

Background Information

(extracts from published evidence base)

LPSA 712 Land west of railway line, Slyne-wth-Hest

Site known as 'GB2' in earlier public consultations (Issues and Options, 2015)

Northern portion of site represented at EIP by Smith and Love Planning Consultants (Oakmere Homes, Rep ID 135)

Contents:

Location plan

SHELAA assessment (Ho_SHELAA_03_SHELAA Report)

Site constraints

Heritage (LP13.108)

Archaeology (LP13.108)

Key Urban Landscape Review (En_LA_04)

Oakmere Homes site boundary

10. Land West of the Railway Line, Slyne-with-Hest



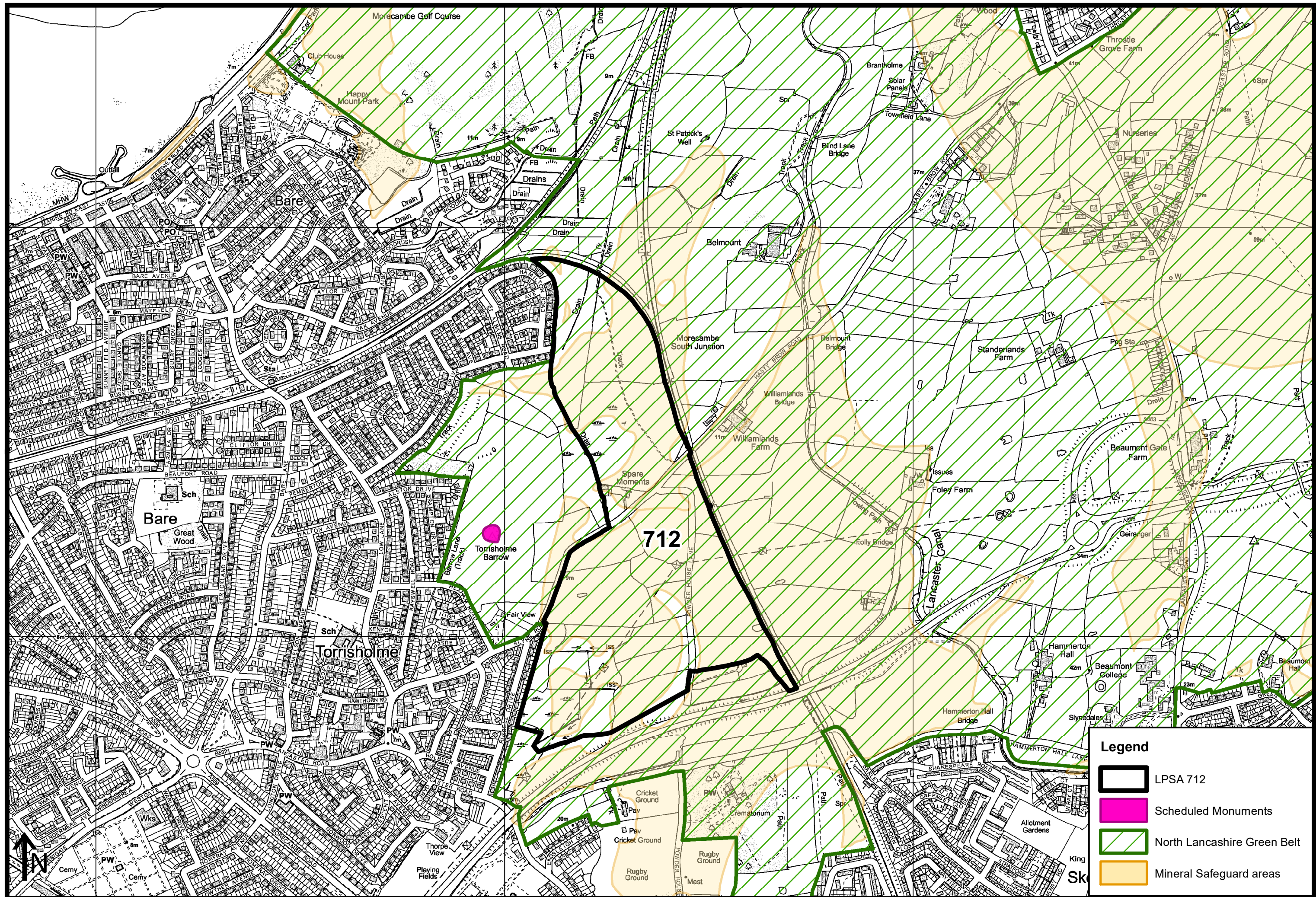
Legend

 LPSA 712

0 0.05 0.1 0.2 0.3 0.4 Kilometers

SHELAA Extract - LPSA 712 Land west of railway line, Slyne with Hest

LPSA	SETTLEMENT	ADDRESS	Area	Brownfield	Conclusion Summ	Dev est	Desc	DevelopmentAssessment	Suitability	Achievability	Availability	SuitabilityTL	AchievabilityTL	AvailabilityTL
712	Slyne	Land west of railway line	37.3	Greenfield	Developable (beyond 5 Years) Subject to Green Belt, Local Landscape and Local Green Space Policy considerations	50	The site is made up of several agricultural fields located to the northeast of Morecambe, between the West Coast mainline and Torrisholme Barrows. Hasty Brow Road runs through the site west to east and links Torrisholme to Slyne with Hest. Powder House Lane runs north to south, passes beneath the new Bay Gateway road and leads on to Torrisholme Road. A farmstead known as 'Spare Moments' is located within the site accessed from Hasty Brow Road.	The site is under the control of two separate parties and appears to be available. The separate ownerships has implications in terms of providing a comprehensive approach to the site. The site represents a large urban extension and there are concerns over the impacts on local services and infrastructure. The site is not considered to have the potential as a sustainable urban extension. Limited development may be appropriate at the NW corner of the site.	The listed bridge on Hasty Brow Road over the canal is a significant highways constraint and is the only route north. There are also constraints on the highways network to the south through Torrisholme village. The landscape is considered to be able to accommodate development although careful consideration will need to be given to the setting of Torrisholme Barrows. The M6 link road, and elevated railway line have implications in terms of noise nuisance and pylons within the site will constrain development. Due to the scale of the development and the significant impacts on local infrastructure (highways, local services) the site is not considered suitable as a large urban extension. Small scale development may be appropriate particularly at the northern end of the site.	The site is located within a popular residential area and is a greenfield site. There are a number of constraints on the site which may reduce the developable area (pylons, landscape mitigation). It is however considered to be a viable site.	The site is currently under the control of two separate parties. Proposals coming forward are for separate developments but indicates that the land is available.	AMBER	GREEN	AMBER



Legend

-  LPSA 712
-  Scheduled Monuments
-  North Lancashire Green Belt
-  Mineral Safeguard areas

