

Background Information
(extracts from published evidence base)

LPSA 799 Land at Home Farm, Galgate

Site represented at EIP by JWPC Ltd (Rep ID 139)

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Site constraints

Landscape (Additional Site_ARC-08_Landscape)

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Highways (Tr_02 and Tr_03)

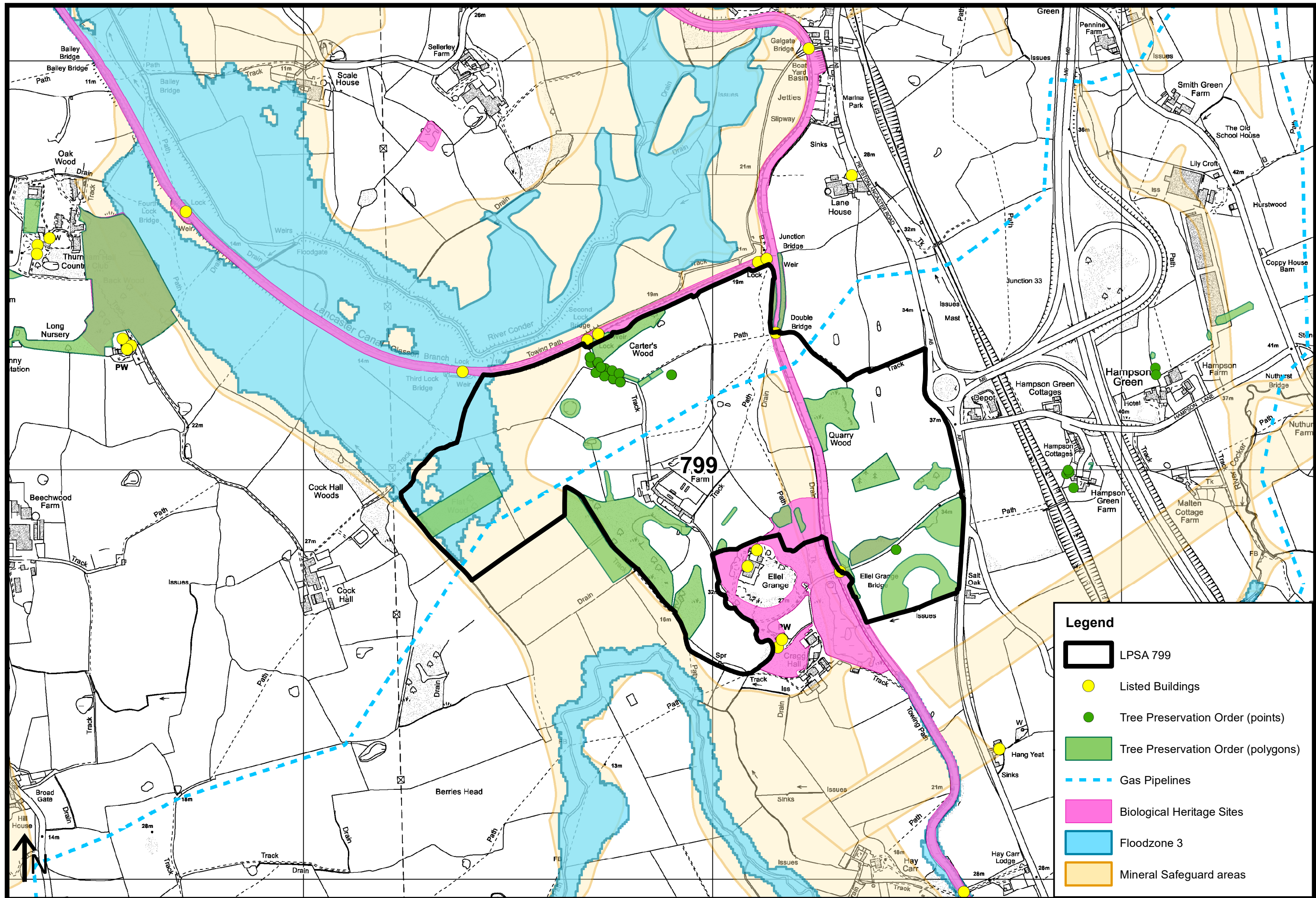
22. Land at Home Farm, Galgate



0 0.05 0.1 0.2 0.3 0.4 Kilometers

SHELAA Extract - LPSA 799 Home Farm, Galgate

LPSA	SETTLEMENT	ADDRESS	Area	Brownfield	Conclusion Summ	Desc	DevelopmentAssessment	Suitability	Achievability	Availability	SuitabilityTL	AchievabilityTL	AvailabilityTL
799	Galgate	Land at Home Farm	71.752	Greenfield	Undeliverable	<p>The site is an extensive area of undulating countryside (70ha) made up of pasture, woodland and wetland situated to the south of Galgate and west of J33 of the M6 motorway. Home Farm lies centrally within the site and consists of a farmhouse and associated stone barns. The Lancaster canal runs through the site (north to south) and the Glasson branch of the canal runs along the northern boundary of the site. Ellet Grange and chapel lies just outside the site but is a prominent feature within the landscape. Access to Home Farm is currently from the A6 and via Ellet Grange.</p>	<p>The site is not considered to be suitable. There are also concerns with the sites viability given the level of infrastructure that may be required. It is not considered to be deliverable.</p>	<p>The site lies within an attractive rural landscape and is not considered to be an appropriate location for development from a landscape point of view. There are a number of other constraints affecting the site (ecology, pipeline, heritage) but most significant are the potential impacts on the highways network. Significant infrastructure is likely to be required to overcome highways issues and there is no indication of public sector support to achieve this (awaiting further highways comments). Given the sites isolated location significant levels of public support will be required to provide community services as well as highways infrastructure. There is no indication that this can be provided. The site is therefore considered to be an unsustainable location.