



Open Land Designations Study

Appendix C - Areas of Separation Assessment

Preston City Council, South Ribble Borough Council and Chorley Council

Final report

Prepared by LUC

October 2022

Version	Status	Prepared	Checked	Approved	Date
1	Draft Report	D Hope	R Swann	R Knight	20.12.2021
2	Final Report	D Hope	R Swann	R Knight	31.10.2022



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Open Land Designations Study

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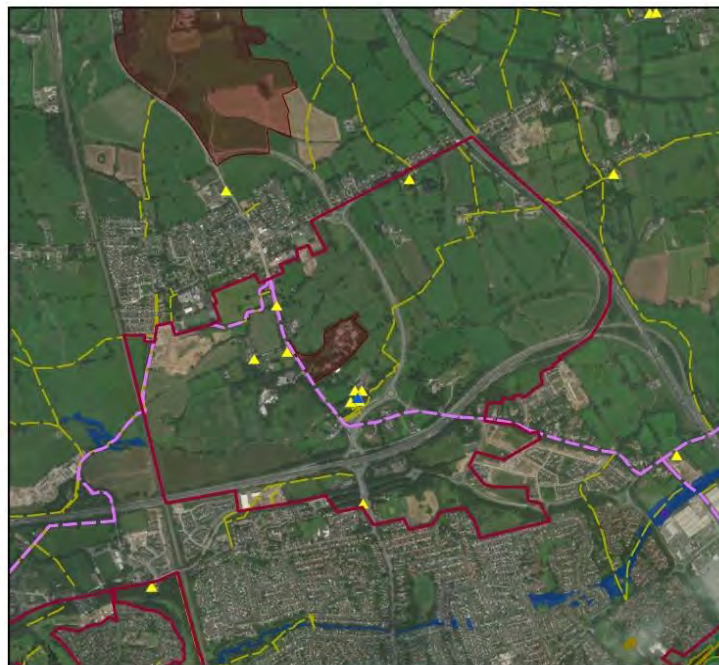
Areas of separation assessment

Preston and Broughton



Preston-Broughton

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
 - Flood zone 3b
 - Scheduled Monument
 - Ancient Woodland
- Other constraints**
 - Preston Historic Designed Landscape
 - Biological Heritage Site
 - Local Nature Reserve
 - National Cycle Network
 - Public Right of Way
 - Grade II* Listed building
 - Grade II Listed building



Physical separation

Broughton is a village located to the north of Preston. Preston is a city located on the north bank of the River Ribble. The river has historically constrained growth to the south, meaning the city has expanded to the north, east and west. Today the M55 Motorway largely defines northern edge of Preston, albeit with some relatively small areas intervening open land retained between the motorway and the settlement edge. The main area/centre of Broughton is formed predominantly by relatively dense development concentrated along the east-west axis of Whittingham Lane/Woodplumpton Lane (B5269). To the south of this there is some dispersed development along Garstang Road which forms the more historic parts of the village. There are several ongoing developments along the northern edge of Preston, including off Eastway and off Heron Drive/Shearwater Drive/Harrier Way. There is also an ongoing development on the south-western edge of the main area of Broughton off Fieldbrook Avenue; these have been considered within the following assessment (that is, the land is assumed to be developed).

The gap between main area of Broughton and urban edge of Preston is between approximately 850m and 1.5km wide (as the crow flies) and comprises open farmland with some intervening dispersed development set within mature woodland along Garstang Road. The gap is moderately sized in relation to the size of Broughton and contains some significant separating features: principally the M55 motorway; Blundel Brook and its associated shallow valley form and tree cover; and woodland blocks around Broughton House (North West Ambulance Service NHS Trust) and at Broughton Park (Preston Marriott Hotel). The M55 relates more strongly to Preston (owing to proximity), and it is more likely to be breached by the expansion of this larger settlement. This would result in a greater impact on the function of the gap than would the incremental southern expansion of Broughton. The Blundell Brook and woodland blocks in contrast relate more strongly to Broughton.

Visual separation

The landscape within the gap predominantly comprises farmland defined by hedgerows with numerous mature hedgerow trees, as well as some more robust shelterbelts (such as those along the M55). The gap also contains areas mature trees and woodland in and around the grounds of Broughton House and Broughton Park and along the course of the Blundell Brook. This creates a strong sense of visual separation between the two settlements, with very limited inter-visibility of the settlement edges.

Connection

There is also a strong perceived sense of separation when travelling between the two settlements, along Garstang Road and James Towers Way (A6). The linear distance between the settlements along Garstang Road and James Towers Way is approximately 1km and 1.4km respectively. Whilst there is some dispersed development along Garstang Road, it is set within mature vegetation and so is generally well-screened. This, and occasional views out over the surrounding farmland, provides a strong sense of rural separation between Broughton and Preston. The James Towers Way runs through open countryside and offers occasional views out over a rural landscape, which also results in a strong sense of separation between the two settlements.

