



**LANDSCAPE CHARACTER ASSESSMENT**

*at*

**AREA OF SEPARATION BETWEEN LANCASTER AND HALTON**

*prepared for*

HALTON WITH AUGHTON PARISH COUNCIL

*by*

epd  
The Coach House  
Duxbury Hall Road  
Duxbury Park  
Chorley  
PR7 4AT

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QUALITY MANAGEMENT

Prepared by:	Benjamin Miches / Timothy Cousins
Authorised by:	Timothy Cousins
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## 1. INTRODUCTION

### THE PROJECT

- 1.1 Halton with Aughton Parish Council has asked epd to carry out a Landscape Character Assessment (LCA) of an area of land between the northeast of Lancaster and the west of Halton designated an area of separation to aid in the preservation of the area from potential development as a green space.

### THE SITE

- 1.2 The 103ha Site, is currently an area of EN3 open countryside with a portion of the site north of the A683 is designated as a part of the EN4 North Lancashire green belt and the site south of the A683 designated as an Area of Separation under EN6 and is considered a part of the Lancaster Urban Boundary. There are a small number of private dwellings on site and some trees and hedgerows. The whole area is a part of EN9 Air Quality Management Area (AQMA Zone). There are two listed buildings (Carus Lodge, Carus Lodge Cottage). There is a T2 Cycle route along A683 and Bottomdale road.
- 1.3 The Site is surrounded on the south side of Halton Road by Halton Training Camp on the bank of the River Lune. On the Southwest side is an area designated as an area on Strategic Growth for Housing Delivery. The remainder of the Western and North sides of the site are open countryside that are a part of the North Lancashire green belt. The eastern side of the site is also designated open countryside and contains the village of Halton. Most of the surrounding Area is designated a Mineral Safeguarding Area.
- 1.4 According to the Ordnance Survey (OS) map, the overall ground level of the Site sits between 25m(AOD) in the Southwest and 90m(AOD) in the Northwest and the level of the land gently undulates.
- 1.5 **Figure 1** within **Appendix A** shows the location of the Site within the wider area, and indicates the boundaries of the Study Area. To provide aerial photographic context, the Study Area have been superimposed upon the image in **Figure 2**.

### THE PURPOSE OF THE LANDSCAPE CHARACTER ASSESSMENT

- 1.6 Landscape Character Assessment (LCA) is the process of identifying and describing variation in character of the landscape. (According to Gov.uk, landscape and seascape character assessment)
- 1.7 The European Landscape Convention (ELC) adopts a definition of landscape that is adopted in the "Guidelines for Landscape and Visual Impact Assessment (Third Edition)": "Landscape is an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors" (Council of Europe, 2000).
- 1.8 It also states that: "Character is not just about the physical elements and features that make up a landscape, but also embraces the aesthetic, perceptual and experiential aspects of the landscape that make different places distinctive." (Landscape Institute and Institute of Environmental Management & Assessment, 2013).
- 1.9 The assessment of Landscape Character and effects upon the landscape is largely concerned with its physical features and characteristics. Experience of landscape is mediated through the overall sensory environment; this lends itself to a holistic analysis as it concerns more than simply the appearance.

- 1.10 The purpose of the Landscape Character Assessment is to combine the subjective response of the assessor with rigorous analysis in order to arrive at and communicate the character of the site and its value to the surrounding area.

## 2. METHODOLOGY

- 2.1 This assessment is based on the 'Guidelines for Landscape and Visual Impact Assessment (Third Edition)', published jointly by the Landscape Institute and the Institute of Environmental Management & Assessment, April 2013.
- 2.2 This assessment has been written by epd, using the guidance above and freely available information/documentation, google earth and a Site survey undertaken on the 6<sup>th</sup> of July 2023.

### THE STUDY AREA

- 2.3 The Study Area for the assessment is a designated area of land between Halton and Lancaster.
- 2.4 The Study Area is defined on **Figure 1** within **Appendix A**.

### BASELINE INFORMATION

- 2.5 The following sources of data were used to inform the baseline of landscape character and views:
- The Lancashire topographic map via the website [en-gb.topographic-map.com](http://en-gb.topographic-map.com).
  - The Policies as outlined by A Local Plan for Lancaster District 2011-2030 Part One: Strategic Policies and Land Allocations DPD (Adoption Version, July 2020)
  - Local authority data in the form of local plan mapping for environmental and planning designations of local significance including the Lancaster Adopted Policies map and
  - existing landscape assessments and appraisals;
    - National Character Area (NCA) 31: MORCAMBE COAST AND LUNE ESTUARY. ([nationalcharacterareas.co.uk](http://nationalcharacterareas.co.uk))
    - A Landscape Strategy for Lancashire (2000). (Lancashire County Council, [Lancashire.gov.uk](http://Lancashire.gov.uk))
- 2.6 A survey of the Study Area was carried out to verify traits and patterns of landscape character in order to formulate a description of existing character at a scale appropriate to the Study Area.
- 2.7 National and local policies relating to landscape were also reviewed and are summarised in the next section of this report.

## 3. RELEVANT POLICY CONTEXT

### RELEVANT NATIONAL, REGIONAL AND LOCAL POLICIES

- 3.1 National, regional and local policy documents of relevance to landscape include:
- i National Planning Policy Framework (NPPF) July 2021
  - ii A Local Plan for Lancaster District 2011-2030 Part One: Strategic Policies and Land Allocations DPD (Adoption Version, July 2020)

Policies from the above documents are summarised in **Tables 3.1-3.2** below. Note that this list is only intended to summarise the main policies relevant to this study.

National Policy (NPPF)

Reference	Relevant aspects
<b>Section 3</b>	<b><i>Plan-Making</i></b>
<i>Para. 20</i>	Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
<i>Para. 32</i>	Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).
<b>Section 13</b>	<b><i>Protecting Green Belt land</i></b>
<i>Para. 137</i>	The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
<i>Para. 138</i>	Green Belt serves five purposes: a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
<i>Para. 145</i>	Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.
<i>Para. 147</i>	Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
<i>Para. 148</i>	When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
<b>Section 15</b>	<b><i>Conserving and enhancing the natural environment</i></b>
<i>Para. 174</i>	Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and

Reference	Relevant aspects
	<p>other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</p> <p>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and</p> <p>f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate</p>
<b>Section 16</b>	<b><i>Conserving and Enhancing the Historic Environment</i></b>
<i>Para. 189</i>	Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
<i>Para. 190</i>	Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account: <ul style="list-style-type: none"> <li>a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;</li> <li>b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;</li> <li>d) opportunities to draw on the contribution made by the historic environment to the character of a place.</li> </ul>
<i>Para. 199</i>	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance

**A Local Plan for Lancaster District 2011-2030 Part One: Strategic Policies and Land Allocations DPD (Adoption Version, July 2020)**

3.2 The following policies are relevant to this assessment:

**HALTON: LANDSCAPE CHARACTER ASSESSMENT**

Reference	Relevant aspects
	<i>Policies – for policy details see Appendix D</i>
<b>Policy EN3</b>	<b><i>The Open Countryside</i></b> The Council has designated areas of open countryside that define the rural context of the district. Any development proposals located within the open countryside should have due regard to all relevant policies contained within the Local Plan, in particular policies within the Development Management DPD relating to development in the rural areas.
<i>Para. 22.17</i>	Significant areas of the district are open countryside, which is remarkably diverse in character and includes a range of landscape characters including: <ul style="list-style-type: none"> <li>• The Bowland fringes, including the Lune Valley, Wyresdale and Roeburndale, which are characterised by herb-rich hay meadows defined by stone walls and hedges, extensive semi-natural and ancient woodland, numerous water courses, small villages and hamlets built from local stone and slate and areas of formal parkland surrounding country houses.</li> </ul>
<i>Para. 22.18</i>	Whilst within these areas the landscapes can vary markedly, their common characteristic is that they are essentially open and rural in character. These qualities can be easily damaged by the intrusive effects of inappropriate development.
<i>Para. 22.21</i>	There are a range of development management policies that will be relevant to any proposals within the open countryside, in particular Policies DM47 to DM52
<b>Policy EN4:</b>	<b><i>The North Lancashire Green Belt</i></b> The North Lancashire Green Belt is identified on the Local Plan Policies Map between Lancaster, Morecambe and Carnforth to ensure that future growth does not result in coalescence between these settlements. Development proposals within the Green Belt will be assessed against national planning policy and will have due regard to all relevant policies contained within the Local Plan, in particular Policy DM50 of the Development Management DPD which relates to development within the Green Belt.
<i>Para. 22.22</i>	As highlighted on the Local Plan Policies Map, the district contains the North Lancashire Green Belt which was formally established through the Green Belt Local Plan (1991) and retained within the Lancaster District Local Plan, adopted in 2004. The North Lancashire Green Belt was established to ensure that the area between Lancaster, Morecambe and Carnforth did not coalesce together to form a single urban area.
<i>Para. 22.25</i>	The Green Belt Review is a piece of evidence that has been used to prepare this Local Plan. The review has provided an understanding of the relative contribution of each piece of land within the Green Belt. It does not seek to recommend which areas of land should be removed or retained from the Green Belt, nor does it provide recommendations on alternative uses for land that scores poorly within the Review. All such decisions on the Green Belt have been provided through the preparation of the Local Plan where a number of changes have been proposed. These changes include: <ul style="list-style-type: none"> <li>• The Green Belt boundary has been amended to the north of Lancaster, between the urban fringes of Lancaster and the new Bay Gateway Link Road. There has been significant change in this area due to the construction of the new road that has radically altered the value of the Green Belt purposes in this area, leading to the Green Belt Review concluding low values for this area. The area has been identified for residential purposes under Policy SG9 of this DPD, elements of which have also been designated as Urban Setting Landscape (USL) via Policy EN5 of this DPD. Land to the east will be identified as an area of separation under Policy EN6 of this DPD to ensure that a green gap is maintained between Lancaster and Halton.</li> </ul>
<i>Para. 22.26</i>	Other minor amendments have been made in light of the Green Belt Review to correct historical anomalies to the Green Belt and, where it has been possible to do so, minor amendments have been made to strengthen the Green Belt boundaries to ensure they are robust and sustained beyond the plan period.

