
Tree Preservation Orders	Yes / No	No, there are no active Tree Preservation Orders (TPOs) within the immediate vicinity of Parton Station. Based on publicly available records, the nearest TPO is located in Ennerdale Bridge, approximately 8 miles from the station.
Conservation Area	Yes / No	No. However, the station is located 1.5-2 miles from Whitehaven Town Centre Conservation Area. See Appendix
Public Rights of Way	Yes / No	Yes. There is public right of way path through the subway under the platforms to the southwest end of the station. The elevated train platforms themselves and the railway tracks are private operational land owned by Network Rail, but designated public footpaths tightly wrap around the station infrastructure to provide coastal and regional connectivity. See Appendix.
SSSI's (Site of Special Scientific Interest)	Yes / No	St Bees Head Site of Special Scientific Interest (SSSI) is located approximately 4–5 miles south of the station. See Appendix.
Specific Project Comment	None	No project specific comments.

Where is the principle drop-off point?	Within the station car park at square street, south side next to the taxi pick up.
Where is the secondary drop-off point (if applicable)?	No.

Are there any 'regular events' (e.g. sports, markets) held in the locality that affect traffic at the station?

No.

Local History

Parton is a village and civil parish on the Cumbrian coast, overlooking the Solway Firth, 2 km north of the town of Whitehaven, England. Formerly a port and a mining centre, it is now purely residential, benefiting from its location between the A595 trunk road and the Cumbrian Coast railway line.

The sheltered anchorage in Parton Bay was used by the Romans, who had a fort on the high ground to the north of the present village. Later, the bay was used by the inhabitants of Low Moresby, the hamlet which grew up to the east of the old fort in the Middle Ages. In Elizabethan times a number of small merchant vessels were based in the bay, trading as far as Chester.

The port was developed in the early 17th century for Moresby's coal trade but declined after the Whitehaven was expanded into a major port. Despite this the Parton harbour was restored shortly after and become a thriving port serving local collieries and industries, including a glassworks that exported bottles to London.

Parton Bay's exposed location made the harbour expensive to maintain, and by the 1720s it had begun to decline. The port was later redeveloped and continued to prosper through coal exports until a storm destroyed its breakwaters in 1795. After this, the harbour declined into a small fishing haven, although local industries survived for a time.

Despite the harbour's decline, industry continued to grow. The Lowca engineering works opened in 1800, and in 1817 the former tannery became a colliery, with coal brought to Parton through the Parton Drift. A horse-drawn tramway then carried coal along the cliffs to Whitehaven.

By the 1920s, most industries had closed, and Parton became a residential village for workers in nearby collieries. Older housing was gradually replaced with new estates on the Browns, and although the collieries have since closed, Parton remains a commuter village with good transport links.

Station History

Parton railway station opened in 1847 on the Whitehaven Junction Railway's coastal line between Maryport and Whitehaven Bransty, giving the village its first rail link. The station had simple Victorian facilities, with platforms on the single-track coastal route serving both passenger and freight traffic.

Initially operated by the Whitehaven Junction Railway, the line (and thus the station) played a vital role in integrating Parton into Cumbria's expanding rail network, which supported the transport of coal, iron ore, and other minerals from local collieries and emerging industrial sites to ports and beyond. This connectivity boosted trade and travel in west Cumbria, where the station served as a key stop for workers commuting to nearby ironworks and for goods heading to Whitehaven's docks.

In 1865, the Whitehaven Junction Railway was leased to the London and North Western Railway (LNWR), followed by full amalgamation in 1866, marking the pre-grouping period under LNWR ownership. Early operations under LNWR emphasized freight services for the region's burgeoning

iron and steel industries, with passenger timetables offering regular services linking Parton to major towns like Workington and Carlisle.

The station's operations transitioned in 1923 under the Railways Act 1921, when the LNWR was grouped into the London, Midland and Scottish Railway (LMS), continuing its role in serving local industry and communities into the early 20th century.

Present

Parton railway station is located on the Cumbrian Coast Line, which runs between Carlisle and Barrow-in-Furness. The line is owned by Network Rail and managed by Northern Trains. Around Parton, the railway runs close to the shoreline at the base of cliffs, requiring regular monitoring and occasional stabilisation due to landslide and coastal erosion risks. A 15 mph speed restriction is in place along much of the single-track section between Parton and Harrington.

The station is a DfT F2 category station with two platforms and two tracks. In 2024/25, it recorded 12,556 passenger journeys. The station has no permanent buildings, aside from brick shelters on each platform, and is unstaffed. Passenger information is provided through telephone, digital CIS screens, and timetable posters. There is currently no step-free access to either platform.

The station is served by an approximately hourly service northbound to Carlisle and southbound to Whitehaven, with most trains continuing to Barrow-in-Furness. Some services also operate through to Lancaster via the Furness Line. Since the May 2018 timetable change, Northern has introduced regular through services to Barrow, significantly improving the previous limited service of four trains per day in each direction to Whitehaven only.

4. Existing passenger access routes

Route A

Principle Drop-Off Point to Platform 1		
	Description of route	Access constraints
1.	Enter the Car Park Area on The Square from the Main Street	Curb on the access footpath to the Square car park area
2.	Walk onto the station entrance pavement to the bottom of the stairs leading up to Platform 1. Distance: approximately 5m.	Curb on the access pavement leading to the stairs.
3.	Walk up the 22 riser steps onto the Platform 1.	Stepped, steep stairs that are non-compliant. Route non-compliant for disabled access.

Route B

Principle Access to Platform 2		
	Description of route	Access constraints
1.	Enter the Car Park Area on The Square from the Main Street	Curb on the access footpath to the Square car park area
2.	Walk onto the station entrance pavement. Pass the stairs and walk to the underpass entrance located to the right. Distance: approximately 15m.	Curb on the access pavement leading to the stairs.
3.	Enter the underpass and walk down the gentle ramp. Distance: approximately 2.5m.	No constraints
4.	Walk the rest of the underpass to reach the bottom of the stairs leading up to Platform 2. Distance: approximately 11m.	No constraints
5.	Walk up 6 risers, turn left and walk up the remaining 16 risers of the top flights leading up to the Platform 2.	Stepped access non-compliant for disabled access.