Variations in contribution within the gap

The following variations within the gap are note

- The retained areas of open land to the south of the M55 and the M55/M6 motorway junction lie near Preston and have some visual connection with the settlement edge. The motorway acts as a strong outer boundary feature and provides a strong sense of urban containment. The land therefore has a weaker distinction from Preston (that is, it is more strongly related to the settlement than the open countryside to the north).

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- Land lying between the M55 and Bank Hall Farm, Keyfold Farm, Old Hall and Tate's Farm is more strongly distinct from both settlements, being located some distance from both, and having less visibility towards either; having some landform distinction (the shallow valley form of Blundell Brook); and being separated from the larger settlement of Preston by a strong boundary feature (M55 Motorway). It is therefore perceived as being central to the gap.
- Land on the southern edge of the main area of Broughton which lies in relative proximity to the denser settlement edge; has a similar landform to that of the main area of the settlement; and has relatively weak boundary features between it and the settlement edge (formed predominantly of residential garden boundaries), with some resulting visual connection. The land therefore has a weaker distinction from Broughton.

Conclusion on strength of gap

Overall, the strength of the gap between Preston and Broughton is considered to be **moderate**.

The following key elements contribute to the maintenance of the gap:

- The role of the M55 as a boundary to development along the northern edge of Preston.
- The Blundel Brook and its associated valley and vegetation, which provide an important separating feature between the two settlements.
- The visual separation provided by hedgerows and mature hedgerow trees and woodland within the gap.
- Trees and high hedgerows which line Garstang Road and screen views of development along the road and help maintain a sense of rural separation.

Broughton and Barton



Broughton - Barton

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Other constraints**
- Preston Historic Designed Landscape
- National Cycle Network
- Public Right of Way
- Grade II Listed building



Physical separation

Broughton and Barton are villages located to the north of the Preston within Preston District. The main area/centre of Broughton is formed by relatively dense development concentrated along the east-west axis of Whittingham Lane/Woodplumpton Lane (B5269). The northern edge of the village is defined largely by residential garden boundaries and remnant field boundaries. Barton is located to the north of Broughton and is a north-south linear village extending predominantly along Garstang Road (the A6). The southern extent of the settlement and is bounded by mature woodland of Black Fir Wood and the valley form of Barton Brook.

The gap between Broughton and the Barton is between approximately 900m and 1.2km, which is moderate in size compared to the size of both villages. The gap comprises open countryside with little to no intervening urbanising development. There are a number of significant separating features within the gap: Barton Brook and Dean Brook, and their associated shallow valley forms and vegetation; and Several woodlands, including Black Fir Wood, Garden Wood and woodland belts along Garstang Road.

Visual separation

The woodland cover, together with numerous hedgerows and mature hedgerow trees delineating fields and gently rolling topography, provide a good level of visual separation, with intervisibility between the two settlements being very limited. The James Towers Way bypass (single carriageway forming part of the A6) forms another separating feature in proximity to the north-eastern edge of Broughton.

Connection

There is also a strong perceived sense of separation when travelling between the two settlements along Garstang Road and the James Towers Way bypass (A6). The linear distance between the settlements along these routes is approximately 920m and 1km respectively. A relative lack of intervening development and views across the adjacent open countryside available from both routes provides a strong sense of rural separation between the two settlements. The West Coast Main Line forms a direct route between the two settlements along the western periphery of the gap, although neither village has a station.

Variations in contribution within the gap

The following variations within the gap are noted:

- Land on the north-western edge of Broughton and the retained area of open land between the north-eastern settlement edge and James Towers Way has a visual connection with the settlement edge. James Towers Way acts an outer boundary feature to the north-east and provides some sense of containment. The land therefore has a weaker distinction from Broughton (that is, it is more strongly related to the settlements than the open countryside to the north).
- Land lying between James Towers Way and Barton Brook is more strongly distinct from both settlements, being located some distance from both, and having less visibility towards either, and having some landform distinction (the shallow valley form of the two brooks). It is therefore perceived as being central to the gap.
- Land on the south-western edge of Barton and northern edge of Broughton lies in relative proximity to the settlement edge; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge (formed predominantly of

residential garden boundaries), with some resulting visual connection. The land therefore has a weaker distinction Barton.