</p>	<p>There will be significant costs associated with providing the necessary infrastructure required to bring forward such a large site (schools, community facilities etc.). Most notable is highways, where a solution will be required to avoid increasing impacts on the local network between Jn 33 and Galgate. At present there is no indication that the relevant authorities and public sector are in a position to support the level of infrastructure required. The viability of the site is therefore a significant issue.</p>	<p>The site is being actively promoted by the landowners agents and considered to be available. There may be issues with a new access to the A6 which crosses land in separate ownership.</p>	RED	RED	AMBER



0 0.075 0.15 0.3 0.45 0.6 Kilometers

Landscape, Townscape and Visual Field Survey Sheet

Project Name: Lancaster City Council SHLAA Sites. **Project Number:** UA001453.

Receptor Ref: Residential Site ARC-08 (xxha)

Date of Survey: 04/09/2017

Surveyor: N. Atherton

Sheet No.: 240

Assessment Type – Landscape

2014 SHLAA Map Ref. 20

Lancaster City Council - Local Character Type:

5 - Undulating Lowland Farmland	7 – Farmed Ridges	11 - Valley Floodplain	12 - Low Coastal Drumlins	13 - Drumlin Field
15 – Coastal Plain	16 - Mosslands	17 – Enclosed Coastal Marsh	18 – Open Coastal Marsh	21 - Limestone Fells
Urban Landscape Type				

Lancaster City Council - Local Character Area (LCA) and Associations:

5i – West Bowland Fringes	7c – Langthwaite Ridge	11d - Lune Valley	12a – Carnforth, Galgate, Cockerham	12b – Warton, Borwick
12c – Heysham - Overton	13b – Bentham, Clapham	13c – Docker, Kellet, Lancaster	15e- Forton, Garstang, Catterill	16a – North Fylde Mosses
16f – Heysham Moss	17b – Cockerham Coast	18e – Pilling & Cockerham,	18d– Lune Marshes	21a - Leck Fell
Urban Landscape - Historic Core (1100 to 1800)	Urban Landscape – Industrial Age (1800 to 1930)	Urban Landscape – Suburban (1930's onwards)		