5. Description of options for the 'obstacle-free' route

5.1 Options rejected prior to workshop

One-line description	Reason for exclusion from scoring workshop
Do Nothing	Does not provide the required facilities

5.2 Options considered by workshop

Option 1
New Lift to Platform 1 only (no additional land required)
Option 2
New Lift to Platform 1 and New Lift and Stairs to Platform 2 (3 rd party land required)
Option 3
New Lift and Stairs to Platforms 1 and 2 (3 rd party land required)
Option 4
New Ramp to Platform 1 only (no additional land required)
Option 5
New Ramp to Platform 1 and New Ramp and Stairs to Platform 2 (3 rd party land required)
Option 6
New Ramp and Stairs to Platforms 1 and 2 (3 rd party land required)

6. Option evaluation

6.1 Comparison of options

Option 1
New Lift to Platform 1 only (no additional land required)
Ease of station management (during & after construction)
(-) No step free access to platform 2 for wheelchair users (-) Potential limited space to underpass access during the construction of new lift and LMR (-) In the event of lift malfunction, Platform 1 will be inaccessible to passengers with reduced mobility (PRM) (+) Short access route for wheelchair users to reach Platform 1 (+) Minimal disruption to station operation and access (+) No land purchase required
Technical compliance
(-) Does not provide a compliant step free access to Platform 2 (+) Provides partially compliant access to Platform 1 (via lift)
Minimal environment disruption / low neighbourhood impact
(+) Lowest environmental impact out of all options (+) No demolition of existing stairs required (+) Small footprint of new lift infrastructure (+/-) Moderate neighbourhood impact during the works (dwellings on the Square, behind the car park)
Ease of use (accessible route for everyone)
(+/-) Partially accessible Platform 1 (via lift) (-) No step-free access to Platform 1 in the event of a lift malfunction. (-) No step-free access to Platform 2
Ability / 'straightforward-ness' of construction / timescales
(-) Disruption / interface with pedestrian access to platform 2 via underpass during construction (-) Impact upon platform lighting to result in some relocation (-) Relocation of existing platform shelters and benches required (+) No demolition of existing stairs required (+) No additional lease land take required (+) Minimal impact upon operational platforms (+) Less number of new elements to construct reducing access for construction issues

Option 2
New Lift to Platform 1 and New Lift and Stairs to Platform 2 (3 rd party land required)
Ease of station management (during & after construction)
(-) Requirement for a temporary stepped footbridge during the works to provide Platform 2 access OR closure (-) Land purchase required (-) Potential limited space to underpass access during the construction of new lift and LMR (-) In the event of lift malfunction, the platforms will be inaccessible to passengers with reduced mobility (PRM) (+) Shortest access route for wheelchair users to both Platform 1 and Platform 2
Technical compliance
(+) Provides a technically compliant step free access route
Minimal environment disruption / low neighbourhood impact
(+) Minimal environmental impact – less impact than installing the ramps (+/-) Requires demolition of stairs to Platform 2 but not to Platform 1 (+/-) Moderate neighbourhood impact during the works (dwellings on the Square, behind the car park)
Ease of use (accessible route for everyone)
(+) Both Platforms highly accessible (+) Very easy to use (+) Short track crossing route
Ability / 'straightforward-ness' of construction / timescales
(-) Requires additional lease land take (-) Disruption upon operational platforms (-) Impact upon platform lighting to result in some relocation (-) Relocation of existing platform shelters and benches required (-) Relocation of existing TVM required (-) Temporary footbridge required (-) Higher number of new elements to construct increasing access for construction issues (-) Disruption / interface with pedestrian access to platform 2 during construction (+/-) Requires demolition of existing Platform 2 stair only (+) Easy construction access to both platforms (+) Additional lease land take required

Option 3
New Lift and Stairs to Platforms 1 and 2 (3 rd party land required)
Ease of station management (during & after construction)
(-) Requirement for a temporary stepped footbridge during the works to provide Platform 2 access OR closure (-) Land purchase required (-) Potential limited space to underpass access during the construction of new lift and LMR (-) In the event of lift malfunction, the platforms will be inaccessible to passengers with reduced mobility (PRM) (+) Shortest access route for wheelchair users to both Platform 1 and Platform 2 (+) Creates a more open and welcoming station entrance by relocating the stairs to Platform 1 alongside the proposed lift shaft
Technical compliance
(+) Provides a technically compliant step free access route
Minimal environment disruption / low neighbourhood impact
(-) Requires demolition of stairs to both Platform 1 and Platform 2 (+) Minimal environmental impact – less impact than installing the ramps (+/-) Moderate neighbourhood impact during the works (dwellings on the Square, behind the car park)
Ease of use (accessible route for everyone)
(+) Highly accessible (+) Very easy to use (+) Short track crossing route (+) Welcoming Station entrance
Ability / 'straightforward-ness' of construction / timescales
(-) Requires additional lease land take (-) Disruption upon operational platforms (-) Impact upon platform lighting to result in some relocation (-) Relocation of existing platform shelters and benches required (-) Relocation of existing TVM required (-) Temporary footbridge required (-) Higher number of new elements to construct increasing access for construction issues (-) Disruption / interface with pedestrian access to platform 2 during construction (-) Requires demolition of stairs to both Platform 1 and Platform 2 (+) Easy construction access to both platforms

Option 4
New Ramp to Platform 1 only (no additional land required)
Ease of station management (during & after construction)
(-) Long ramped access route to Platform 1 (1:20 gradient, distance: 86m) (-) Lengthy ramp requiring winter gritting (-) No step free access to platform 2 for wheelchair users (-) Requirement for a temporary stepped footbridge during the works to provide Platform 2 access OR closure (-) Potential limited space to underpass access during the construction of new ramp (+) Always reliable access to Platform 1 (+) Minimal disruption to station operation and access (+) No land purchase required
Technical compliance
(-) Does not provide a compliant step free access to Platform 2 (-) Length of ramp to Platform 1 will require consultation with local accessibility groups (+) Provides compliant access to Platform 1
Minimal environment disruption / low neighbourhood impact
(-) Large footprint of new ramp to platform 1 (-) Requires removal of vegetation behind Platform 1 (-) Potential overlooking issues and light spillage issues (potential screening and handrail lighting required) (+/-) Moderate neighbourhood impact during the works (dwellings on the Square, behind the car park) (+) Low environmental impact (+) No demolition of existing stairs required
Ease of use (accessible route for everyone)
(-) No step-free access to Platform 2 (-) Long ramped access route to Platform 1 (1:20 gradient, distance: 86m) (-) Length of ramps will deter some passengers (-) Long track crossing route (+) Accessible Platform 1
Ability / 'straightforward-ness' of construction / timescales
(-) Disruption / interface with pedestrian access to platform 2 via underpass during construction (-) Impact upon platform lighting to result in some relocation (-) Relocation of existing platform shelters and benches required (+) No temporary footbridge required (+) Easy construction access (+) No demolition of existing stairs required (+) No additional lease land take required