Reference	Relevant aspects
Para. 22.27	The land that remains within the Green Belt is identified on the Local Plan Policies Map and continues to have significant importance in terms of ensuring that the major settlements of the district (Lancaster, Morecambe and Carnforth) do not coalesce together to form one single settlement.
Para. 22.28	Accordingly, land contained within the Green Belt will be protected from inappropriate development that will result in harm to the openness of the Green Belt. Proposals will be assessed against the requirements of the National Planning Policy Framework and Policy DM50 of the Development Management DPD.
<b>Policy EN6:</b>	<p><b>Area of Separation</b></p> <p>The Council have identified an Area of Separation between Lancaster and Halton to ensure that the strategic growth proposed to the North of the City via Policy SG9 of this DPD does not result in two distinctly separate settlements merging together. The Area of Separation has been defined using clear and robust boundaries (i.e. Kellet Road, Halton Road and the Bay Gateway) which provides a highly open area to remain undeveloped. The Area of Separation also provides protection to the setting of Carus Lodge, which is a Listed Building.</p> <p>It is also the Council's intention to provide further Areas of Separation to the South of Lancaster as part of the Bailrigg Garden Village to provide separation from the new development to Galgate, Bailrigg Village and South Lancaster. These areas will be specifically defined with the forthcoming Lancaster South Area Action Plan DPD.</p> <p>Development proposals within Areas of Separation will be considered against how such proposals affect the openness and visual amenity of this area. Proposals will not be supported where they have impacts on wider openness within the areas and result in the coalescence between settlements and affect overall distinctiveness.</p>
Para. 22.37	The Strategic Policies & Land Allocations DPD has identified one specific area of separation within the district that aim to protect the local character and identity of settlements. The role of areas of separation is to help maintain distinctive 'Green Lungs' between settlements. This DPD identifies where Areas of Separation would be beneficial. It is the Council's intention to provide Area(s) of Separation in South Lancaster that will be identified via the Lancaster South Area Action Plan DPD. It should be noted that Policy EN3, relating to the open countryside also applies in Areas of Separation.
Para. 22.38	Development proposals within Areas of Separation will be considered against how such proposals affect the openness and visual amenity within the areas and will not be supported where they affect upon wider openness within the areas and result in general coalescence between settlements which affects their overall distinctiveness
<b>Policy EN7:</b>	<p><b>Environmentally Important Areas</b></p> <p>There are a number of sites within the district that have been designated at International, National and Regional level for their environmental importance. These have been identified on the Local Plan Policies Map and will be protected from development proposals that have a detrimental impact on their designation.</p> <p><b>Regionally Designated Sites</b></p> <p>There are a range of sites that have been designated by Lancashire County Council for environmental and geological importance. These include areas that have been identified as Biological Heritage Sites (BHS) and Geological Heritage Sites (RIGS). These are identified under Policy EN7 of the Local Plan Policies Maps.</p> <p>Development proposals which may impact on species and habitats will be expected to have due regard to Policy DM44 of the Development Management DPD.</p>
Para. 22.39	Lancaster district has a range of internationally important nature sites but also includes a wide range of other important sites that make up an important wildlife network within the district.

Reference	Relevant aspects
Para. 22.40	Paragraph 9 of the National Planning Policy Framework (NPPF) stresses the importance of moving from a net loss of biodiversity to achieving net gains for nature as part of achieving sustainable development. Section 11 of the NPPF plus other legislation, regulations and guidance set out how this can be achieved and the legal duties and requirements for nature conservation.
Para. 22.41	The policy focus, hierarchical approach and strategic priorities are in line with national guidance and legislation. The hierarchy of designated sites and their significance is set out in the policy and is: <ol style="list-style-type: none"> <li>a. Sites of international nature importance. This also applies to sites and habitats outside the designed boundaries that support the species listed as being important in the designation of these internationally important sites – often termed as ‘supporting habitat’ or ‘functionally linked land’ – for example feeding areas used by pink footed geese.</li> <li>c. Sites of regional nature and geological importance, which in Lancaster district comprises Biological Heritage Sites (BHSs) and Geological Heritage Sites (RIGs).</li> </ol>
	<i>Priority Habitats and Species</i>
Para. 22.43	Priority habitats and species are ‘habitats and species of principal importance’ for the conservation and biodiversity in England. The Secretary of State is required under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) to publish lists of priority habitats; the most recent review in 2007 listed 65 priority habitats and 1150 priority species. The Council, together with other public bodies (such as the Environment Agency) has a duty under the NERC Act to conserve biodiversity, including priority habitats and species.
Para. 22.44	Priority habitats sit outside the designated site hierarchy and are of national importance. Legally protected species include badger, bats and water voles. Some habitats, such as ancient woodland and ancient trees are irreplaceable because of their age and complexity and cannot be recreated once they are lost. When considering development proposals, Policy DM44 sets out a clear policy position in relation to the protection, mitigation and enhancement of areas that are of biodiversity and geodiversity importance. Policy DM45 clearly states that the Council will support the protection, enhancement and inclusion of trees, hedgerows and woodland.

## DESIGNATIONS AND OTHER CONSTRAINTS

3.3 The following occur within the Study Area and are shown on **Figure 4** within **Appendix A**.

- The area south of the A683 is designated as EN6: Area of Separation.
- There are two listed buildings on site both of which are grade II (Carus Lodge, Carus Lodge Cottage). Both are situated in the EN6: Area of Separation.
- The entire study area is a part of the open countryside as described in policy EN3: The open Countryside.
- The study area north of the A683 is all a part of the green belt under policy EN4: The North Lancashire Green Belt.
- Along Bottomdale road is a regional environmentally important area called the Foundry Lane Verges as described in policy EN7.
- To the south of the study area is the Lune River which is downhill from the study area and is where rainwater that lands on site will run off towards. The Lune River is in its own right designated as an environmentally important area under Policy EN7.

## 4. LANDSCAPE ASSESSMENT

### EXISTING CHARACTER ASSESSMENTS

#### National Character Area (NCA) 31: MORCAMBE COAST AND LUNE ESTUARY

4.1 The Site is situated in the southwestern edge of this NCA right on the border with the neighbouring NCA 20: Morecambe Bay Limestones, and the characteristics described within the document which are relevant to the Site and Study Area are as follows:

- Broad and relatively flat lowlands enclosed by escarpments which open out dramatically into the undulating landscape of the coastal strip with substantial drumlin features.
- The sheltered expanse of the Lune Estuary with its salt marshes and tidal channels overlooked by low ridges on the Heysham peninsula and around Lancaster.
- Panoramic vistas across Morecambe Bay from Lancaster and higher ground, to backdrops of the Cumbrian Fells and across the Lune Estuary from Sunderland Point and the Heysham peninsula towards the Bowland Fells.
- Range of coastal landscape features including extensive salt marshes backing extensive sand and mud flats, particularly around the Lune Estuary; reclaimed mosses and marshland; a small area of intact remnant mossland at Heysham; sand and shingle beaches north of the Lune Estuary; and Millstone Grit sandstone cliffs at Heysham.
- Intensively managed pastoral landscape bounded by ditches in the lowest-lying reclaimed areas, hedges with mature trees in low-lying areas and grading into stone walls on drumlin fields and upland foot slopes with limited extent of semi-natural habitats away from the coastal strip.
- Low woodland cover throughout with woodland largely restricted to the sides of the Lune Valley on the boundary of the NCA and small copses on farmland.
- Presence of Heysham power station, which is a dominant feature on the visual profile of the coastal strip and is widely visible from adjacent NCAs, as well as the associated infrastructure such as power lines which are also widely visible.
- The cathedral city of Lancaster, market town and former administrative capital of Lancashire. Mainly built from Millstone Grit sandstone, the city overlooks a former fording point at the head of the Lune Estuary with a castle, cathedral, neo-Georgian town hall, canal and Victorian parks.
- Rural architecture, including farmsteads, that mostly results from rebuilding in brick and stone in the late 18th and 19th centuries, with fragments of earlier timber frame, sandstone, Millstone Grit and earth constructions, with fields subject to high levels of boundary change since the mid-19th century.
- Traversed north-south by the west coast transport network including the M6, the West Coast Main Line railway and the Lancaster Canal, which pass between the Bowland Fells and Morecambe Bay.