0 0.075 0.15 0.3 0.45 0.6 Kilometers

SITE NAME: LAND EAST OF TORRISHOLME ROAD (GB2)

LPSA REF: 537, 702 AND 712

SITE ALLOCATION HERITAGE IMPACT ASSESSMENT

Methodology for Impact Assessments on Heritage Assets:

- Identification of the asset(s)
- Identification of the asset's importance and contribution of the site to the significance
- Identification of potential impact of allocation on significance
- Considerations for maximising enhancements and mitigating harm

IDENTIFICATION OF HERITAGE ASSET(S)		
Heritage Asset	Total	Description of Asset(s)
Listed Building	3	Lancaster Canal Belmont Bridge – Grade II (listing ref: 1165975) Lancaster Canal Williamslands Bridge – Grade II (listing ref: 1362470) Lancaster Canal Folly Bridge – Grade II (listing ref: 1165945)
Scheduled Monument	1	Torrisholme Bowl Barrow (listing ref: 1008912)
Conservation Area		N/A
Registered Parks and Gardens		N/A
Non-designated	1	Lancaster Canal
SITE CONTRIBUTION TO THE SIGNIFICANCE OF THE ASSET(S)		
Name of asset	Significance of the asset (heritage values) and the setting (physical surroundings and experience of the asset)	Site contribution to the significance of the asset
Designated heritage asset(s):		
Torrisholme Bowl Barrow - Scheduled Monument	Torrisholme bowl barrow is a funerary monument dating from the late-Neolithic to late Bronze Age. The significance of the asset relates to its representative value of the beliefs of prehistoric communities, but primarily remains with its evidential value and the potential archaeological significance that remains with deposits in the mound. The setting has been significantly altered through agricultural practices, but most notably through suburban development in the 20 th century to the west and the Bay Gateway further east from the mound.	The site surrounds the asset to the east and the open fields of the site contribute to the historic rural setting of the mound. The low-lying and undulating character of the land accentuates the mound's prominence in the landscape, which makes a positive contribution to its significance as a built-up mound.
Lancaster Canal Belmont Bridge – Grade II	c.1797 bridge over Lancaster Canal, constructed in punched gritstone blocks with a semi-elliptical arch and projecting keystone to the centre. The bridge is associated with the development of Lancaster Canal and illustrative of John Rennie's (principal engineer of the canal) bridge designs. The bridge is situated over Lancaster Canal and this provides the immediate setting to the bridge. It makes a positive contribution to the significance of the asset as it is a tangible link to its historic development.	The site is situated to the west of the asset and there is limited inter-visibility between the site and the asset due to the intersection of the railway line. However the site does provide the wider rural landscape to the asset and makes a minor contribution to its significance.
Lancaster Canal Williamslands	c.1797 bridge over Lancaster Canal, constructed in punched gritstone blocks with a semi-elliptical arch and projecting keystone to the centre. The bridge is	The site is situated to the west of the asset and there is limited inter-visibility between the site and the asset due to the intersection of the railway line. However the site does provide