- (+) Minimal impact upon operational platforms
- (+) Less number of new elements to construct reducing access for construction issues

Option 5

New Ramp to Platform 1 and New Ramp and Stairs to Platform 2 (3rd party land required)

Ease of station management (during & after construction)

- (-) Long ramped access route to Platform 1 and Platform 2 (1:20 gradient, distance: 86m)
- (-) Lengthy ramps requiring winter gritting
- (-) Requirement for a temporary stepped footbridge during the works to provide Platform 2 access OR closure
- (-) Land purchase required
- (-) Potential limited space to underpass access during the construction of new ramp
- (-) Disruption to station operation during construction of new stairs and ramp to Platform 2
- (+) Always reliable access to Platform 1 and Platform 2

Technical compliance

- (-) Length of ramps will require consultation with local accessibility groups
- (+) Provides a technically compliant step free access route

Minimal environment disruption / low neighbourhood impact

- (-) Potential overlooking issues and light spillage issues (potential screening and handrail lighting required)
- (+/-) Moderate environmental impact due to the removal of vegetation behind Platform 1 to accommodate the ramp, together with the relatively large footprint of the proposed new structures
- (+/-) Requires demolition of stairs to Platform 2 but not to Platform 1
- (+/-) Moderate neighbourhood impact during the works (dwellings on the Square, behind the car park)

Ease of use (accessible route for everyone)

- (-) Long ramped access route to Platform 1 (1:20 gradient, distance: 86m)
- (-) Length of ramps will deter some passengers
- (-) Long track crossing route
- (+) Accessible

Ability / 'straightforward-ness' of construction / timescales

- (-) Requires additional lease land take
- (-) Disruption upon operational platforms
- (-) Impact upon platform lighting to result in some relocation
- (-) Relocation of existing platform shelters and benches required
- (-) Temporary footbridge required
- (-) Higher number of new elements to construct increasing access for construction issues
- (-) Disruption / interface with pedestrian access to platform 2 during construction
- (+/-) Requires demolition of existing Platform 2 stair only
- (+) Easy construction access to both platforms

Option 6
New Ramp and Stairs to Platforms 1 and 2 (3 rd party land required)
Ease of station management (during & after construction)
(-) Long ramped access route to Platform 1 and Platform 2 (1:20 gradient, distance: 86m) (-) Lengthy ramps requiring winter gritting (-) Requirement for a temporary stepped footbridge during the works to provide Platform 2 access OR closure (-) Land purchase required (-) Potential limited space to underpass access during the construction of new ramp (-) Disruption to station operation during construction of new stairs and ramps to both Platforms (+) Creates a more open and welcoming station entrance by relocating the stairs to Platform 1 alongside the proposed ramp (+) Always reliable access to Platform 1 and Platform 2
Technical compliance
(-) Length of ramps will require consultation with local accessibility groups (+) Provides a technically compliant step free access route
Minimal environment disruption / low neighbourhood impact
(-) Requires demolition of stairs to both Platform 1 and Platform 2 (-) Potential overlooking issues and light spillage issues (potential screening and handrail lighting required) (+/-) Moderate environmental impact due to the removal of vegetation behind Platform 1 to accommodate the ramp, together with the relatively large footprint of the proposed new structures (+/-) Moderate neighbourhood impact during the works (dwellings on the Square, behind the car park)
Ease of use (accessible route for everyone)
(-) Long ramped access route to Platform 1 (1:20 gradient, distance: 86m) (-) Length of ramps will deter some passengers (-) Long track crossing route (+) Accessible (+) Welcoming Station entrance
Ability / 'straightforward-ness' of construction / timescales
(-) Requires additional lease land take (-) Disruption upon operational platforms (-) Impact upon platform lighting to result in some relocation (-) Relocation of existing platform shelters and benches required (-) Temporary footbridge required (-) Higher number of new elements to construct increasing access for construction issues (-) Disruption / interface with pedestrian access to platform 2 during construction (-) Requires more demolition work (Stairs to both Platform 1 and 2) (+/-) Requires demolition of existing Platform 2 stair only (+) Easy construction access to both platforms

7. Capital cost estimates

7.1 Obstacle-free route

The project manager's baseline cost estimate for the options evaluated in the workshop are given below. The procurement route assumed for this project is via the TOC.

Options 1	New Lift to Platform 1 only (no additional land required)	
Option 2	New Lift to Platform 1 and New Lift and Stairs to Platform 2 (3 rd party land required)	
Option 3	New Lift and Stairs to Platforms 1 and 2 (3 rd party land required)	
Option 4	New Ramp to Platform 1 only (no additional land required)	
Option 5	New Ramp to Platform 1 and New Ramp and Stairs to Platform 2 (3 rd party land required)	
Option 6	New Ramp and Stairs to Platforms 1 and 2 (3 rd party land required)	

These figures include inflation up to Q3 2026.