#### A Landscape Strategy for Lancashire (2000)

4.2 The Lancashire landscape is divided into 21 Landscape Character Areas excluding urban landscapes. Each of these Landscape Character Areas have a relatively unified character distinct from other areas within Lancashire. The character is based on the physical and cultural attributes based upon geology, landform, land use, land cover and historic evolution. The Site largely falls within Landscape Character Area 12, Low Coastal Drumlins, which is further divided into Local Character Areas with the site being in Local Character Area 12a) Camforth-Galgate-Cockerham.

### Low Coastal Drumlins

- Areas of low whaleback hills formed from glacial deposits out of sands and gravels or boulder clay, around 40m high with broad rounded tops and steep slopes in the north west of the Lancashire study area. The landscape is characteristically gentler and of a lower altitude than that of the Drumlin Fields and individual drumlins are more isolated. The alignment of drumlins gives the landform a distinctive grain.
- The area has been an agricultural region throughout history. Most of the current hedges and boundaries date to the enclosure acts with very little change since 1850. The largest settlements in the region are based on strategic or trade settlements such as Lancaster, Morecambe and Heysham.
- Villages are connected by narrow roads, but have expanded following modern development especially along the A6.
- Areas of poorly drained pasture, standing water and occasionally mosses fens and meadows between drumlins. The strong pattern of pastures emphasises the undulating topography.
- Trees and shrubs are limited in the agricultural landscape. Low cut thorn hedges traverse the drumlins.
- Scattered large farmsteads connected by a series of winding lanes and tracks. Large housing estates and industrial developments also feature within the landscape, all of which are on located on the poorly draining land.
- Coastal cliffs of boulder clay are significant features where the drumlin landscape meets the sea.
- Large settlements have developed around key strategic or trading settlements such as Lancaster, Heysham and Morecambe. However, the rest of the landscape is relatively rural. Villages have been expanded by modern development which tends to dominate, especially along the A6

### Carnforth-Galgate-Cockerham

- The Low Coastal Drumlins, on or near which Lancaster and Morecambe are built, extend along the coast behind Morecambe Bay from Cockerham in the south to Carnforth in the north.
- This landscape supports an extremely high proportion of built development including the large settlements of Lancaster and Morecambe and recent built development along the A6.
- The Lancaster Canal, M6, A6 and mainline railway run side-by-side in a north-south orientation.
- To the west of Cockerham settlement is sparse and dominated by scattered large scale farmsteads in contrast to the towns and large villages further north.
- The drumlins provide elevated points from which there are views over the salt marshes to Morecambe Bay.
- Near Thurnham there is a significant area of mossland lying between the drumlins, allowing long distant views towards the coast.
- Traditional farmsteads and older settlement cores are built of stone but the modern development is often built using red brick. Buildings on top of the drumlin hills are particularly visible.
- Woodland is limited to small plantations, woods associated with former estates and rarely, fragments of ancient woodland in unusual hilltop or hillside settings.

- 4.3 The character assessment does not cover the built-up areas of Lancaster or Halton.
- 4.4 The character areas from A Landscape Strategy for Lancashire (2000) is shown on Figure 5 in Appendix A.

#### CHARACTER ASSESSMENT WITHIN THE STUDY AREA

4.5 The study area covers an area that is designated as EN3 open countryside between the settlements of Lancaster and Halton and is largely be bounded by the M6 on the eastern side, Kellet Lane on the western side and Halton Road on the southern side. It is an area of grass fields crossed with hedgerows with occasional small groups of trees and the occasional buildings and with the A683 crossing the site along with Bottomdale Road/Foundry Lane. The study area can be broadly split into three distinct character areas:

- The Green Belt, which is the area north of A683 and is covered by the EN4 North Lancashire Green Belt Policy.
- The Transport Corridors, which covers the A683 dual carriageway and the embankments of both the A683 and M6.
- The Area of Separation, which is the area south of the A683 and is covered by the EN6 Area of Separation Policy.

4.6 The divisions for this character assessment are shown on Figure 6 in Appendix A. Supporting imagery was taken during the site visit to illustrate the character areas.

#### 4.7 The Green Belt

- This area is rectangular in shape and bounded by the M6, Kellet Lane and the A683 on the east, west and south sides respectively, but is relatively open on the north side with only part of the border being clearly defined by low hedgerows. The true northern boundary being the boundary of the neighbourhood plan area.
- The bedrock geology of the area is sedimentary; sandstone, mudstone and siltstone with the more recent geology being glacial and fluvial deposits of clays silt and gravel.
- This area is higher than the rest of the study area with the highest point being in the north west and sloping down towards the south. Due to the open nature and the gentle undulations of this area, there are great views of the wider local landscape.
- This area is the only part of the study area that is within the EN4 North Lancashire Green Belt.
- The area is dominated by open fields divided by low hedgerows and occasional individual or small groups of trees. The fields are predominantly ancient pasture with some ancient farmland.
- Bottomdale Road is a country road that crosses this area from east to west and leads into Halton. Along this road is an area that is designated as a regional EN7 Environmentally Important Area called the Foundry Lane Verges and is allocated as a Biological Heritage site.
- Leading off Bottomdale Road is Foundry Lane which leads to Shefferlands which contains a small number of buildings.
- During the site visit this area was quiet, with few vehicles and no pedestrians or cyclists.

Images from within the Green Belt



Top left; Pasture taken from Bottomdale Road, facing south



Top Right; Pasture taken from Kellet Lane, facing east.



Mid Left; Drainage ditch between two fields on the northern side of Bottomdale Road.



Mid Right; shows the regional EN7 Environmentally Important Area called the Foundry Lane Verges along Bottomdale Road facing east.



Bottom Left; Agricultural field taken from Kellet Lane facing east.



Bottom Right; Pasture field taken from Foundry Lane facing North.

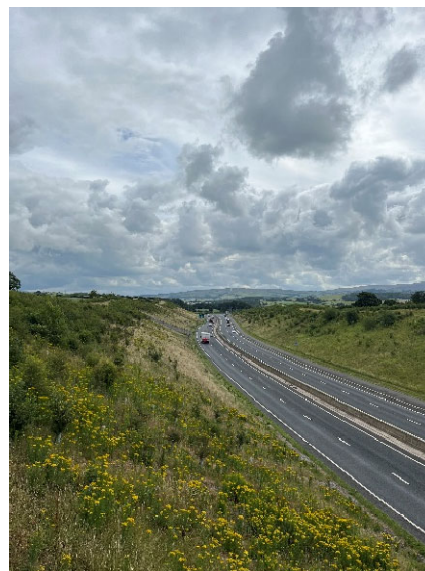
- The A683 is a dual carriageway that runs through the study area from east to west. The A683 leads to Heysham on the coast and terminates within the study area at a roundabout that leads to a junction with the M6. The M6 western embankment runs along the entire length of the eastern edge of the study area. Both roads were busy during the site visit.
- The bedrock geology of the area is sedimentary; sandstone, mudstone and siltstone with the more recent geology being glacial and fluvial deposits of clays silt and gravel.
- The A683 has been cut into the landscape and so forms a V-shaped valley in the landscape with the road being at the bottom. This means that the A683 is hidden from view from other points within the site and creating steep embankments. The embankments continue along the edge on the eastern edge of the M6.
- The A683 was only opened in 2016 so while the embankments of the A683 have been planted with trees and shrubs so over the course of years it is likely that the A683 will be further hidden from view and the noise will be reduced, as it stands these plants are saplings and so the embankment is mostly covered in tall grass.
- There is a pedestrian pavement next to the A683 which is accessed by a path through the area of separation, though there was no one using it during the site visit.
- The land was formally ancient pasture and farmland

Images from within the Transport Corridors



Top left; The A683 and its embankment taken from a footpath on the top of the embankment within the area of separation. Facing north.

Top Right; The roundabout connecting the A683 to the M6. Taken from the pavement next to the road facing north.



Bottom Left; The embankment of the M6. Taken from Bottomdale road facing north.

Bottom Right; The A683 and its embankments. Taken from Kellet lane facing east



Left; The A683 from the pavement next to the road facing west.

Right; The Embankment of the M6 taken from Bottomdale road facing south.