Bridge – Grade II	<p>associated with the development of Lancaster Canal and illustrative of John Rennie's (principal engineer of the canal) bridge designs.</p> <p>The bridge is situated over Lancaster Canal and this provides the immediate setting to the bridge. It makes a positive contribution to the significance of the asset as it is a tangible link to its historic development.</p>	the wider rural landscape to the asset and makes a minor contribution to its significance.
Lancaster Canal Folly Bridge – Grade II	<p>c.1797 canal bridge over Lancaster Canal. Constructed in large punched sandstone with a semi-elliptical arch and keystone. The significance of the bridge derives from its association with the development of the canal and design aesthetic of John Rennie.</p> <p>The bridge is situated over Lancaster Canal and this provides the immediate setting and tangible link to the bridge's historic development. The surrounding setting is open agricultural land which makes a moderate contribution to the significance as the asset is experienced in a quiet rural environment. Rural views looking north from the bridge have been diminished by the erection of an electricity pylon.</p>	The site is situated to the west of the asset and there is limited inter-visibility between the site and the asset due to the intersection of the railway line. However the site does provide the wider rural landscape to the asset and makes a minor contribution to its significance.

Non-designated heritage asset(s):

Lancaster Canal	<p>c.1797 the main part of the Lancaster canal opened. The principal engineer was John Rennie. The canal ran from Lancaster to Preston and the line towards Kendal was opened 1819. The significance relates to retention of historic form and association with transport developments late-18th century.</p> <p>The setting of the canal is extensive. Within the Lancaster District, it runs through agricultural land in Yealand Redmayne and then through hilly terrain at the eight locks of Tewitfield. The canal then runs through Borwick, Carnforth and Slyne towards Lancaster. From there, the canal runs south and branches to Glasson Dock. A footpath runs along the Canal and a large portion of the canal is experienced in a secluded and tranquil environment even in urban areas.</p>	The site is situated to the west of the asset and there is limited inter-visibility between the site and the asset due to the intersection of the railway line. However the site does provide the wider rural landscape to the asset and makes a minor contribution to its significance.
Belmount Farm	<p>Farmhouse visible on c.1840s OS map. The building is constructed in sandstone and a slate roof. The building is situated on the brow of a hill overlooking rural and agricultural land.</p>	The site is situated south west of the asset, providing the wider rural and agricultural open land. This makes a positive contribution to the significance of the building.
Williamlands Farm	<p>Farmhouse and courtyard layout farm buildings, visible on c.1840s OS map, possibly from early-19th century. The building is double pile, 3 bays wide constructed in squared coursed sandstone and a pitched slate roof. The significance of the building derives from its traditional construction and vernacular.</p> <p>The building faces immediately onto Hasty Brow Road and is surrounded by the open agricultural fields, with the railway to the west cutting through this land.</p>	The site is situated west of the asset on the opposite side of the railway line. Inter-visibility between the site and the asset is somewhat restricted due to the intersecting railway line. Nevertheless, the site provides the wider rural setting of the building which makes a positive contribution to its significance.