7.2 Discretionary scope

Platform edge tactile paving	Existing facilities available – no works required
Access to SFO facilities	
	-
Access to station retail facilities	
	-

8. Option selection

Option selected for obstacle-free route	TBA
Summary explanation for choice	

Delivery Route Proposed	Network Rail Train Operating Company Other (Delete as appropriate)	TBA	
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Platform edge tactile paving	Include in project?	Network Rail Client initials	No
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Access to SFO facilities	Include in project?	Network Rail Client initials	N/A
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Access to station retail facilities	Include in project?	Network Rail Client initials	N/A
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Actions required at the commencement of the next stage	TBA
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9. Constructability statement

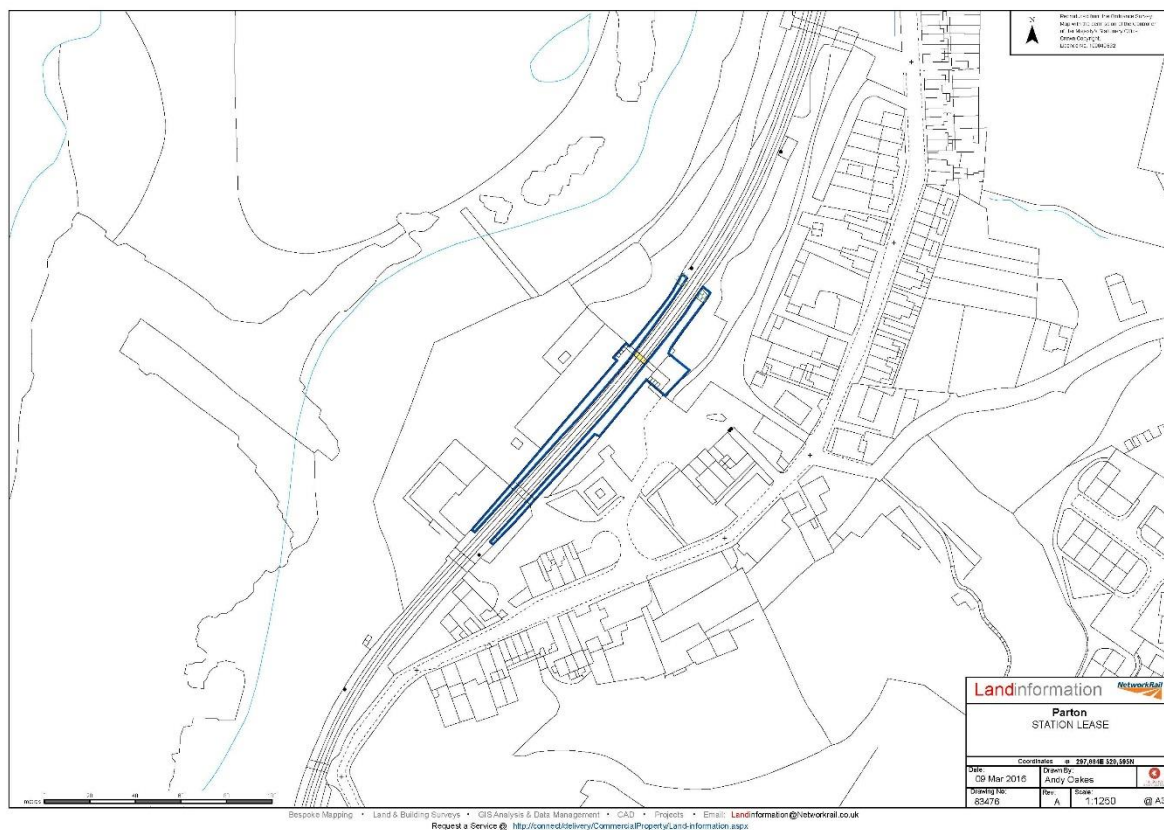
TBA

10. Consultation

The following representatives have been consulted during the option selection process in 2026:

Organisation - Title	Name	Attended consultation workshop
TBA		

Train Operator Lease boundary



Appendix B - Photographs of station



Fig 1. Access to The Square from the Main Street



Fig. 2: Access to the Square Car Park, with the station retaining wall to the left and residential properties to the right.



Fig. 3. Car Park spaces in front of the station entrance. Stairs to the Platform 1 are visible in the background.

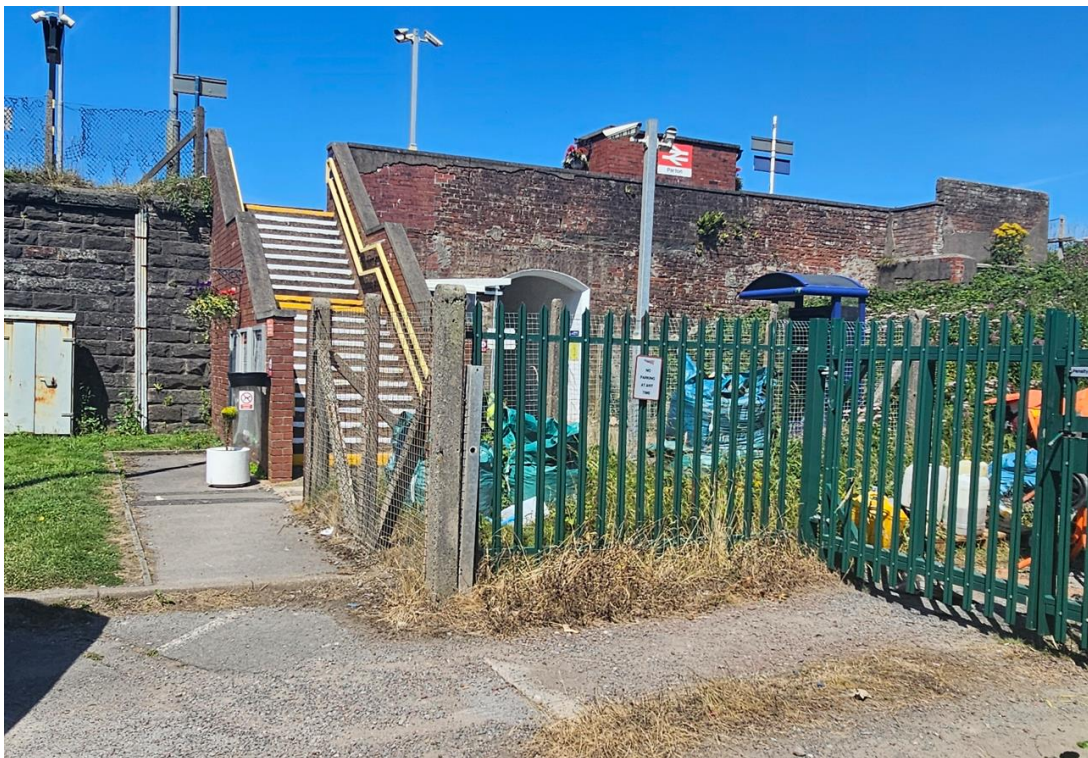


Fig. 4: Pathway from the car park leading to the Platform 1 stairs, ticket vending machine (TVM), and the underpass entrance located behind the stairs.