#### 4.9 The Area of Separation

- This area is triangular in shape and is bounded by the A683, Kellet Lane and Halton Road, marking the north, west and southeast boundary respectively.
- The bedrock geology of the area is sedimentary; sandstone, mudstone and siltstone with the more recent geology being glacial and fluvial deposits of clays silt and gravel.
- The area has a very gentle slope running from its northern edge towards the Halton Training camp of on the other side of Halton Road and the river Lune beyond it.
- The area is largely dominated by open fields of ancient pasture, broken by a few hedgerows and a small woodland area near the centre.
- There are two, grade II, listed buildings in this area:
  - Carus Lodge, which is located near the centre of the area and is largely surrounded by trees.
  - Carus Lodge cottage, which is located along Halton Road.
- There are two buildings along Kellet Lane within the area.
- Along the northern edge, parallel to the A683 is a foot and cycle path that is included in policy T2 cycling and walking network (there were no pedestrians observed during the survey)

#### Images from within the Area of Separation



Left; Pasture field, taken from Halton Road facing west.

Right; The foot and cycle path. Taken from where it connects to Halton Road facing west.



Top left; Field, taken from Halton Road facing north



Top Right; Footpath along the northern edge of the area along the top of the embankment of the A683, facing west.



Bottom Left; Pasture, taken from the intersection of Kellet Lane and Halton Road facing northeast.



Bottom Right; Photo showing Grade II listed building Carus Lodge Cottage, taken from Halton Road facing north

4.10 The area surrounding the study area is almost entirely designated by local policy as EN3 open countryside with the area to the north and to the west of the site being designated as EN4 North Lancashire Green Belt with the eastern and southern boundary of the green belt being the M6 and the A683 respectively. The area of open countryside is largely characterised by large open fields of grass bounded by hedgerows and trees. The village of Halton is to the east with the western part of the village along the M6 being an EN1 Area of conservation. To the southwest is the city of Lancaster. In general, due to the undulating landscape of the site and surrounding area there are limited positions to view into the site or vice versa, but since most of the area is open countryside those areas that can have near enough unobstructed views.

4.11 The entire Separation Area landscape character area with a few exceptions due to changes in elevation and the presence of a small woodland is also within visual range of the Grade II listed buildings of Carus Lodge, the Piers, Walls and Railings to Carus Lodge and Carus Lodge Cottage. The buildings' curtilage and historical context is within an area of fields with a parkland character. Any development in this character area adjacent to Carus Lodge and Carus Lodge Cottage would have significant impacts on their setting. There would be a significant resulting adverse effect on the visual amenity, the fabric of the landscape and potential loss of woodland in this location.

4.12 During the course of the site survey, photos were taken to help illustrate the current landscape within the character areas. The photo locations are shown on Figure 5 Appendix A. It should be noted that the most of the site is not public land and due to tall hedgerows running along the sides of the roads means that views only appear when there are breaks in the hedgerows.

## **5. SUMMARY**

5.1 This assessment has looked at and outlined the key aspects relating to the landscape character within the area between Lancaster and Halton. The study area has been split into three local landscape character areas, The Green Belt, The Transport Corridors, and the Area of Separation. Both the Green Belt and The Area of Separation are designated (the later locally) and comprise largely open farmland that would not be right for change, any development being incongruous to the surrounding area and would significantly alter the existing character. It is felt both the Green Belt and Area of Separation designations provide an important function in halting the urban expansion of Lancaster and the encroachment onto Halton. Whilst the transport corridor cuts through the landscape this is a contained liner infrastructure feature as opposed to a possible urban expansion and will in time soften into its surroundings.

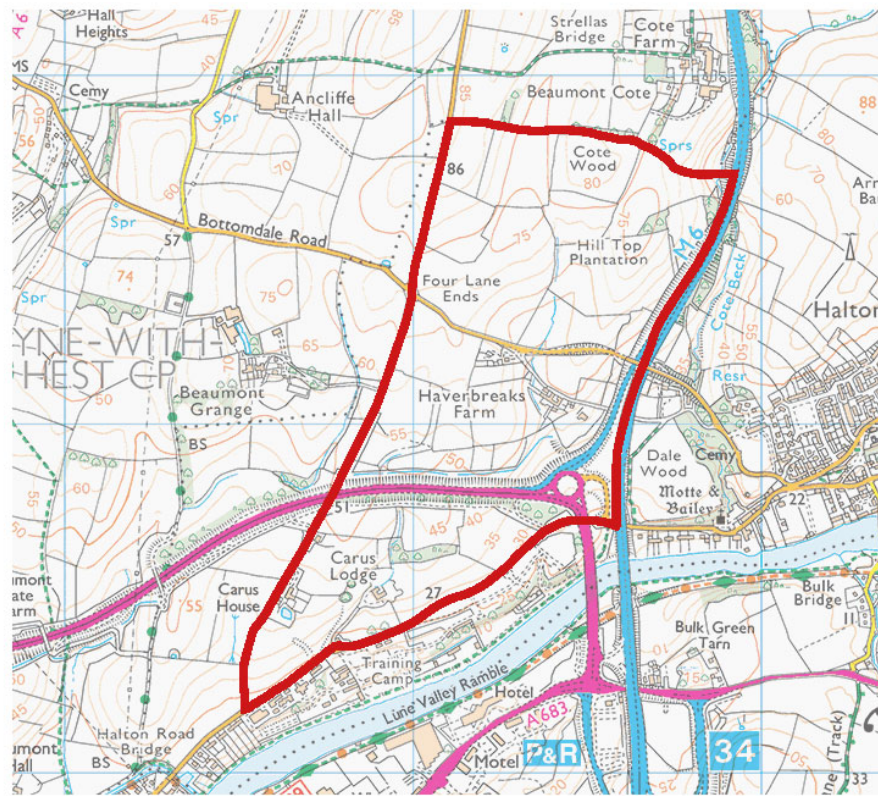
APPENDIX A - FIGURES

Figure 1 Location Plan

Area of Separation, Lancashire

Figure 1 - Site Location Plan

June 2023



KEY  
Study Area



epd - landscape  
The Stables  
Duxbury Park  
Duxbury Hall Road  
Chorley  
PR7 4LT

Figure 2 Aerial Photo

**Area of Seperation, Lancashire**  
**Figure 2 - Aerial Photo**

June 2023



KEY  
□ Study Area

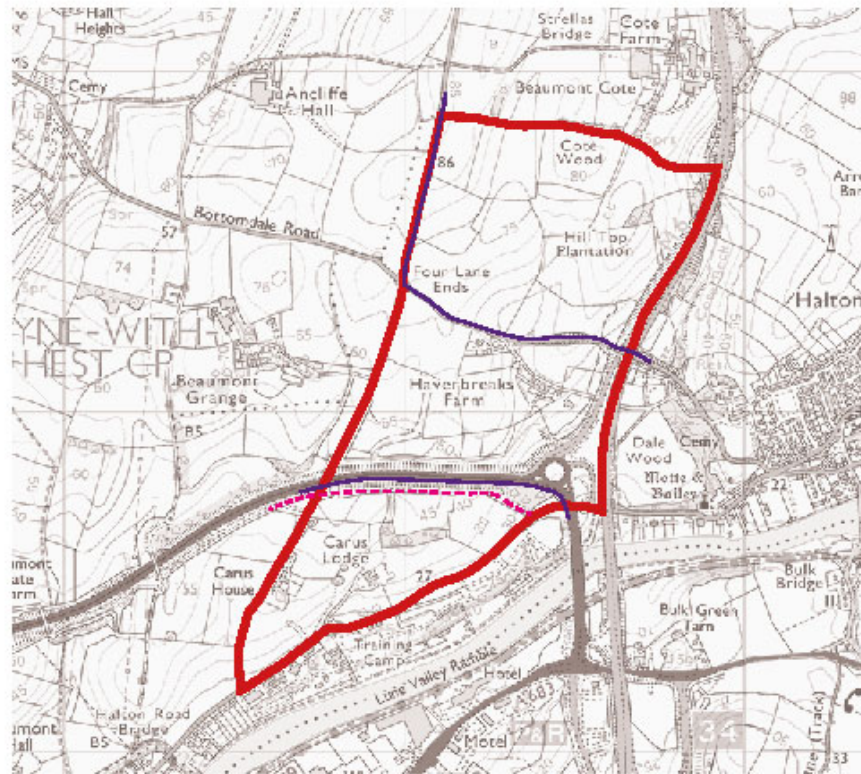


epd - landscape  
The Stables  
Duxbury Park  
Duxbury Hall Road  
Duxbury  
FY7 6JZ