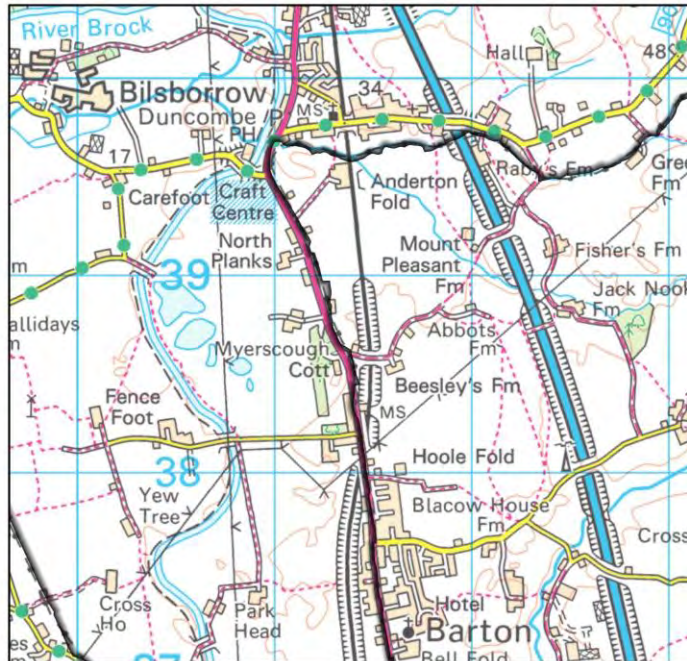
Conclusion on strength of gap

Overall, the strength of the gap between Broughton and Barton is considered to be **moderate**.

The following key elements contribute to the maintenance of the gap:

- The role of James Towers Way as a boundary to development along the northern eastern edge of Broughton.
- The role Dean Brook and Barton Brook and several woodlands as significant separating features.
- The visual separation provided by the gently rolling topography and intervening vegetation.
- The lack of intervening urbanising development and open views across the surrounding farmland when travelling between the two settlements along Garstang Road.

Barton and Bilsborrow



Barton - Bilsborrow

-  Central Lancashire boundary
-  Area within which settlement separation should be a consideration
- Other constraints**
-  Preston Historic Designed Landscape
-  Biological Heritage Site
-  Public Right of Way
-  Grade II* Listed building
-  Grade II Listed building



Physical separation

Barton and Bilsborrow are villages located 2.2km and 6km to the north of Preston respectively. Both villages lie on the border of Preston District and Wyre District, which is largely formed by Garstang Road (the A6) in this location. Barton is a predominantly linear village extending north-south along Garstang Road to just beyond the junction with White Horse Lane. However, development south of Jepps Lane has expanded the village away from Garstang Road to the east and forms the north-eastern edge of the settlement. The West Coast Main Line railway lies close to the northern boundary of the village and has some containing influence. Development in Bilsborrow is also largely linear, being located primarily north-south along the A6. However, there is also some ribbon development along Bilsborrow Lane which forms the south-eastern edge of the village.

The gap between Barton and Bilsborrow is between approximately 1km and 1.6km wide, and predominantly comprises open countryside. The gap is moderate in relation to the size both settlements, and contains some dispersed ribbon development along Garstang Road. The only notable separating feature is the shallow valley form and tree cover associated with the Bacchus Brook, which runs in proximity to the south-eastern edge of Bilsborrow. A flooded sand quarry lying between the A6 and the Lancaster Canal to the west is more peripheral to the gap.

Visual separation

The landscape within the gap comprises gently undulating farmland delineated by hedgerows, fences and drainage ditches flanked by occasional mature trees. It also includes some small woodland belts, vegetated brooks and numerous small vegetated field ponds (flooded marl pits). This creates a strong sense of visual separation between the two settlements, with very limited inter-visibility between them.

Connection

Garstang Road provides a direct route between the two settlements, with a linear distance of approximately 1.2km. Whilst there is dispersed urbanising development along the road, gaps between these areas of development allow views across the surrounding farmland. This maintains a sense of rural separation when travelling between the two settlements. The West Coast Main Line passes through the gap forming a direct route between the two settlements, although neither village has a station.

Variations in contribution within the gap

The following variations within the gap are noted:

- Land on the northern edge of Barton is contained between the A6 and the West Coast Main Line and has a visual connection with the settlement edge. The land therefore has a weaker distinction from Barton (that is, it is more strongly associated with the settlement than land further to the north).
- Land on the north-eastern edge of Barton, to the south of Hoole Fold lies in relative proximity to the settlement edge and has relatively weak boundary features between it and the settlement edge (formed predominantly of domestic garden boundaries), with some resulting visual connection. The land therefore has a weaker distinction from Barton.
- Land lying to the north of Bacchus Brook lies immediately adjacent to Bilsborrow; has a similar landform to that of the settlement; and has relatively weak boundary features (formed predominantly of residential garden boundaries) between it and the settlement edge, with some resulting visual connection. The land therefore has a weaker distinction from Bilsborrow.

Conclusion on strength of gap

Overall, the strength of the gap between Barton and Bilsborrow is considered to be **moderate**.

The following key elements contribute to the maintenance of the gap:

- The visual separation provided by the gently undulating topography and intervening vegetation.
- The role of the shallow valley form and tree cover associated with the Bacchus Brook, which forms a separating feature.
- The sense of rural separation when travelling between the two settlement along Garstang Road due to gaps between areas of urbanising development and associated views across the surrounding farmland.