POTENTIAL IMPACT OF ALLOCATION ON SIGNIFICANCE

	Description of Impact	
Name of asset	<ul style="list-style-type: none"> Location and siting (e.g. proximity, extent, topography, key views) Form and appearance (e.g. prominence, massing, scale and materials) Secondary effects (e.g. increased traffic movement, vibration, noise, lighting, access and use of landscape) 	
Torrisholme Bowl Barrow - Scheduled Monument	The land to the east of the asset is undulating agricultural land which makes an overall positive contribution to the setting and significance of the Scheduled Monument. Although there has been some substantial suburban development to the west of the asset, development of the site would impact views and appreciation of the monument and further erode its historic	

	rural setting. In addition, increased noise and lighting associated with any development would impact the experience of the asset. The potential impact on the significance of the asset is considered to be major.
Lancaster Canal Belmont Bridge – Grade II	The site is situated to the west of the asset and contributes to the wider rural setting of this section of the canal. The site is set at a distance with some agricultural fields and the railway line intersecting between the two. This bridge connects Hasty Brow Road over the canal and any development of the site may lead to increased vehicular use of the bridge. The potential impact on the significance of the asset is considered to be moderate.
Lancaster Canal Williamslands Bridge – Grade II	The site is situated to the west of the asset and contributes to the wider rural setting of this section of the canal. Development of the site would impact the wider rural setting of the asset, however the site is set at a distance from the asset with the railway line and some agricultural fields intersecting with no inter-visibility between the asset and site. The potential impact on the significance of the asset is considered to be minor.
Lancaster Canal Folly Bridge – Grade II	The site is situated to the west of the asset and contributes to the wider rural setting of this section of the canal. Development of the site would impact the wider rural setting of the asset, however the site is set at a distance from the asset with the railway line and some agricultural fields intersecting with no inter-visibility between the asset and site. The potential impact on the significance of the asset is considered to be minor.
Lancaster Canal	The site is situated to the west of the asset and contributes to the wider rural setting of this section of the canal. Development of the site would impact the wider rural setting of the asset, however the site is set at a distance from the asset with the railway line and some agricultural fields intersecting with no inter-visibility between the asset and site. The potential impact on the significance of the asset is considered to be minor.
Belmount Farm	The site is situated south west of the asset. Development of the site will erode the wider rural and agricultural setting of the building, which makes a positive contribution to its significance. There is a buffer of open land to the foreground of the asset. The potential impact on the significance of the asset is considered minor/moderate.
Williamlands Farm	The site is situated west of the asset. Development of the site will erode the wider rural setting of the asset, which makes a positive contribution to its significance. There is some limited inter-visibility due to the intersecting railway line, but the asset is likely to also be impacted by increased noise and lighting as a result of development of the site. The potential impact on the significance of the asset is considered to be moderate.

ENHANCEMENTS AND MITIGATING HARM

Maximising Enhancement (e.g. Public access, interpretation, increase understanding through research, repair/regenerate heritage assets, removal from HAR register, better reveal significance through new viewpoints)

- Public interpretation of the bowl barrow could be greatly improved and understanding of the asset could be increased through research.

Mitigating Harm (e.g. identify alternative sites, amendments to site boundary, relocate development within the site, identify design requirements, open space, protection of key views, density, layout and heights of buildings, traffic management)

- Development could be restricted to the south of Hasty Brow Road to reduce the visual impact on the setting of the Scheduled Monument.
- Heights of buildings could be restricted to 2 storeys to ensure that the Scheduled Monument remains prominent in the landscape.

CONCLUSIONS AND RECOMMENDATIONS

Development of the site will impact the setting and significance of designated and non-designated heritage assets. This includes Torrisholme Bowl Barrow (Scheduled Monument), Belmount Bridge (Grade II listed), Williamlands Farm (NDHA) and Belmount Farm (NDHA). The main issue is the impact on the Scheduled Monument.

The site surrounds the mound of Torrisholme Bowl Barrow (Scheduled Monument) and provides the rural setting to the east, which makes a positive contribution to the views and appreciation of the asset. To the west of the Scheduled Monument, modern housing developments have eroded this rural setting and negatively altered the historic context of the asset. Development of the site (to the east of the asset) will further erode the setting and appreciation of the bowl barrow as a prominent feature within the landscape.

Some public benefits to the historic environment could be achieved through the allocation of the site, such as the increased heritage interpretation of the asset. However, the benefits of this increased interpretation are unlikely to outweigh the harm caused by development of the site, which would subsume its setting.

The harm caused to the significance of the Scheduled Monument is considered to be major as it would subsume and surround the asset. Some of the harm could be mitigated through the restriction of development north of Hasty Brow Road and restriction of heights of buildings to 2 storeys. This would reduce some of the visual impact on views of the asset from the east, but views from the asset would still be negatively impacted.

Overall, the harm caused by development of the site would not be outweighed by enhancements such as increased interpretation and the mitigation measures are unlikely to reduce the harm on the Scheduled Monument significantly.