Figure 3 Public Access

**Area of Separation, Lancashire**  
**Figure 3 - Public Access**

June 2023



- KEY**
-  Study Area
  -  Policy T2: Cycle Routes
  -  Footpaths



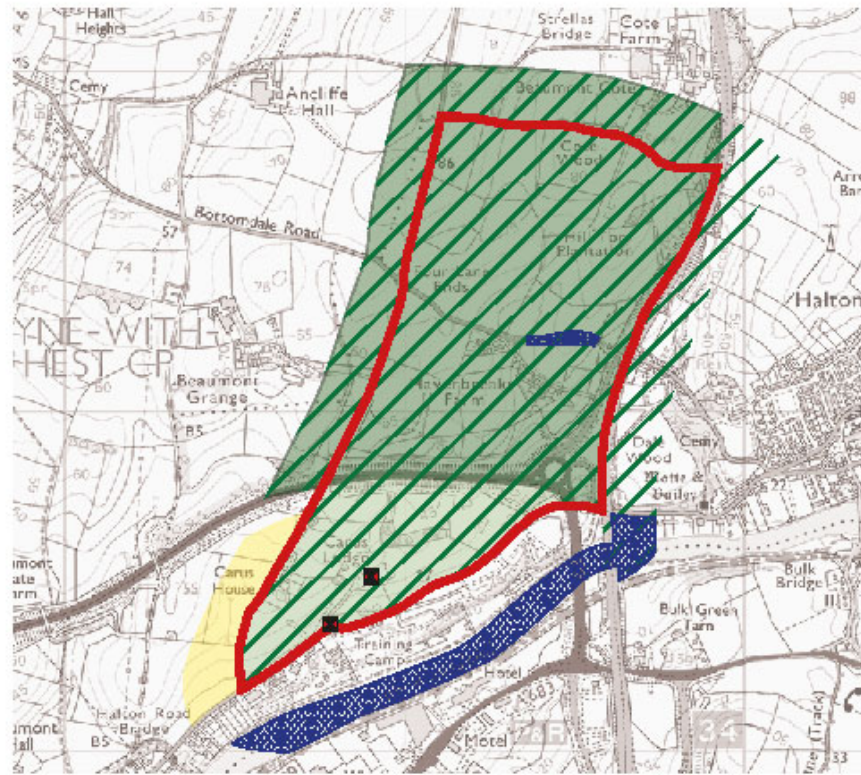
epd - landscape  
The Stables,  
Dobson Park,  
Dobson Hall Road,  
Clayton,  
Salford,  
M6 6LW

Figure 4 Existing Landscape Designations


### Area of Seperation, Lancashire

Figure 4 - Landscape Designations, from A Local Plan for Lancaster District (2011-2031)

June 2023



**KEY**

-  Study Area
-  EN3 Open Countryside
-  EN4 North Lancashire Green Belt
-  EN6 Area of Seperation
-  EN7 Environmentally Important Areas
-  Grade II Listed Buildings
-  Policy SG9 Housing Delivery, Strategic Allocation



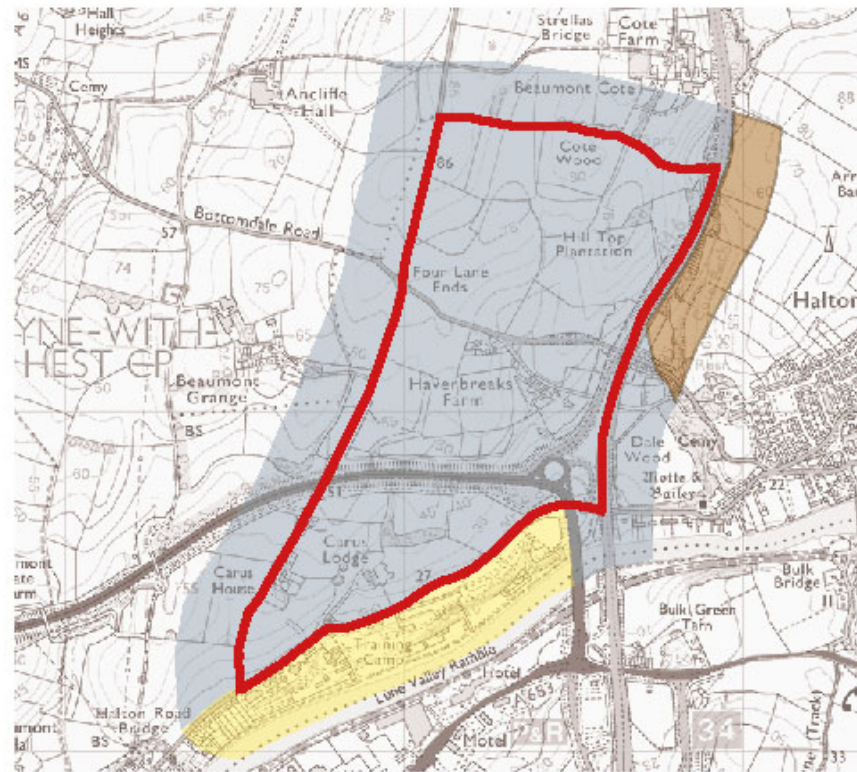
epd - landscape  
The Stables,  
Dunbury Park,  
Dunbury Hall Road,  
Clayton,  
PR7 6AE

Figure 5 Existing Landscape Character

### Area of Seperation, Lancashire

Figure 5 - Existing Landscape Character, from A Landscape Strategy for Lancashire (2000)

June 2023



**KEY**







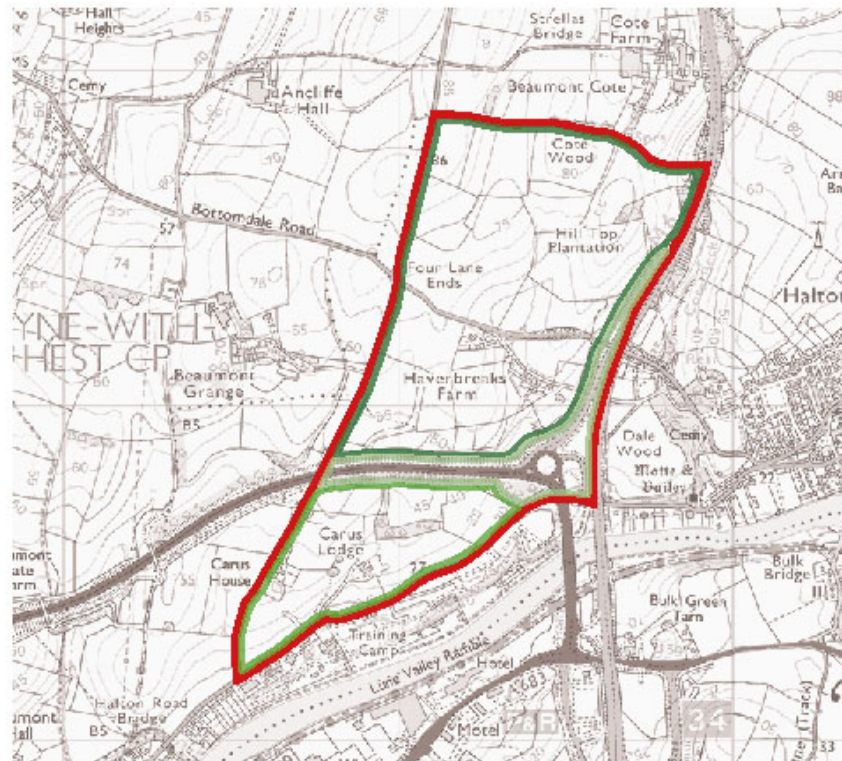
-  Study Area
-  LCA 12 Low Coastal Drumlins
-  12a Carnforth-Galgate-Cockerham
-  LCA 13 Drumlin Field
-  13c Docker-Kellet-Lancaster
-  LCA Suburban

Figure 6 Designated Character Area

**Area of Separation, Lancashire**  
**Figure 6 - Designated Character Areas**

June 2023



- KEY**
-  Study Area
  -  The Green Belt
  -  The Roadway
  -  The Area of Separation



epd - landscape  
The Station  
Dunbar Park  
Dunbar Hill Road  
Chorley  
PR7 4AE