Fig. 5: Stairs providing access to Platform 1 are located to the left, with an InPost machine and electrical cabinets positioned along the stair wall. The underpass entrance is located to the right.

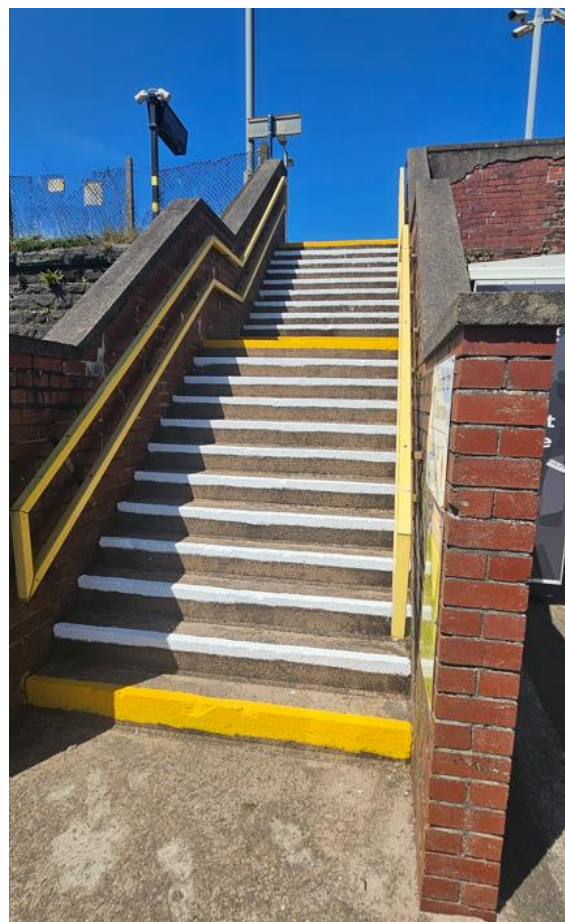


Fig. 6: Stair to Platform 1 (not compliant)



Fig.7: View from Platform 1 looking towards Platform 2 entrance and waiting shelter.



Fig.8: Underpass entrance incorporating a gently sloped access ramp at the approach.

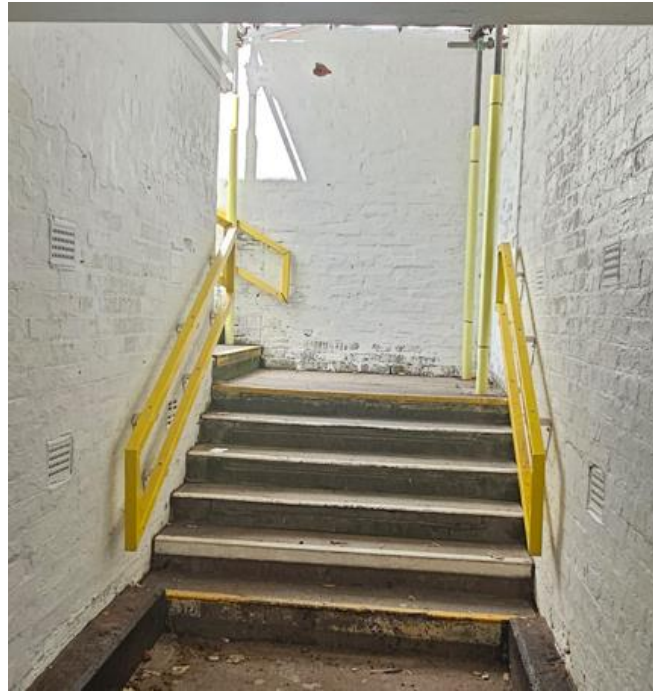


Fig. 9: Bottom of stairs leading up to Platform 2.



Fig.10: Stairs leading up to Platform 2 (cont.)



Fig. 11&12: Garages behind Platform 2.

Appendix C - Sketch plans of current station and options

Refer to the following drawings:

001 - Existing Location Plan

002 - Existing GA Site Plan

101 - Proposed GA Plan Option 1 - New Lift to Platform 1 only

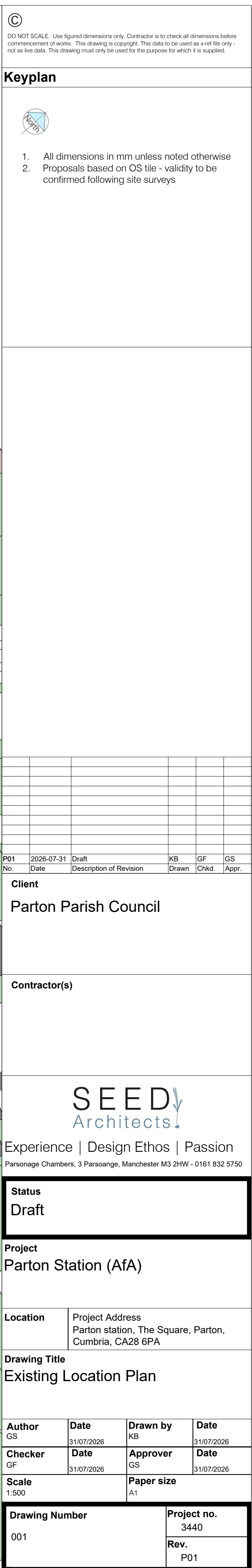
102 - Proposed GA Plan Option 2 - New Lift to Platform 1 and New Lift and Stairs to Platform 2