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Key Landscape Elements

Topography	Vegetation Type	Woodland / Trees	Farming	Heritage	Built Form	Hydrology	Corridor
Flat	Freshwater Mosses	Deciduous	Pasture	Vernacular	Farm Building / Farmstead	Drained	Motorway
Low Lying	Wetland	Coniferous	Damp Pasture	Designed Estate	Settlement	Stream	Trunk Road
Plain	Coastal Marsh	Mixed	Improved Pasture	Ancient Enclosure	Tourism	Open Water	Road
Broad Valley	Saltmarsh	Shelterbelt	Limestone Pasture	Medieval	Pylon	Coastal	Railway / WCML
Coastal / Drumlin Field	Reeds	Hedgerow Tree	Hedgerow	Parliamentary Enclosure	Masts	Natural Pond	Canal
Limestone Pavement	Limestone Grassland	Wet Woodland	Fence	Modern Enclosure	Industry / Mill	Artificial Pond	Lane
Gently Rolling	Marsh	Tree Clump	Dry Stone Wall	Prehistoric Site	Wind Turbine	Lake / Mere	Green Lane
Crag	Water Meadow	Isolated Tree	Field Ditch	Hill top Enclosure / Fort / Castle	Power Station	Tidal	Bridleway
Scarp / Cliff	Saltmarsh	Scrub	Strip Field	Religious	Caravan / Camping	Estuary	Footpath
Rolling	Sand Dune	Alder / Willow Carr	Laid Hedgerow	Monument / Tower	Golf Course	Raised Mire	Cycle Route
Glacial Erratic	Foreshore	Forestry	Transitional	Ridge and Furrow Field System	Brownfield	Fishing Lake	CROW Access Land
High Fell	Fen	Yew Woodland	Mosaic	Hall / Estate / Relict Parkland	Quarry / Extraction	Reservoir	Country Park
Foothill	Domed Moss	Coppiced	Intensive	Lime Kiln	Ribbon	Floodplain	Common Land
Distinctive Ridgeline	Moorland	Wooded Slope	Land Reclamation		Modern Residential	Dendritic Features	Picnic Spots
Reef Knoll	Mossland				Campus		

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2014 SHLAA Map Ref. 20

Key Townscape Elements

Topography	Layout	Vegetation	Heritage	Built Form	Hydrology	Corridor
Flat	Modern	Deciduous	Vernacular	Residential	Drained	Motorway
Low Lying	Inter-war	Coniferous	Conservation Area	Commercial	Stream	Trunk Road
Plain	Ribbon	Mixed	Listed Building	Retail	Open Water	Road
Valley	Core	Shelterbelt	16 th to 17 th Century	Industrial	Coastal	Railway
Coastal / Drumlin Field	Estate	Former Hedgerow Tree	18 th to 19 th Century	Tourism	Natural Pond	Canal
Limestone Pavement	Organic Street / alley	Former Hedgerow	Scheduled Ancient Monument	Pylon	Artificial Pond	Car Parking
Gently Rolling	Planned	Tree Clump	Market / Urban Square	Mast	Lake	Green Lane
Crag	Terrace	Street Tree	Prehistoric Site	Power Station	Tidal	Bridleway
Scarp / Cliff	Cul-de-sac	Scrub	Castle	Caravan / Camping	Estuary	Footpath
Rolling	Villa		Religious	Golf Course	Fishing Lakes	Cycle Route
Fell			Monument / Tower	Brownfield		Amenity Open Space
Foothill			Church	Quarry / Extraction		Common Land
			Designed Park	Transport Node		Public Park
			Docks / Quayside	Catenary		

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Landscape Visual Characteristics

Pattern	Dominant	Strong	Broken	Weak
Scale	Intimate	Small	Medium	Large
Texture	Smooth	Textured	Rough	Rugged
Colour	Monochrome	Muted	Colorful	Garish
Complexity	Uniform	Simple	Diverse	Complex
Unity	Unified	Interrupted	Fragmented	Chaotic
Remoteness	Wild	Remote	Active	Busy
Enclosure	Vast	Open	Contained	Constrained
Form	Straight	Angular	Curved	Sinuuous