APPENDIX B - LANDSCAPE CHARACTER ASSESSMENT REVIEW FIELD SURVEY SHEETS

Figure 1 Green Belt

LANDSCAPE CHARACTER ASSESSMENT REVIEW FIELD SURVEY SHEET			
Sheet no: <u>1</u>	Photograph Nos: <u>1-36,39,42,46,50,52-100</u>		
Location: <u>Green Belt</u>	Date: <u>06/07/2023</u>		
Direction of View: _____	Time: <u>9:40-11:15</u>		
OS Grid Reference: <u>SD493653</u>	Weather: <u>Overcast, occasional rain</u>		
<small>FINAL APPRAISAL (To be determined on completion of field and desk survey)</small>			
<b>FINAL LANDSCAPE TYPE:</b> <u>Open Countryside</u>			
<b>EXISTING LANDSCAPE TYPE</b> <u>Open Countryside</u>			
Keywords describing landscape: <u>Rural, open countryside, pasture, tall hedgerows, occasional stone buildings, undulating landscape that slowly decreases in altitude in one direction.</u>			
<b>PHYSICAL FEATURES</b>			
<b>GEOLOGY</b>			
<input checked="" type="checkbox"/> Carboniferous	<input checked="" type="checkbox"/> Mudstone	<input checked="" type="checkbox"/> Siltstone	<input checked="" type="checkbox"/> Glacial/fluviial Deposits
<input checked="" type="checkbox"/> Permo-Triassic	<input type="checkbox"/> Limestone	<input checked="" type="checkbox"/> Sandstone	<input checked="" type="checkbox"/> Sand/silt/clay/gravel
<b>ELEVATION</b>			
<input checked="" type="checkbox"/> Lowland (<50m)	<input checked="" type="checkbox"/> Transitional (50-200m)	<input type="checkbox"/> Upland (>200m)	<input type="checkbox"/>
<b>LANDFORM</b>			
<input type="checkbox"/> Flat	<input type="checkbox"/> Steep Slopes	<input type="checkbox"/> Escarpment	<input type="checkbox"/> Broad Valley
<input type="checkbox"/> Shelving	<input type="checkbox"/> Gentle Slopes	<input type="checkbox"/> Knoll	<input type="checkbox"/> Narrow Valley
<input type="checkbox"/> Rolling	<input type="checkbox"/> Coastal	<input type="checkbox"/> Plateau	<input type="checkbox"/> Shallow Valley
<input checked="" type="checkbox"/> Undulating	<input checked="" type="checkbox"/> Hills	<input type="checkbox"/> Scarp/Cliffs	<input type="checkbox"/> Deep Valley
<b>WATER/HYDROLOGY</b>			
<input type="checkbox"/> River (S/L)	<input type="checkbox"/> Stream/tributary	<input type="checkbox"/> Flooded gravel pits	<input type="checkbox"/> Engineered/artificial
<input type="checkbox"/> Speed (F/M/S)	<input checked="" type="checkbox"/> Drainage ditches	<input type="checkbox"/> Lake	<input type="checkbox"/> Weirs
<input type="checkbox"/> Clarity (C/M)	<input type="checkbox"/> Spring	<input type="checkbox"/> Pond	<input checked="" type="checkbox"/> Other-Creek
<input type="checkbox"/> River Meanders	<input type="checkbox"/>	<input type="checkbox"/> Bog	<input checked="" type="checkbox"/> Other Cote Beck

**LAND COVER**

**LAND USE**

<input checked="" type="checkbox"/>	Farmland	<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Natural
<input type="checkbox"/>	Forestry/woodland	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Military
<input type="checkbox"/>	Historic Parkland	<input type="checkbox"/>	Leisure/Recreation	<input type="checkbox"/>	Mineral Working	<input type="checkbox"/>	Other

**LAND/VEGETATION COVER (INDICATE RELATIVE %)**

<input type="checkbox"/>	20	Arable	<input type="checkbox"/>	Amenity grassland	<input type="checkbox"/>	Small farm woods	<input type="checkbox"/>	Scrub
<input type="checkbox"/>	75	Pasture	<input type="checkbox"/>	Conif. Woodland	<input type="checkbox"/>	Shelterbelts	<input type="checkbox"/>	Wetland/Marsh
<input type="checkbox"/>		Semi improved	<input type="checkbox"/>	Decid. Woodland	<input type="checkbox"/>	Copses/clumps	<input type="checkbox"/>	Gardens
<input type="checkbox"/>		Improved	<input type="checkbox"/>	Mixed Woodland	<input type="checkbox"/>	Woodland belt	<input type="checkbox"/>	Common
<input type="checkbox"/>		Rough Grazing	<input type="checkbox"/>	Parkland	<input type="checkbox"/>	Hanging Woodland	<input type="checkbox"/>	Green
<input type="checkbox"/>		Wet/Dry Meadow	<input type="checkbox"/>	Orchard (type...)	<input type="checkbox"/>	1 Scattered trees	<input type="checkbox"/>	Paddocks
<input type="checkbox"/>		Moorland	<input type="checkbox"/>		<input type="checkbox"/>	1 Hedgerow trees	<input type="checkbox"/>	Others
<input type="checkbox"/>		Heathland	<input type="checkbox"/>		<input type="checkbox"/>	3 Hedgerows	<input type="checkbox"/>	

Notes on ecological character The area is basically entirely pasture with some areas of planted crops divided by usually tall hedgerows with some trees. These are estimates.

**LANDSCAPE ELEMENTS FEATURES**

Subtle Evident Conspicuous

<input type="checkbox"/>	Motorway	<input type="checkbox"/>	Farm buildings	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>	Nucleated Settle.
<input type="checkbox"/>	Dual Carrigway	<input type="checkbox"/>	Manor/parkland	<input type="checkbox"/>	Moats	<input type="checkbox"/>	Linear Settlement
<input checked="" type="checkbox"/>	Rural Road	<input type="checkbox"/>	Landmark building	<input type="checkbox"/>	Ridge and furrow	<input checked="" type="checkbox"/>	Dispersed Settle.
<input type="checkbox"/>	Rural Lanes Track	<input type="checkbox"/>	Mills	<input type="checkbox"/>	Tumuli	<input type="checkbox"/>	Telecom Masts
<input checked="" type="checkbox"/>	Shrunken Lane	<input type="checkbox"/>	Church	<input type="checkbox"/>	Hamlet	<input type="checkbox"/>	Industrial working
<input type="checkbox"/>	Bridleway	<input type="checkbox"/>	Fortifications	<input type="checkbox"/>	Village	<input type="checkbox"/>	Mast/poles
<input type="checkbox"/>	Footpath	<input type="checkbox"/>	Hill forts	<input type="checkbox"/>	Town Edge	<input type="checkbox"/>	Other
<input type="checkbox"/>	Railway	<input type="checkbox"/>	Ruins	<input type="checkbox"/>	Suberb	<input type="checkbox"/>	Other

**BUILT/ARCHITECTURAL CHARACTER**

<input type="checkbox"/>	Timber-frame	<input type="checkbox"/>	Brick - traditional	<input type="checkbox"/>	Sandstone	<input type="checkbox"/>	Tile
<input type="checkbox"/>	Rendered	<input type="checkbox"/>	Brick - modern	<input type="checkbox"/>	Slate	<input type="checkbox"/>	Scale
<input type="checkbox"/>		<input type="checkbox"/>	Limestone	<input checked="" type="checkbox"/>	Stone	<input type="checkbox"/>	Siting

Notes on built/settlement character Isolated building that appear to be made of stone on the outside with some walls. They are all located along Foundry Lane.

**FIELD PATTERNS**

<input type="checkbox"/>	Banks	<input type="checkbox"/>	Fence – 'rural'	<input type="checkbox"/>	Geometric	<input checked="" type="checkbox"/>	Small
<input type="checkbox"/>	Ditches	<input type="checkbox"/>	Fence – 'urban'	<input type="checkbox"/>	Sinuous	<input checked="" type="checkbox"/>	Medium
<input checked="" type="checkbox"/>	Walls – 'rural'	<input checked="" type="checkbox"/>	Hedge	<input checked="" type="checkbox"/>	Irregular	<input checked="" type="checkbox"/>	Large
<input type="checkbox"/>	Walls – 'urban'	<input checked="" type="checkbox"/>	Hedgerow trees	<input type="checkbox"/>	Regular	<input checked="" type="checkbox"/>	Other

**AESTHETIC**

**VIEW** distant framed intermittent Panoramic/Sweeping channeled  
 Tall hedgerows along the rural roads mean that views are intermittent. When views are available, they give a wide view of the surrounding landscape.

**SCALE** intimate small medium large  
 The open countryside fits in with the surrounding landscape so it can feel large in scale when not enclosed by hedgerows.

**ENCLOSURE** confined enclosed semi-enclosed open expansive  
 Due to being in the open countryside with few tall trees or structures the area feels very open, even more so when the hedgerows don't block the views.

**COMPLEXITY** complex diverse simple uniform  
 It is all just fields and pasture divided by rural roads and hedgerows, while the fields vary in shape it is all the same use.

**TEXTURE** smooth textured rough very rough  
 No steep slopes or rough ground. Gentle undulations on a gentle slope.

**COLOUR** monochrome muted colourful garish  
 It is all green from vegetation with overtones of yellow and brown.

**LINE** horizontal/flat angular curved/ rounded sinuous  
 Land gently undulates so while it feel relatively flat in places it is still sloping.

**PATTERN** random organized regular formal  
 Fields have random shapes in a patchwork arrangement.

**BALANCE** harmonious balanced discordant chaotic  
 It's all fields and pastures into a unified whole.

**MOVEMENT** remote peaceful active  
 There were only the occasional vehicle drivers and movement through the area was easy.