Preston and Goosnargh/Whittingham



Preston - Goosnargh/Whittingham

- Central Lancashire boundary
- Area within which settlement separation should be a consideration

Absolute constraints

- Site of Special Scientific Interest
- Flood zone 3b
- Scheduled Monument
- Registered Parks and Gardens
- Ancient Woodland

Other constraints

- Preston Historic Designed Landscape
- Biological Heritage Site
- Local Nature Reserve
- Conservation Area
- National Cycle Network
- Public Right of Way
- Grade II* Listed building
- Grade II Listed building



Physical separation

Goosnargh/Whittingham is a village that lies the north-east of Preston. Preston is a city located on the north bank of the River Ribble. The river has historically constrained growth to the south, meaning the city has expanded to the north, east and west. Today the M6 Motorway largely defines the north-eastern edge of Preston, albeit with some intervening open land retained between it and the settlement edge. There is also currently an ongoing Planning Inquiry for a number of proposed development sites around Goosnargh, two of which are on the southern edge of the village and lie within the gap - Goosnargh Cottage (Appeal A) and South of Whittingham Lane (Appeal B); as these are still to be determined they have not been considered within the assessment.

The gap between the two settlements is approximately 2.5km wide (as the crow flies) and comprises open countryside with little intervening urban development. The gap is wide in relation to the size of Goosnargh/Whittingham and contains some significant separating features: principally the M6 motorway and Blundel Brook and its associated shallow valley form and tree cover. As these features relate more strongly to Preston (owing to proximity), they are more likely to be breached by the expansion of this larger settlement. This would result in a greater impact on the function of the gap than would the expansion of Goosnargh/Whittingham.

Visual separation

The landscape within the gap comprises farmland defined by hedgerows with occasional hedgerow trees. Blundel Brook and its tributaries are also relatively well-treed. This creates a strong sense of visual separation between the two settlements, with very limited inter-visibility between them.

Connection

There is also a strong perceived sense of separation when travelling between the two settlements. There is no direct road link between the two; the most direct vehicular route is either along the A6 and B5269 via Broughton, which equates to a linear distance of c. 5km; or along Houghton Green Lane, Brabiner Lane and Cumeragh Lane, which equates to a linear distance of c. 7km. Whilst there is some ribbon development along the B5249 between Broughton and Goosnargh, a strong sense of rural separation is maintained by numerous gaps between development and the associated views across the surrounding farmland.

Variations in contribution within the gap

The following variations within the gap are noted:

- The retained areas of open land to the west of the M6 lie in close proximity to Preston and have some visual connection with the settlement edge. The motorway also acts as a strong outer boundary feature and provides some sense of urban containment. The land therefore has a weaker distinction from Preston (that is, it is more strongly related to the settlement than the open countryside) than land to the east of the M6.
- Land lying between the M6 and Chingle Hall is strongly distinct from both Preston and Goosnargh/Whittingham, being located some distance from, and having limited views towards, both settlements; having some landform distinction (the shallow valley form of Blundel Brook); and being separated from the larger settlement of Preston by a strong boundary feature (M6 Motorway). It is therefore perceived as being central to the gap.
- Land to the east and north-east of Chingle Hall lies in relative proximity to Goosnargh/Whittingham; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge, with some resulting visual connection. The land therefore has a weaker distinction from Goosnargh/Whittingham.

Conclusion on strength of gap

Overall, the strength of the gap between Preston and Goosnargh/Whittingham is considered to be **robust**.

The following key elements contribute to the maintenance of the gap:

- The role of the M6 as a boundary to development on the north-eastern edge of Preston.
- The visual separation provided by hedgerow trees and tree cover along the Blundel Brook and its tributaries.
- The landform distinction created by the shallow valley of the Blundel Brook.
- The lack of direct road links between the two settlements, increasing perceived separation.

Preston and Grimsargh



Preston-Grimsargh

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
- Site of Special Scientific Interest
- Flood zone 3b
- Ancient Woodland
- Other constraints**
- Preston Historic Designed Landscape
- Biological Heritage Site
- National Cycle Network
- Public Right of Way
- Grade II Listed building



Physical separation

Grimsargh is a village located to the east of the Preston. Preston is located on the north bank of the River Ribble. The river has historically constrained growth to the south, meaning the city has expanded to the north, east and west. Today the M6 Motorway largely defines eastern edge of Preston, although this has been breached by the extensive Red Scar industrial estate, ribbon development along Longridge Road (the B6243) and development off Longridge Road at The Hills. This extends the urban area of Preston to the east beyond the M6. Beyond this to the east, there is only a very narrow settlement gap along Longridge Road before the south-western edge of Grimsargh. However, it should be noted that the road sign for 'Grimsargh Village' on Longridge Road is sited at the eastern edge of the Red Scar industrial estate, meaning that the development to the north-east of this technically/administratively lies within Grimsargh. In terms of the settlement form, however, this development is separated from Grimsargh and is physically and perceptually linked to the urban area of Preston.