LPSA 712: land west of railway line, Torrisholme

This site contains a number of known heritage assets, including nine findspots of prehistoric stone and metal tools or metal waste, as well as medieval field boundaries, a pre-1848 barn site and a 19th century boundary stone. There is also some potential for a small peatland basin to be present, preserving palaeoecological remains. The metal prehistoric finds, as well as the proximity of the Scheduled Torrisholme Barrow, would suggest that there may well be a mid-later prehistoric occupation site hereabouts and perhaps within the development plot – pollen information from the peatland site may help with its identification and dating. Field investigation to the south of the site associated with the Heysham-M6 link road works showed some limited evidence for both prehistoric and post medieval activity, but no settlement site.

The Scheduled Monument of Torrisholme Barrow lies a little under 200m to the east of the site. To the east the Gd II Listed Belmont Bridge, Williamslands Bridge and Folly Bridge cross the Lancaster Canal between 300 and 350m away from the development plot. The Listed buildings (Gd II) at Torrisholme village lie 250-350m to the southwest.

A prehistoric metal-working site would be of county or regional significance, whereas a medieval farming landscape would be of only local significance,

A formal, phased programme of archaeological field evaluation will be necessary on this site, including geophysical survey, trial excavation and a palaeoecological appraisal, with the results provided as part of any planning application. At this stage it is likely that the various part of this large plot could be assigned a more accurate significance and some areas released for development. Any identified early occupation site would however require formal excavation as a condition of any planning consent.

4 Ten Proposed New Sites

Stage 1: Site Assessment

The baseline desktop assessment and site evaluations of the ten proposed additional sites was completed in December 2017 by Arcadis. The assessment sheets for each site are contained in Appendix A. The findings of the assessment sheets and the recommendation is summarised in Table 2, below.

Table 2: New Sites Assessment

Site Ref	Site	Recommended Designation	Justification
AS-01	Land south of the Bay Gateway, Lancaster	Urban Setting Landscape	A high-quality landscape with a strong pattern and mature well managed features containing recreational routes and Lancaster canal. An important urban fringe amenity and setting to the adjacent urban area.
AS-02	Land north of Endsleigh Grove, Lancaster	Urban Setting Landscape	Gently rolling and improved pasture with mature landscape features creating an important green band between the settlement and the northern fringe of Lancaster, providing context to the adjacent neighbourhood.
AS-03	Torrisholme Barrow, Lancaster	Key Urban Landscape	Contains strong cultural heritage with distinctive landform and mature well managed landscape features – a landscape which has significant qualities and is distinct in appearance, providing a setting for the adjacent areas.
AS-04	Land north of Galgate, Bailrigg	Urban Setting Landscape	A high-quality landscape with a strong pattern and mature well managed features including ancient woodland. An important urban fringe amenity and setting for the surrounding area.
AS-05	Aldcliffe, Abraham Heights, Lancaster	Urban Setting Landscape	Urban recreation space with high amenity value for surrounding residences, containing artificial landform, mature well managed landscape features adjacent to historic infrastructure. The land provides an important setting for the surrounding built form including high quality domestic canal side open garden landscapes.
AS-06	Kellet Lane, Lancaster	Urban Setting Landscape	Site provides a setting for historic infrastructure and strong cultural heritage features with prominent mature well managed landscape features.
AS-07	Land between Back Lane and M6, Carnforth	Urban Setting Landscape	A key buffer site separating the motorway and settlement with significant woodland habitat. The mature landscape features contribute significantly to the quality of the gateway into Carnforth and as a setting to adjacent amenities including Carnforth cemetery.
AS-08	Land between Scotland Road and North Road, Carnforth	Urban Setting Landscape	Steeply rising pasture with mature prominent landscape features and distinctive landform creating an important backdrop to the gateway into Carnforth from the north, historic buildings on North Lane and long-range views into Carnforth.


**Lancashire Landscape
Character Type**

Low Coastal Drumlins

**Lancashire Historic
Landscape Character Type**

Ancient Enclosure /
Post medieval enclosure

**Lancaster Local
Landscape Character
Type**

Sloping grazing land

Location and Character Description:

The site forms a pocket of predominantly flat, low lying pasture and arable farmland, typically between approximately 7m AOD and 15m AOD, located between the urban edge of Morecambe to the west and the WCML to the east. The Bay Gateway Bypass forms the southern boundary. The landform rises to the north west of the site to drumlin crest at 41m AOD, known as Torrisholme Barrow. The summit comprises an Ancient Monument burial mound. The field pattern within the site is medium scale and contain low lying wet areas, field ponds, and a strong pattern of well-established hedgerows with mature trees.