**UNITY** unified interrupted fragmented chaotic  
 It's all fields and pastures into a unified character.



Figure 2 Transport Corridors

**LANDSCAPE CHARACTER ASSESSMENT REVIEW FIELD SURVEY SHEET**

Sheet no: 2 Photograph Nos: 37-51,101-104,140-142, 147,148  
 Location: Transport Corridors Date: 06/07/2023  
 Direction of View: \_\_\_\_\_ Time: 10:30-12:15  
 OS Grid Reference: SD494648 Weather: Overcast, partial sun, windy

FINAL APPRAISAL (To be determined on completion of field and desk survey)

**FINAL LANDSCAPE TYPE:** Transport Corridor

**EXISTING LANDSCAPE TYPE** Transport Corridor

Keywords describing landscape: Busy, major roads, steep slopes, young planting.

---

**PHYSICAL FEATURES**

**GEOLOGY**

<input checked="" type="checkbox"/> Carboniferous	<input checked="" type="checkbox"/> Mudstone	<input checked="" type="checkbox"/> Siltstone	<input checked="" type="checkbox"/> Glacial/fluviial Deposits
<input checked="" type="checkbox"/> Permo-Triassic	<input type="checkbox"/> Limestone	<input checked="" type="checkbox"/> Sandstone	<input checked="" type="checkbox"/> Sand/silt/clay/gravel

**ELEVATION**

Lowland (<50m)  Transitional (50-200m)  Upland (>200m)

**LANDFORM**

<input checked="" type="checkbox"/> Flat	<input checked="" type="checkbox"/> Steep Slopes	<input type="checkbox"/> Escarpment	<input type="checkbox"/> Broad Valley
<input type="checkbox"/> Shelving	<input type="checkbox"/> Gentle Slopes	<input type="checkbox"/> Knoll	<input checked="" type="checkbox"/> Narrow Valley
<input type="checkbox"/> Rolling	<input type="checkbox"/> Coastal	<input type="checkbox"/> Plateau	<input checked="" type="checkbox"/> Shallow Valley
<input type="checkbox"/> Undulating	<input type="checkbox"/> Hills	<input type="checkbox"/> Scarp/Cliffs	<input type="checkbox"/> Deep Valley

**WATER/HYDROLOGY**

<input type="checkbox"/> River (S/L)	<input type="checkbox"/> Stream/tributary	<input type="checkbox"/> Flooded gravel pits	<input type="checkbox"/> Engineered/artificial
<input type="checkbox"/> Speed (F/M/S)	<input type="checkbox"/> Drainage ditches	<input type="checkbox"/> Lake	<input type="checkbox"/> Weirs
<input type="checkbox"/> Clarity (C/M)	<input type="checkbox"/> Spring	<input type="checkbox"/> Pond	<input checked="" type="checkbox"/> <del>Other</del> Drains
<input type="checkbox"/> River Meanders	<input type="checkbox"/>	<input type="checkbox"/> Bog	<input type="checkbox"/> Other

**LAND COVER**

**LAND USE**

<input type="checkbox"/>	Farmland	<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Natural
<input type="checkbox"/>	Forestry/woodland	<input type="checkbox"/>	Industrial	<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Military
<input type="checkbox"/>	Historic Parkland	<input type="checkbox"/>	Leisure/Recreation	<input type="checkbox"/>	Mineral Working	<input type="checkbox"/>	Other

**LAND/VEGETATION COVER (INDICATE RELATIVE %)**

<input type="checkbox"/>	Arable	<input type="checkbox"/>	Amenity grassland	<input type="checkbox"/>	Small farm woods	<input type="checkbox"/>	25	Scrub
<input type="checkbox"/>	Pasture	<input type="checkbox"/>	Conif. Woodland	<input type="checkbox"/>	Shelterbelts	<input type="checkbox"/>		Wetland/Marsh
<input type="checkbox"/>	Semi improved	<input type="checkbox"/>	Decid. Woodland	<input type="checkbox"/>	Copses/clumps	<input type="checkbox"/>		Gardens
<input type="checkbox"/>	Improved	<input type="checkbox"/>	Mixed Woodland	<input type="checkbox"/>	Woodland belt	<input type="checkbox"/>		Common
<input type="checkbox"/>	Rough Grazing	<input type="checkbox"/>	Parkland	<input type="checkbox"/>	Hanging Woodland	<input type="checkbox"/>		Green
<input type="checkbox"/>	Wet/Dry Meadow	<input type="checkbox"/>	Orchard (type...)	<input type="checkbox"/>	Scattered trees	<input type="checkbox"/>		Paddocks
<input type="checkbox"/>	Moorland	<input type="checkbox"/>		<input type="checkbox"/>	Hedgerow trees	<input type="checkbox"/>		Others
<input type="checkbox"/>	Heathland	<input type="checkbox"/>	25 Tall grass	<input type="checkbox"/>	Hedgerows	<input type="checkbox"/>		

Notes on ecological character The vegetation in this area refers to the embankments which is covered in tall grass and was planted in with young trees.

**LANDSCAPE ELEMENTS FEATURES**

Subtle    **Evident**    Conspicuous

<input checked="" type="checkbox"/>	Motorway	<input type="checkbox"/>	Farm buildings	<input checked="" type="checkbox"/>	Earthworks	<input type="checkbox"/>	Nucleated Settle.
<input checked="" type="checkbox"/>	Dual Carrigway	<input type="checkbox"/>	Manor/parkland	<input type="checkbox"/>	Moats	<input type="checkbox"/>	Linear Settlement
<input type="checkbox"/>	Rural Road	<input type="checkbox"/>	Landmark building	<input type="checkbox"/>	Ridge and furrow	<input type="checkbox"/>	Dispersed Settle.
<input type="checkbox"/>	Rural Lanes Track	<input type="checkbox"/>	Mills	<input type="checkbox"/>	Tumuli	<input type="checkbox"/>	Telecom Masts
<input type="checkbox"/>	Shrunken Lane	<input type="checkbox"/>	Church	<input type="checkbox"/>	Hamlet	<input type="checkbox"/>	Industrial working
<input type="checkbox"/>	Bridleway	<input type="checkbox"/>	Fortifications	<input type="checkbox"/>	Village	<input type="checkbox"/>	Mast/poles
<input checked="" type="checkbox"/>	Footpath	<input type="checkbox"/>	Hill forts	<input type="checkbox"/>	Town Edge	<input checked="" type="checkbox"/>	Embankment
<input type="checkbox"/>	Railway	<input type="checkbox"/>	Ruins	<input type="checkbox"/>	Suberb	<input type="checkbox"/>	Other

**BUILT/ARCHITECTURAL CHARACTER**

<input type="checkbox"/>	Timber-frame	<input type="checkbox"/>	Brick - traditional	<input type="checkbox"/>	Sandstone	<input type="checkbox"/>	Tile
<input type="checkbox"/>	Rendered	<input type="checkbox"/>	Brick - modern	<input type="checkbox"/>	Slate	<input type="checkbox"/>	Scale
<input checked="" type="checkbox"/>	None	<input type="checkbox"/>	Limestone	<input type="checkbox"/>	Stone	<input type="checkbox"/>	Siting

Notes on built/settlement character There are no buildings in this area it is just a roadway with tall embankments.



Figure 3 Area of Separation

LANDSCAPE CHARACTER ASSESSMENT REVIEW FIELD SURVEY SHEET			
Sheet no: <u>3</u>	Photograph Nos: <u>105-139,143,146,149</u>		
Location: <u>Area of Separation</u>	Date: <u>06/07/2023</u>		
Direction of View: _____	Time: <u>11:15-12:40</u>		
OS Grid Reference: <u>SD489645</u>	Weather: <u>Partially overcast</u>		
FINAL APPRAISAL (To be determined on completion of field and desk survey)			
FINAL LANDSCAPE TYPE: <u>Open Countryside</u>			
EXISTING LANDSCAPE TYPE <u>Open Countryside</u>			
Keywords describing landscape: <u>Rural, open countryside, pasture, tall hedgerows, sloping landscape, listed buildings, Isolated stone buildings.</u>			
PHYSICAL FEATURES			
GEOLOGY			
<input checked="" type="checkbox"/> Carboniferous	<input checked="" type="checkbox"/> Mudstone	<input checked="" type="checkbox"/> Siltstone	<input checked="" type="checkbox"/> Glacial/fluviial Deposits
<input checked="" type="checkbox"/> Permo-Triassic	<input type="checkbox"/> Limestone	<input checked="" type="checkbox"/> Sandstone	<input checked="" type="checkbox"/> Sand/silt/clay/gravel
ELEVATION			
<input checked="" type="checkbox"/> Lowland (<50m)	<input type="checkbox"/> Transitional (50-200m)	<input type="checkbox"/> Upland (>200m)	<input type="checkbox"/>
LANDFORM			
<input type="checkbox"/> Flat	<input type="checkbox"/> Steep Slopes	<input type="checkbox"/> Escarpment	<input type="checkbox"/> Broad Valley
<input type="checkbox"/> Shelving	<input checked="" type="checkbox"/> Gentle Slopes	<input type="checkbox"/> Knoll	<input type="checkbox"/> Narrow Valley
<input type="checkbox"/> Rolling	<input type="checkbox"/> Coastal	<input type="checkbox"/> Plateau	<input type="checkbox"/> Shallow Valley
<input checked="" type="checkbox"/> Undulating	<input type="checkbox"/> Hills	<input type="checkbox"/> Scarp/Cliffs	<input type="checkbox"/> Deep Valley
WATER/HYDROLOGY			
<input type="checkbox"/> River (S/L)	<input type="checkbox"/> Stream/tributary	<input type="checkbox"/> Flooded gravel pits	<input type="checkbox"/> Engineered/artificial
<input type="checkbox"/> Speed (F/M/S)	<input type="checkbox"/> Drainage ditches	<input type="checkbox"/> Lake	<input type="checkbox"/> Weirs
<input type="checkbox"/> Clarity (C/M)	<input type="checkbox"/> Spring	<input type="checkbox"/> Pond	<input checked="" type="checkbox"/> Other-None
<input type="checkbox"/> River Meanders	<input type="checkbox"/>	<input type="checkbox"/> Bog	<input type="checkbox"/> Other