The gap between the eastern extent of the urban area of Preston and the south-western edge of Grimsargh is approximately 125m (as the crow flies) at its narrowest point. This is very narrow in comparison to the size of both Preston and Grimsargh and there are no significant separating features between the two settlement edges within this part of the gap. However, within the wider gap to the east and west of this narrow gap, there are a number of woodland belts that form separating features, including those around Grimsargh Hall Farm to the east and those to the north of the Red Scar industrial estate to the south-west.

Visual separation

The gap comprises several moderately sized agricultural fields bounded by robust hedgerows with several mature hedgerow trees and features some woodland belts. These features, along with the vegetation along a dismantled railway to the west, result in some sense of visual separation within much of the

gap. However, in the narrowest part of the gap along Longridge Road there is clear intervisibility between the two settlement edges which results in little sense of visual separation.

Connection

Longridge Road provides a direct route between the two settlement and there is a weak perceived sense of physical separation when travelling along this route. Whilst there are views across the adjacent farmland from the road, the short distance and high level of inter-visibility between the two settlement edges, reduce any perceived sense of rural separation between the two.

Variations in contribution within the gap

The following variations within the gap are noted:

- The land within the narrowest part of the gap along Longridge Road lies in proximity to, and has a visual connection with, both settlement edges. It therefore has a weaker distinction from Preston and Grimsargh (that is, it is more strongly related to the settlements than the open countryside further to the east and west).
- Land to the east and west of the narrowest part of the gap (that is, to the west of the dismantled railway and to the east of Three Mile Cross Farm and beyond the woodland belts surrounding Grimsargh Hall Farm) is more strongly distinct from both settlement edges, being located further from both, and having less visibility towards either due to the presence of several woodland belts and hedgerows.

Conclusion on strength of gap

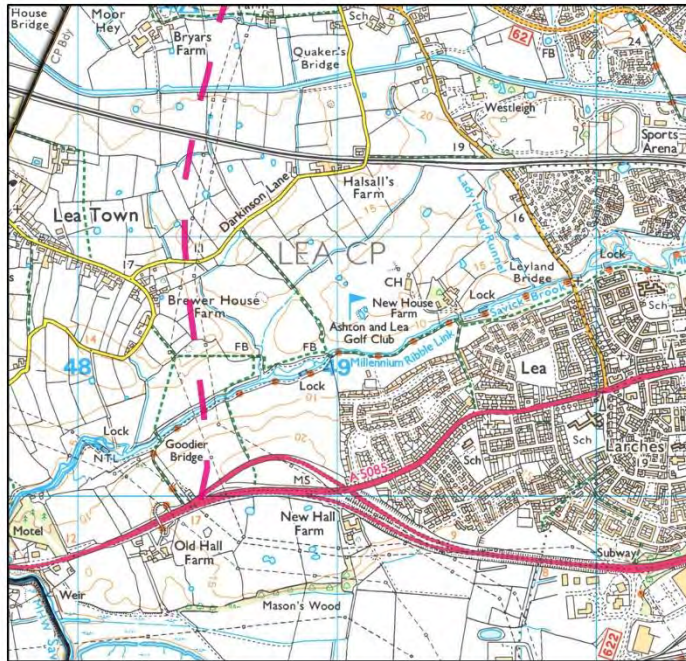
Overall, the strength of the gap between Preston and Grimsargh is considered to be **fragile**.

Appendix C Areas of separation assessment

The following key elements contribute to the maintenance of the gap:

- Open and undeveloped farmland in the settlement gap.
- Woodland belts within the wider gap, away from Longridge Road, form separating features.
- Hedgerows, mature hedgerow trees and woodland belts provide some the sense of visual separation between the two settlements away from the narrowest part of the gap along Longridge Road.

Preston and Lea Town



Preston - Lea Town

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
 - Flood zone 3b
 - Open access land (CRoW Act)
- Other constraints**
 - Preston Historic Designed Landscape
 - Biological Heritage Site
 - Local Nature Reserve
 - National Cycle Network
 - Public Right of Way
 - Grade I Listed building
 - Grade II Listed building



Physical separation

Lea Town is a small linear village located to the west of Preston. Preston is a city located on the north bank of the River Ribble. The river has historically constrained growth to the south, meaning the city has expanded to the north, east and west. Today the western edge of Preston (Lea) is defined by a combination of relatively weak domestic garden boundaries and road infrastructure (such as Lea Road). The eastern edge of Lea Town is also defined by residential gardens boundaries and the frontage of Darkinson Lane. There is one consented development located on the western edge of Preston (committed development in N6) within the gap; this have been considered within the following assessment (that is, the land is assumed to be developed).