Key Site Qualities -

Key Quality	Relationship with the AONB	Tranquility (Views and Noise)	Landscape / Townscape / Seascape Character	History	Countryside Access
Description Beautiful designed state and rural farmland	Views to Forest of Bowland to the east	Occasional traffic	Rural	/	/

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Summary Comment

The site is a large area which comprises well maintained designed parkland and farmland around Ellel Ministries and Holme Farm. The landscape has a rich and diverse texture with mixed and ornamental woodland and prominent isolated trees and copses which provide excellent amenity and habitat around prominent listed buildings. The farmland has preserved its post medieval enclosure pattern. The site is well protected from transport corridor intrusion and the M6 is obscured by corridor and intervening woodland. The site is of high amenity and valuable. Development is not appropriate.

Summary of Site Assessments

Site reference	Mitigate Impacts Yes / No	Harm Landscape / Townscape Character Negative / Positive / Neutral	Harm Visual Amenity Negative / Positive / Neutral	Cumulative Impact Negative / Positive / Neutral
Arc 08	No	Negative	Negative	Negative

Site ref. no	799
Site Name	Land at Home Farm, Ellel
NGR (centre of Site)	SD47924500
Area (Ha)	74.51
Are there existing ecology assessments?	BHS surveys
Will development of the site affect any statutory nature conservation sites?	No
Would a development proposal be likely to require a Habitats Regulations Assessment?	No
Will the development of the site affect any Local Wildlife Sites?	Yes The Lancaster Canal BHS site runs through the site and forms the northern boundary of the site. Part of the site also includes Ellel Grange Woods BHS
Does the Site have any potential to support specially protected species?	Yes Mammals – bats, badger, otter
Does the Site support, or have the potential to support, priority habitat types?	Yes – hedgerows, woodland and marsh
Recommendations for further surveys that would be necessary to inform development plans	Habitat surveys Mammal surveys
Overall recommendations – are there any identified ecological considerations that would impose a significant constraints to future developments?	Yes – Any development will need to be designed to avoid harm to the BHSs on the site and any sensitive habitats and species identified by survey.

Extracts from the Council's highways and transport evidence base

Lancaster Local Plan Transport Assessment: Part 1 – Initial Assessment WYG Dec 2018 (Ref: Tr_02)

8.1 Summary

8.1.14 The junction capacity results indicate that there were two junctions currently operating at over their absolute capacity (i.e. over 1.0), the A6 Main Road/Stoney Lane/Salford Road signal junction and the Pointer Roundabout.

8.1.15 The results show that a total of five junctions are predicted to operate at above their absolute capacity in the assessment year 2023 even without the additional traffic generated by the emerging LP allocation sites. The addition of the traffic estimated to be generated by the emerging LP allocation sites in 2023 results in an additional junction (six in total) operating at above their absolute capacity in at least one of the peak periods.

Lancaster Local Plan Transport Assessment: Part 2 – Identification and Assessment of Mitigation Measures (Ref: Tr_03)

Table 3.3 - Potential Junction Mitigation and Associated Costs Estimate

A6 Main Rd/Stoney Ln/Salford Rd

Comment:-

In terms of the short-term solutions identified in the column opposite, banning the right turn movement from the A6 may be contentious given the limited opportunity to turn right (or turn around) at other locations in the area. That said, the volume of right turning vehicles at the junction is low.

Options A and B would require kerb realignment and result in narrow lanes in places at the junction. Nevertheless, they provide a short-term solution to improve capacity at the junction.

The potential for increasing the capacity at the junction has been considered by the LHA for some time and it has been concluded that there is no simple solution available. It is considered that the junction is inhibiting future growth in the area and a comprehensive scheme for the junction and A6 in general in this area is required.