**LAND COVER**

**LAND USE**

<input checked="" type="checkbox"/>	Farmland	<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Natural
<input type="checkbox"/>	Forestry/woodland	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Military
<input type="checkbox"/>	Historic Parkland	<input type="checkbox"/>	Leisure/Recreation	<input type="checkbox"/>	Mineral Working	<input type="checkbox"/>	Other

**LAND/VEGETATION COVER (INDICATE RELATIVE %)**

<input type="checkbox"/>	Arable	<input type="checkbox"/>	Amenity grassland	<input type="checkbox"/>	Small farm woods	<input type="checkbox"/>	Scrub
<input checked="" type="checkbox"/>	70 Pasture	<input type="checkbox"/>	Conif. Woodland	<input type="checkbox"/>	Shelterbelts	<input type="checkbox"/>	Wetland/Marsh
<input type="checkbox"/>	Semi improved	<input type="checkbox"/>	Decid. Woodland	<input type="checkbox"/>	Copses/clumps	<input checked="" type="checkbox"/>	10 Gardens
<input type="checkbox"/>	Improved	<input checked="" type="checkbox"/>	10 Mixed Woodland	<input type="checkbox"/>	Woodland belt	<input type="checkbox"/>	Common
<input type="checkbox"/>	Rough Grazing	<input type="checkbox"/>	Parkland	<input type="checkbox"/>	Hanging Woodland	<input type="checkbox"/>	Green
<input type="checkbox"/>	Wet/Dry Meadow	<input type="checkbox"/>	Orchard (type...)	<input checked="" type="checkbox"/>	5 Scattered trees	<input type="checkbox"/>	Paddocks
<input type="checkbox"/>	Moorland	<input type="checkbox"/>		<input checked="" type="checkbox"/>	2 Hedgerow trees	<input type="checkbox"/>	Others
<input type="checkbox"/>	Heathland	<input type="checkbox"/>		<input checked="" type="checkbox"/>	3 Hedgerows	<input type="checkbox"/>	

Notes on ecological character The area is basically entirely pasture with some areas of woodland divided by usually tall hedgerows with some trees. These are estimates.

**LANDSCAPE ELEMENTS FEATURES**

Subtle

Evident

Conspicuous

<input type="checkbox"/>	Motorway	<input type="checkbox"/>	Farm buildings	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>	Nucleated Settle.
<input type="checkbox"/>	Dual Carrigway	<input type="checkbox"/>	Manor/parkland	<input type="checkbox"/>	Moats	<input type="checkbox"/>	Linear Settlement
<input checked="" type="checkbox"/>	Rural Road	<input checked="" type="checkbox"/>	Landmark building	<input type="checkbox"/>	Ridge and furrow	<input checked="" type="checkbox"/>	Dispersed Settle.
<input type="checkbox"/>	Rural Lanes Track	<input type="checkbox"/>	Mills	<input type="checkbox"/>	Tumuli	<input type="checkbox"/>	Telecom Masts
<input type="checkbox"/>	Shrunken Lane	<input type="checkbox"/>	Church	<input type="checkbox"/>	Hamlet	<input type="checkbox"/>	Industrial working
<input checked="" type="checkbox"/>	Bridleway	<input type="checkbox"/>	Fortifications	<input type="checkbox"/>	Village	<input type="checkbox"/>	Mast/poles
<input checked="" type="checkbox"/>	Footpath	<input type="checkbox"/>	Hill forts	<input type="checkbox"/>	Town Edge	<input type="checkbox"/>	Other
<input type="checkbox"/>	Railway	<input type="checkbox"/>	Ruins	<input type="checkbox"/>	Suberb	<input type="checkbox"/>	Other

**BUILT/ARCHITECTURAL CHARACTER**

<input type="checkbox"/>	Timber-frame	<input type="checkbox"/>	Brick - traditional	<input type="checkbox"/>	Sandstone	<input type="checkbox"/>	Tile
<input type="checkbox"/>	Rendered	<input type="checkbox"/>	Brick - modern	<input type="checkbox"/>	Slate	<input type="checkbox"/>	Scale
<input type="checkbox"/>		<input type="checkbox"/>	Limestone	<input checked="" type="checkbox"/>	Stone	<input type="checkbox"/>	Siting

Notes on built/settlement character Isolated building that appear to be made of stone on the outside with some walls. Some buildings located along Kellet Lane. Listed buildings accessed by Halton Road

**FIELD PATTERNS**

<input type="checkbox"/>	Banks	<input type="checkbox"/>	Fence – 'rural'	<input type="checkbox"/>	Geometric	<input checked="" type="checkbox"/>	Small
<input type="checkbox"/>	Ditches	<input type="checkbox"/>	Fence – 'urban'	<input type="checkbox"/>	Sinuous	<input checked="" type="checkbox"/>	Medium
<input checked="" type="checkbox"/>	Walls – 'rural'	<input checked="" type="checkbox"/>	Hedge	<input checked="" type="checkbox"/>	Irregular	<input checked="" type="checkbox"/>	Large
<input type="checkbox"/>	Walls – 'urban'	<input checked="" type="checkbox"/>	Hedgerow trees	<input type="checkbox"/>	Regular	<input checked="" type="checkbox"/>	Other

**AESTHETIC**

**VIEWS** distant framed intermittent Panoramic/Sweeping channeled  
Tall hedgerows along the rural roads mean that views are intermittent.

**SCALE** intimate small medium large  
Small fields and the total area is small with few views of the surrounding landscape.

**ENCLOSURE** confined enclosed semi-enclosed open expansive  
Due to being in the open countryside with few tall trees or structures the area feels very open, even more so when the hedgerows don't block the views.

**COMPLEXITY** complex diverse simple uniform  
It is all just fields and pasture divided by hedgerows.

**TEXTURE** smooth textured rough very rough  
No steep slopes or rough ground. Entire area is on a gentle slope.

**COLOUR** monochrome muted colourful garish  
It is all green from vegetation with overtones of yellow and brown. Grey stone buildings.

**LINE** horizontal/flat angular curved/ rounded sinuous  
Land gently slopes at a constant angle across the entire area but is relatively flat if not level.

**PATTERN** random organized regular formal  
Fields have relatively regular shapes.

**BALANCE** harmonious balanced discordant chaotic  
It's all just pastures.

**MOVEMENT** remote peaceful active  
The site is near the A683 and the traffic is more noticeable. There is also more vehicular traffic along Halton Road than along the other rural roads in the area.

**UNITY** unified interrupted fragmented chaotic  
It's all pastures and has a unified character.

**REPETITION OF ELEMENTS**

It's all pastures, hedgerows and a small woodland.

**PERCEPTION**

STIMULUS Uninteresting featureless interesting challenging inspiring  
The landscape is uniform in its character and it all blends together.

TRANQUILITY Inaccessible remote unsettled/calm settled/busy  
The area is very calm even though vehicles can be heard its muted. Fields are private and are technically inaccessible. There is a footpath along the northern edge.

PLEASURE unpleasant pleasant attractive beautiful

It was calm and peaceful. It was very pleasant.

**LANDSCAPE DESCRIPTION AND ADDITIONAL NOTES**

This is an area designated as both open countryside and is designated as an area of separation to keep the city of Lancaster and town of Halton as separate urban areas. There are two grade II listed buildings on site Carus Lodge and Carus Lodge Cottage. The rest of the area is largely dominated by pasture with a small woodland in the middle of this area.

**LANDSCAPE CONDITION AND GUIDELINES**

**MANAGEMENT ISSUES AND OPPORTUNITIES**

(highlight condition/survival, threats/pressures, fragility/vulnerability, management issues and opportunities)

**Agriculture**

-----  
Field patterns/boundaries

-----  
Trees and woodland

-----  
Archaeology/historic components

Two Grade II listed buildings on site

-----  
Building/settlement/development

No building is permitted on this area

-----  
Linear features

-----  
Other land uses

**General**

Grade II listed buildings. Designated as an area of separation.