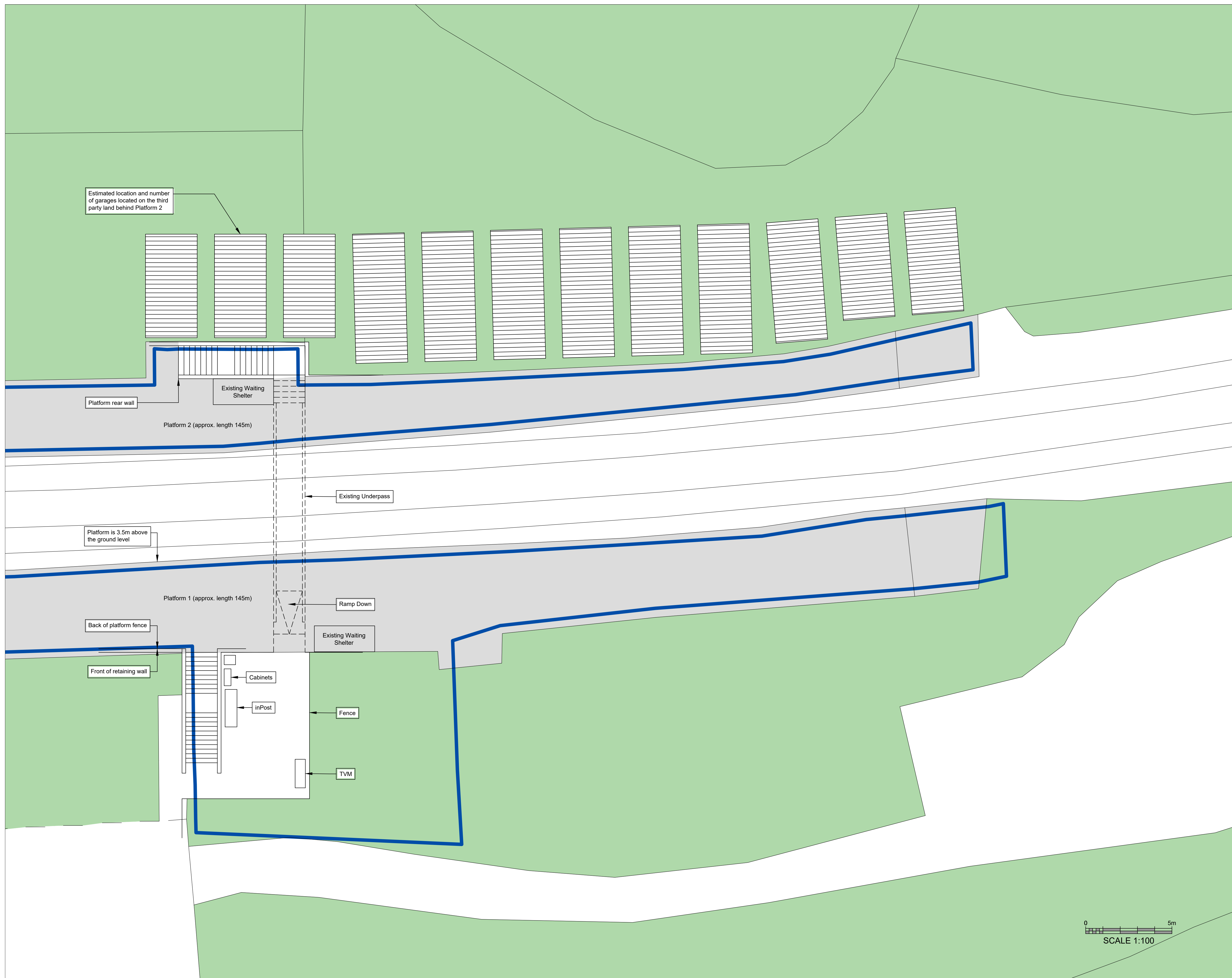
103 - Proposed GA Plan Option 3 - New Lift and Stairs to Platforms 1 and 2

104 - Proposed GA Plan Option 4 - New Ramp to Platform 1 only

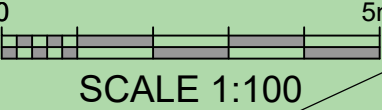
105 - Proposed GA Plan Option 5 - New Ramp to Platform 1 and New Ramp and Stairs to Platform 2

106 - Proposed GA Plans Option 6 - New Ramp and Stairs to Platforms 1 and 2





DO NOT SCALE: Use figured dimensions only. Contractor is to check all dimensions before commencement of works. This drawing is copyright. This data to be used as x-ref file only - not as live data. This drawing must only be used for the purpose for which it is supplied.



1. All dimensions in mm unless noted otherwise
2. Proposals based on OS tile - validity to be confirmed following site surveys

Client
Parton Parish Council

Contractor(s)

Status
Draft

Project	Parton Station (AfA)
---------	----------------------

Location	Project Address Parton station, The Square, Parton, Cumbria, CA28 6PA
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Drawing Title
Proposed GA Plan - Option 6
New Ramp and Stairs to
Platforms 1 and 2

Author GS	Date 31/07/2026	Drawn by KB	Date 31/07/2026
Checker GF	Date 31/07/2026	Approver GS	Date 31/07/2026

Scale 1:100	Paper size A1
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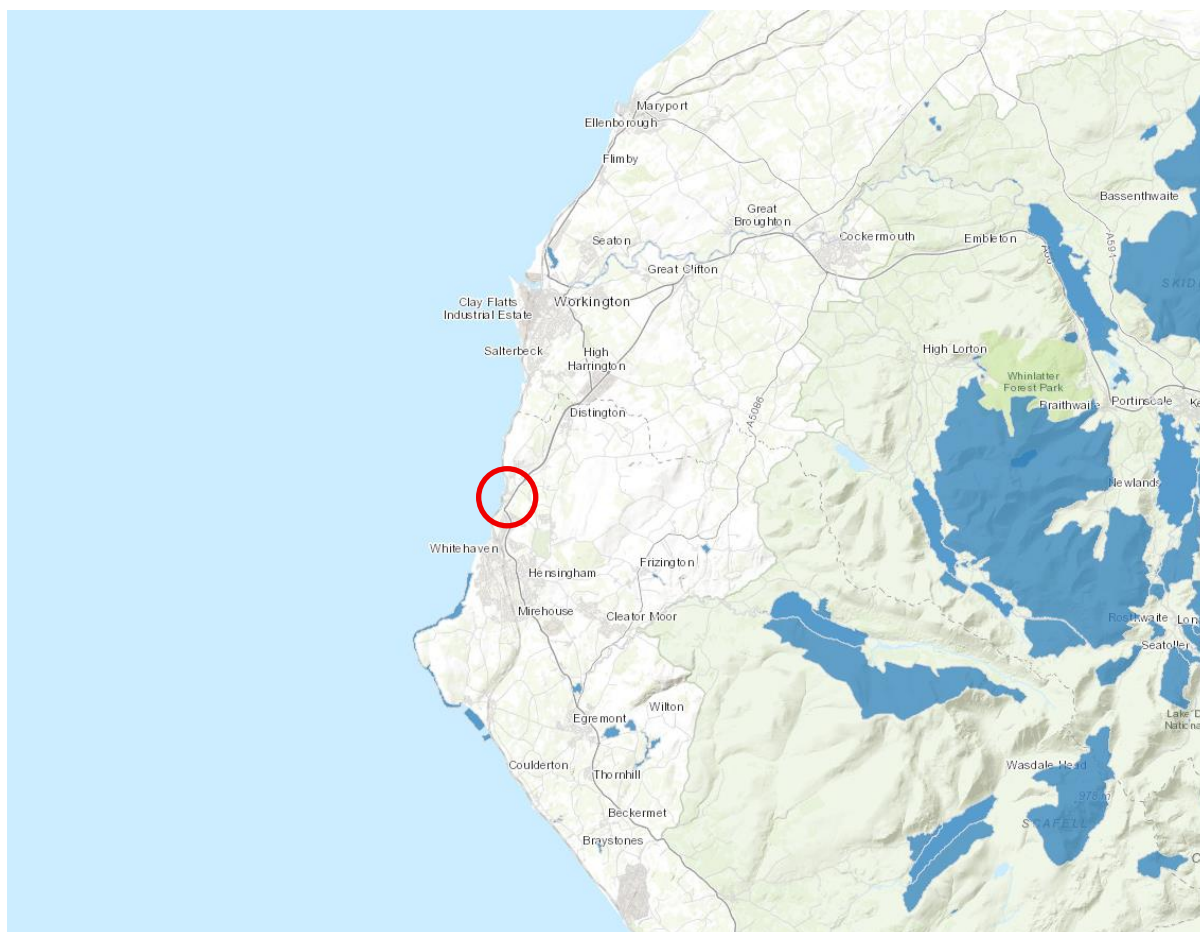
Drawing Number 106	Project no. 3440
	Rev. P01