The gap between Lea Town and the western edge of Preston (Lea) is between approximately 400m and 1.4km (as the crow flies). It predominantly comprises open countryside with very little intervening urbanising development, although there are some infrastructural elements such as overhead power lines. The gap is moderately sized in comparison to the Lea Town and contains the Savick Brook (a canalised tributary of the River Ribble) and one of its tributaries (Lady Head Runnel), which form significant separating features between Lea Town and the Lea area of Preston. Owing to their proximity, these watercourses relate more strongly to Preston and are more likely to be breached by the expansion of this larger settlement. This would result in a greater impact on the function of the gap than would the expansion of Lea Town. In addition, the 'Preston Western Distributor', a new major road that will link Preston and southern Fylde to the M55 motorway, is currently being constructed within the gap. This is scheduled to open early in 2023 and will form another significant separating feature extending north-south through the gap.

Visual separation

The landscape within the gap comprises gently undulating farmland delineated by trees and hedgerows to the west, and sport fields and a golf course with

fairways defined by mature tree belts and to the east. The intervening vegetation and undulating landform create a strong sense of visual separation between the two settlements.

Connection

There is also a strong perceived sense of separation when travelling between the two settlements. There is no direct road link between the Lea Town and the western edge of Preston at Lea; the most direct road route is along Darkinson Lane and Sidgreaves Lane, via Cottam on the north-western edge of Preston. This equates to a linear distance of approximately 1.8km and crosses over the Preston to Blackpool railway line and Lancaster Canal which form significant separating features between Lea Town and Cottam. The railway passes to the north of Lea Town and forms a more direct route between the settlements, although Lea Town itself has no station (the closest being at Salwick some 1.6km to the west of the village). A strong sense of rural separation is maintained when travelling between the settlements along both road and rail routes, due to the limited presence of urbanising features and views across open countryside.

Variations in contribution within the gap

The following variations within the gap are noted

- The retained areas of open land to the south of the Savick Brook and east of Lady Head Gunnel are in close proximity to Preston and have a visual connection with the settlement edge; and some of the land comprises sports pitches which are functionally related to the urban area. The tree lined watercourses act as outer boundary features and provide some sense of containment. The land therefore has a weaker distinction from Preston (that is, it is more strongly related to the settlement than the open countryside) than the open land further to the north and west.

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- Land lying between Savick Brook/Lady Head Runnel and the proposed 'Preston Western Distributor' is more strongly distinct from both settlements, being located some distance from both and having less visibility towards either. It is therefore perceived as being more central to the gap.
- Land to the west of the proposed 'Preston Western Distributor' lies in relative proximity to the eastern edge of Lea Town; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge (formed predominantly of residential garden boundaries), with some resulting visual connection. The land therefore has a weaker distinction from Lea Town

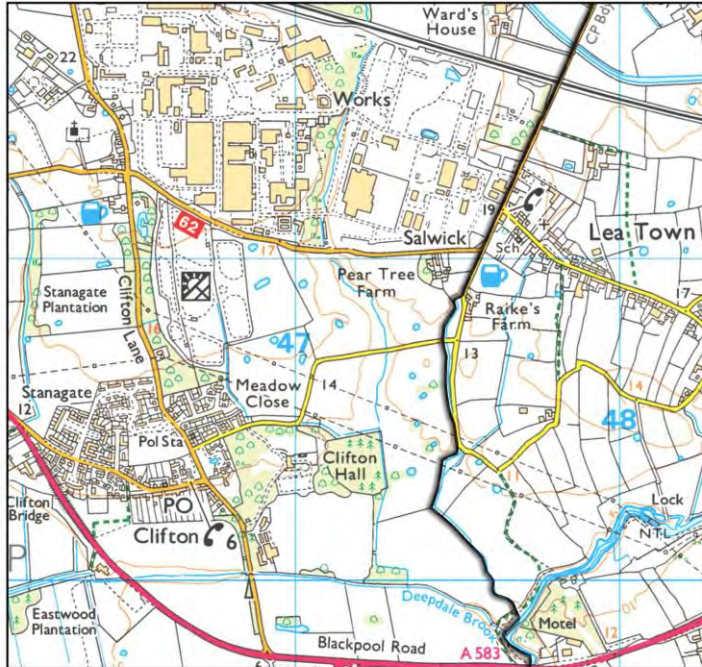
Conclusion on strength of gap

Overall, the strength of the gap between Preston and Lea Town is **moderate**.

The following key elements contribute to the maintenance of the gap:

- The role of the Savick Brook and its tributaries and the 'Preston Western Distributor' in providing significant separating features.
- The visual separation provided by the undulating topography and intervening vegetation.
- The lack of direct road links between the western edge of Preston and Lea Town, increasing perceived physical separation between the two settlements.

Lea Town and Clifton



Lea Town - Clifton

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Other constraints**
- Preston Historic Designed Landscape
- Biological Heritage Site
- Local Nature Reserve
- National Cycle Network
- Public Right of Way
- Grade I Listed building
- Grade II Listed building



Physical separation

Lea Town is a small linear village located to the west of the Preston, and Clifton is a larger, more nucleated, village to the southwest of Lea Town located within Fylde District. The south-western settlement edge of Lea Town is defined largely by residential garden boundaries and remnant hedgerow field boundaries. Similarly, part of the north-eastern edge of Clifton is formed residential garden boundaries. Other areas of the north-eastern edge of Clifton comprise mature woodland which form part of the remnant historic parkland associated with the Grade II listed Clifton Hall (designated as a Preston Historic Designed Landscape).