The site forms the undeveloped setting to the Ancient Monument as well as providing visual amenity for the adjacent resident's properties to the west. There is a large pocket of woodland located in the north-west part of the site. The land also contains orchards associated with the farm on Slyne Road.

The Bay Gateway Bypass has an influence on the low-lying farmland in the south part of the site.

SUMMARY OF LANDSCAPE ASSESSMENT

LANDSCAPE CHARACTER	
Typicality	<i>Landscape features or combination of features that recur throughout the area</i>
<ul style="list-style-type: none"> City of Lancaster/ Lancashire 	The site falls within the urban fringe and comprises a medium scale pocket of low lying flat pasture with a strong rectilinear field pattern of well-established and managed hedgerows and hedgerow trees which contribute to local landscape character. The main focus of the site is the drumlin in the north-west part of the site and its associated Ancient Monument.
Rarity / Uniqueness	<i>Landscape features or combination of features which are rare or unique within the assessment area as a whole..</i>
<ul style="list-style-type: none"> City of Lancaster/ Lancashire 	The combination of drumlins and field boundary hedgerows culminating in the ancient monument are a unique feature within the landscape.
Condition	<i>Landscape features or combination of features which are in a good state of repair</i>
<ul style="list-style-type: none"> Existing condition/quality 	The mature hedgerows and hedgerow trees are well managed and considered to be of good quality.
LANDSCAPE QUALITIES	
Scenic Qualities	<i>Landscapes with strong visual, sensory and perceptual impacts and experiential appeal</i>
<ul style="list-style-type: none"> Character/qualities 	The focus of the site is the drumlin. The field pattern is well defined by a strong pattern of well managed hedgerows and hedgerow trees which are considered to be of good quality.
<ul style="list-style-type: none"> Prominence /Visibility 	The drumlin forms a local landmark in views out from the urban edge to the west and across the site from the WCML and the Bay Gateway Bypass.
Enjoyment	<i>Landscapes of importance as local greenspace as tranquil areas and/or for countryside recreation. May contain viewpoints and landmarks</i>
<ul style="list-style-type: none"> Recreation routes / areas 	Two PRoW run along the west edge of the site
<ul style="list-style-type: none"> Transport routes 	The land is contained by Slyne Road to the south and Hexham Road to the west. The WCML contains the land to the east.
Culture	<i>Landscapes rich in archaeology, built heritage, literary, artistic and other cultural associations and local history.</i>
<ul style="list-style-type: none"> Historic landscape character 	The land is classified as ancient enclosure. The pattern of field enclosure has survived from Medieval period. Burial mound to summit of Drumlin is a designated Ancient Monument
<ul style="list-style-type: none"> Listed Buildings, Parks and Gardens of SHI 	N/A
<ul style="list-style-type: none"> Conservation Areas 	N/A
<ul style="list-style-type: none"> Associations 	Land has historically been pasture
Naturalness	<i>Landscapes with extensive semi-natural habitat, a lack of human presence and perceived qualities of wildness</i>
<ul style="list-style-type: none"> Biodiversity 	Predominantly improved grassland and pasture with an area of marshland and scattered

	field ponds
<ul style="list-style-type: none">• Geodiversity	As part of a drumlin field the site is of local geo morphological interest
<ul style="list-style-type: none">• Remoteness / Wildness	Settled active urban fringe landscape affected by the Bay Gateway Bypass
<ul style="list-style-type: none">• Tranquility	There is frequent traffic along Slyne Road. Frequent traffic noise emanating from the Bay Gateway Bypass is audible to the southern end of the site
FORCES FOR CHANGE	
<ul style="list-style-type: none">• Possible pressures on landscape integrity	Potential for urban expansion up to the Bay Gateway Bypass
<ul style="list-style-type: none">• Enhancement potential	Improve hedgerow boundaries, in particular in proximity to the Bay Gateway Bypass to reduce impact on the southern edge of the site.



Key:

- Site Boundary
- Footpaths/ Bridleways
- Traffic-free cycle route
- West Coast Main Railway Line
- Morecambe Branch Railway Line

FIG 3
Aerial Photograph
Scale: See scale bar



Land at FULWOOD DRIVE, BARE, MORECAMBE