Appendix D - Detailed Cost Estimate

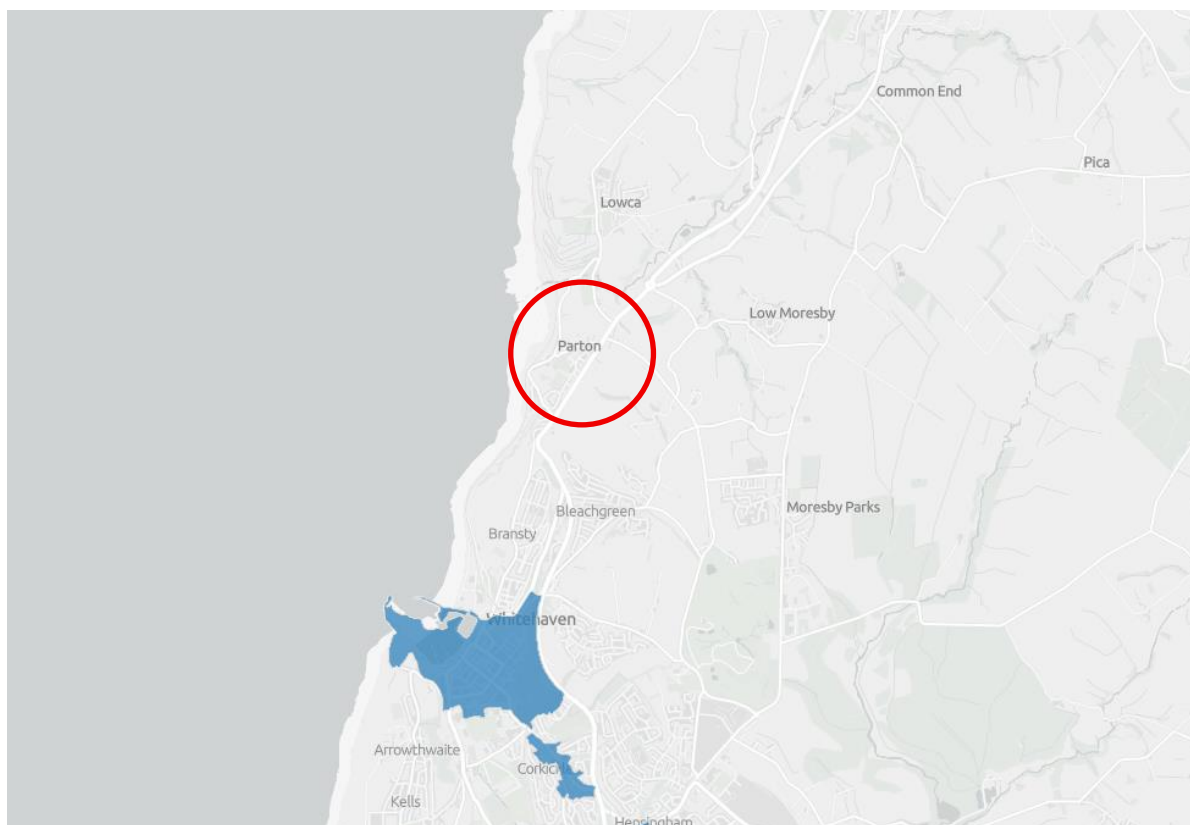
Appendix E - Letters of Support

Appendix F - Planning Constraints Data

SSSI Map:

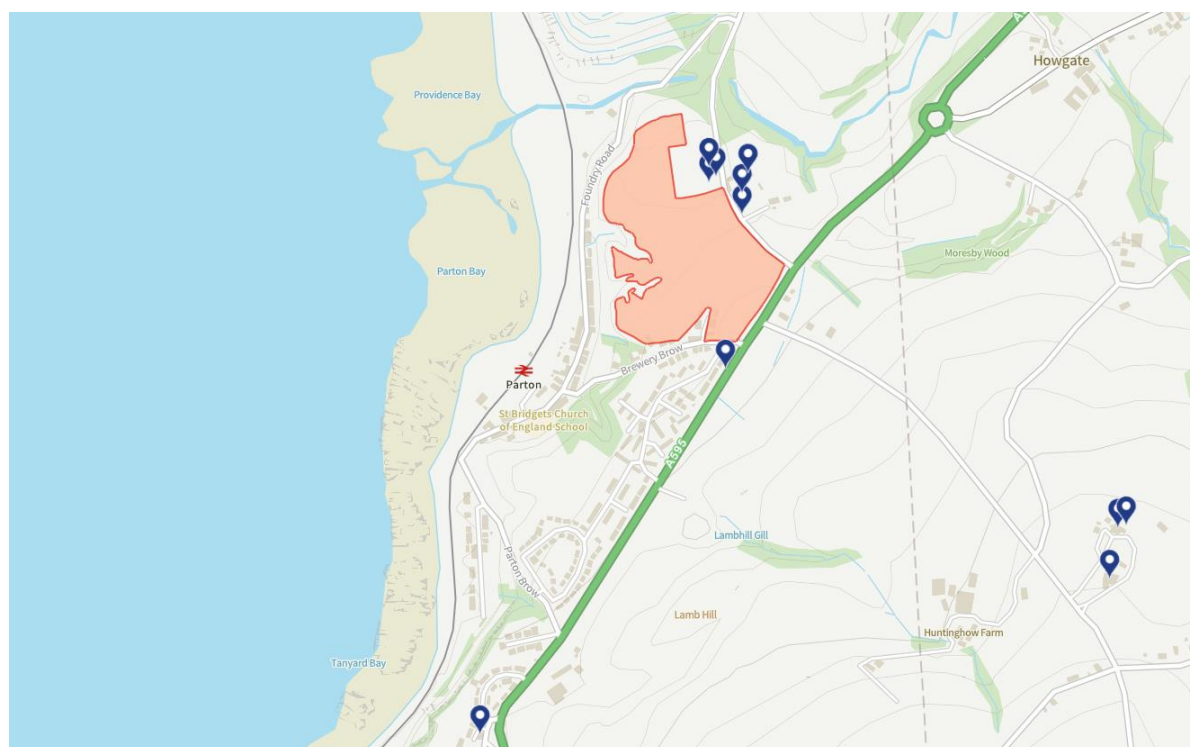


Conservation area map:

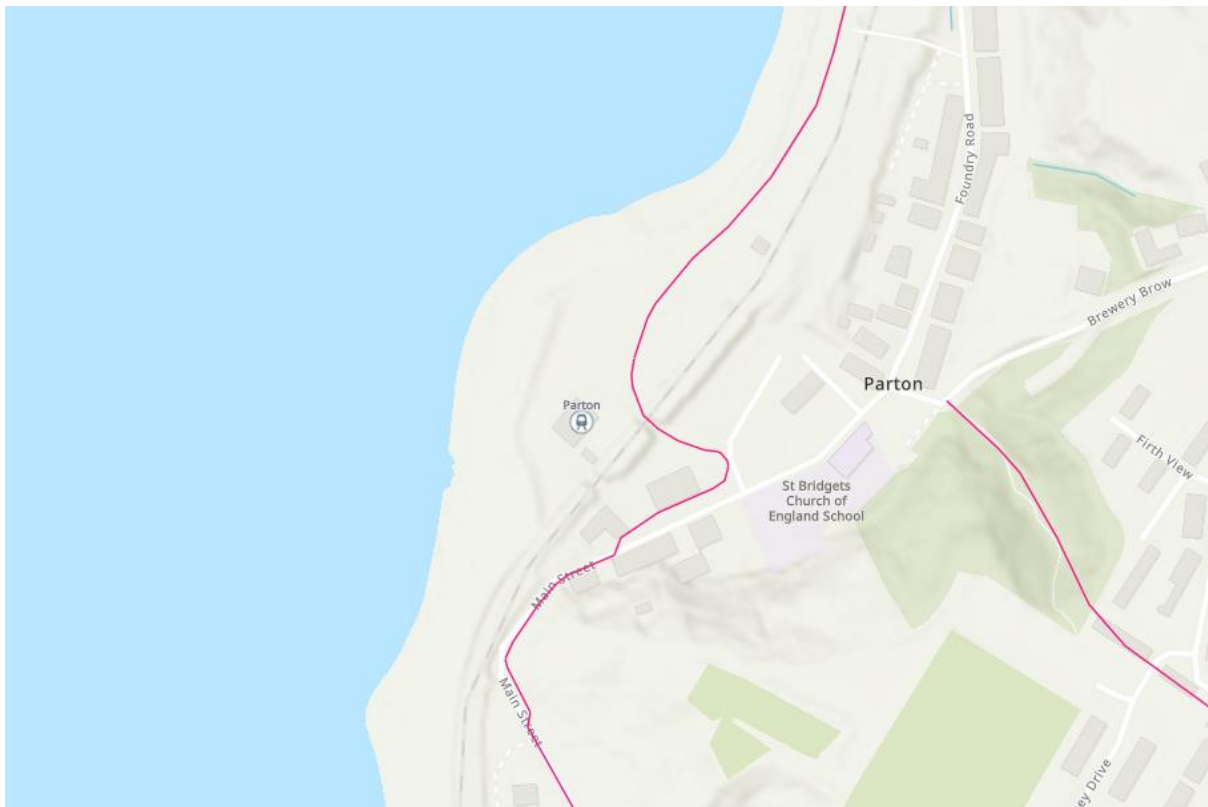


The nearest Conservation Area around Parton is Whitehaven Town Centre Conservation Area

Locally listed buildings map:



Public rights of way map:



Appendix G – Diversity Impact Assessment

Appendix F – Nationally Listed Buildings and Structures

1. **Moresby Hall (Grade I):** Located just 500m north-east of the station, this is the most prominent historical asset in the immediate area. It is an exceptional 17th-century country house and manor that now operates as a hotel and wedding venue. Its architectural frontage is a superb example of Cumbrian heritage.
2. **Church of St Bridget (Grade II):** Located just 540m north-east of Parton station. The church was rebuilt in 1822, this historic parish church is situated on a high ridge just north of the village. It was built on the site of a 13th-century church that originally sat inside an ancient Roman fort.
3. **Chancel Arch of Old Moresby Church (Grade II):** Located just 610m north-east of Parton station. Standing as a historical ruin within the current churchyard of St Bridget's, this detached medieval archway predates the 19th-century church building.
4. **Bransty Toll Bar (Grade II):** Located just 737m south of Parton station. A well-preserved former toll house that stands as a remnant of the historical transport network connecting Parton and Whitehaven.
5. **Parton Roman Fort (Scheduled Monument):** Located just 460m North east of Parton station. Right next to Moresby Hall on the high ground overlooking the station, you can explore the earthwork remains of an ancient Roman fort and civilian settlement. The sheltered bay at Parton was historically used by Roman boats servicing this fort.