The gap between the Lea Town and Clifton is approximately 1km at its narrowest, which is moderately sized in comparison to the size both villages. Sited within the gap, is the remnant historic parkland associated with Clifton House, including mature woodland that forms a significant separating feature. The Deepdale Brook and its shallow valley is another separating feature within the gap. There is little urbanising development within the gap, although adjoining the western edge of Lea Town is the substantial chemical works and industrial complex of Salwick. Part of the settlement gap to the north of Clifton is also occupied by a large solar park.

Visual separation

The gap comprises gently rolling open countryside with moderately sized pastoral fields delineated by generally intact hedgerows with occasional mature hedgerows trees. This, along with the mature woodland at Clifton Hall, creates a strong sense of visual separation between the two settlements with very limited intervisibility. Additionally, mature trees surrounding the Salwick industrial complex act to screen western areas of Lea Town from Clifton.

Connection

There is also a strong perceived sense of separation when travelling between the two settlements. The most direct road route is via Lea Lane and Ash Lane with a linear distance of approximately 1.2km. This route comprises narrow country lanes lined by robust hedgerows and trees. Where vegetation and landform allow, there are views available over the surrounding rural landscape which maintains an strong sense of rural separation. Less direct routes are also available via Deepdale Lane and Clifton Lane to the north-west, and via Darkinson Lane connecting to Ash Lane to the east.

Variations in contribution within the gap

The following variations within the gap are noted:

- Land on the southern edge of Lea Town and north-eastern edge of Clifton lies in relative proximity to the settlement edges; has a similar landform to that of the settlements; and has relatively weak boundary features between it and the settlement edge (formed predominantly of residential garden boundaries), with some resulting visual connection. The land therefore has a weaker distinction from the settlements.
- Land between the above areas is more strongly distinct from Lea Town and Clifton, being located some distance from, and having limited views towards, both settlements. It is therefore perceived as being central to the gap.

Conclusion on strength of gap

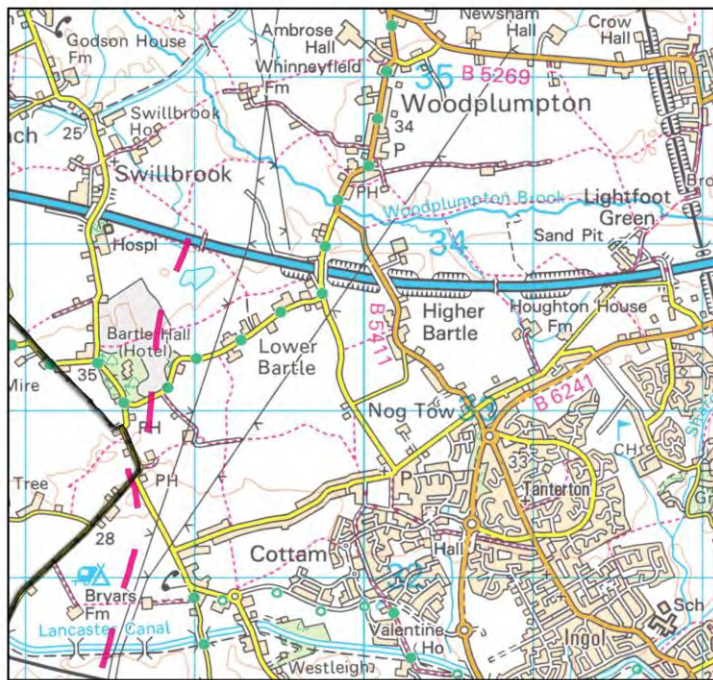
Overall, the strength of the gap between Lea Town and Clifton is considered to be **moderate**.

The following key elements contribute to the maintenance of the gap:

Appendix C Areas of separation assessment

- The role of woodland around Clifton Hall and the shallow valley of the Deepdale Brook as separating features.
- The role of trees along the north of Deepdale Lane play in visually screening western areas of Lea Town and low-level infrastructure within the Salwick industrial complex.
- The visual separation provided by the gently rolling topography and intervening vegetation.
- The rural character of Lea Lane and Clifton Lane in maintaining a strong perceived sense of rural separation.

Preston and Woodplumpton



Preston - Woodplumpton

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
 - Flood zone 3b
 - Registered Parks and Gardens
- Other constraints**
 - Preston Historic Designed Landscape
 - Biological Heritage Site
 - Local Nature Reserve
 - National Cycle Network
 - Public Right of Way
 - Grade II* Listed building
 - Grade II Listed building



Physical separation

Woodplumpton is a village located to the northwest of Preston. It is rural north-south linear village focussed along Woodplumpton Road (the B5411) defined on its southern edge by Woodplumpton Brook and its associated valley form.

Preston is a city located on the north bank of the River Ribble. The river has historically constrained growth to the south, meaning the city has expanded to the north, east and west. Today the M55 Motorway largely defines the northern edge of Preston, albeit with some intervening open land retained between it and the settlement edge. There are several ongoing developments along the north-western edge of Preston, including off Buckthorn Drive, off Chiswell Road, off Discovery Drive and off Newmarket Drive; these have been considered within the following assessment (that is, the land is assumed to be developed).

The gap between Woodplumpton and the northern edge of Preston is approximately 1.1km wide (as the crow flies) and comprises open countryside with some intervening urban development. Intervening development includes the small linear villages of Lower Bartle and Higher Bartle, with the latter being largely contiguous with the urban area of Preston at Cottam/Ingol/Tanterton. The gap is moderately sized compared to Woodplumpton and contains the M55 and Woodplumpton Brook, which are significant separating features. In addition, a large sand quarry is located along the northern side of the motorway within the settlement gap. Whilst this is still in active operation, some of the older workings have flooded to form a series of large ponds/lakes, which further adds to a sense of physical separation. The M55 and sand quarry relate more strongly to Preston (owing to proximity), they are more likely to be breached by the expansion of this larger settlement. This would result in a greater impact on the function of the gap than would the expansion of

Visual separation

The landscape between the two settlements comprises gently undulating farmland characterised by fields defined by hedgerows with numerous mature

hedgerow trees and featuring numerous scattered well-vegetated field ponds (flooded marl pits). This, along with the well-vegetated cutting of the M55 and associated vegetation along Woodplumpton Brook, results in a strong sense of visual separation between the two settlements.

Connection

The most direct road route between the two settlement is via Woodplumpton Road and either Sandy Lane or Tabley Lane, which equates to a linear distance of approximately 1.3km. Despite the presence of intervening urban development at Lower Bartle and Higher Bartle, a strong sense of rural separation is maintained due to numerous gaps between areas of development, which allows views across the surrounding farmland.

Variations in contribution within the gap

The following variations within the gap are noted:

- The retained areas of open land to the south of the M55 near Preston and have some visual connection with the urban edge of Preston and intervening urban development at Lower Bartle and Higher Bartle. The motorway also acts as a strong outer boundary feature and provides a strong sense of urban containment. Land adjoining the settlement edge of Preston therefore has a weaker distinction from Preston (that is, it is more strongly related to the settlement than the open countryside) than the open countryside to the north of the motorway.
- Land lying between the M55 and Woodplumpton Brook is more strongly distinct from both settlements, being located some distance from both, and having less visibility towards either; having some landform distinction (the shallow valley form of Woodplumpton Brook); and being separated from the larger settlement of Preston by a strong boundary feature (M55 Motorway). It is therefore perceived as being central to the gap.

Appendix C Areas of separation assessment

- Land on the southern and south-eastern edge of Woodplumpton lies in relative proximity to the settlement edge; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge (formed of residential garden boundaries), with some resulting visual connection. The land therefore has a weaker distinction from Woodplumpton.

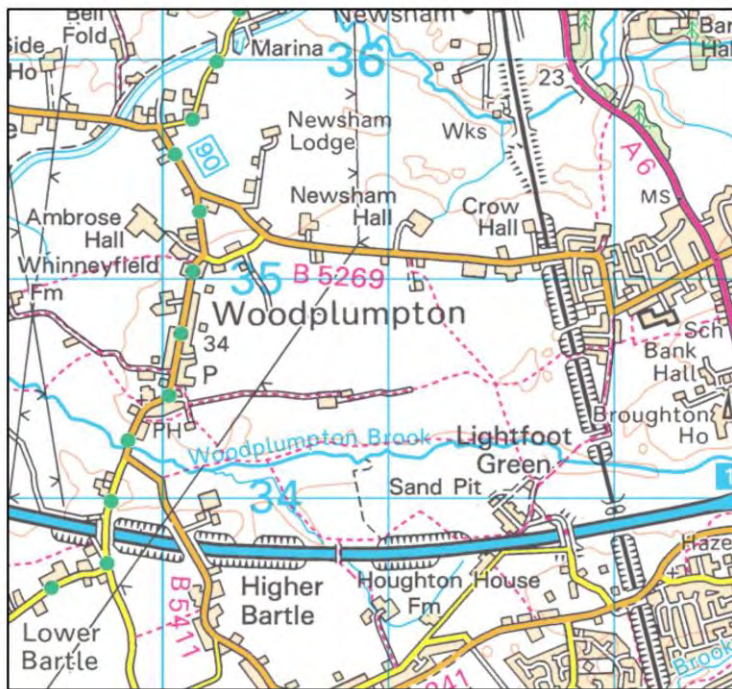
Conclusion on strength of gap

Overall, the strength of the gap between Preston and Woodplumpton is **moderate**.

The following key elements contribute to the maintenance of the gap:

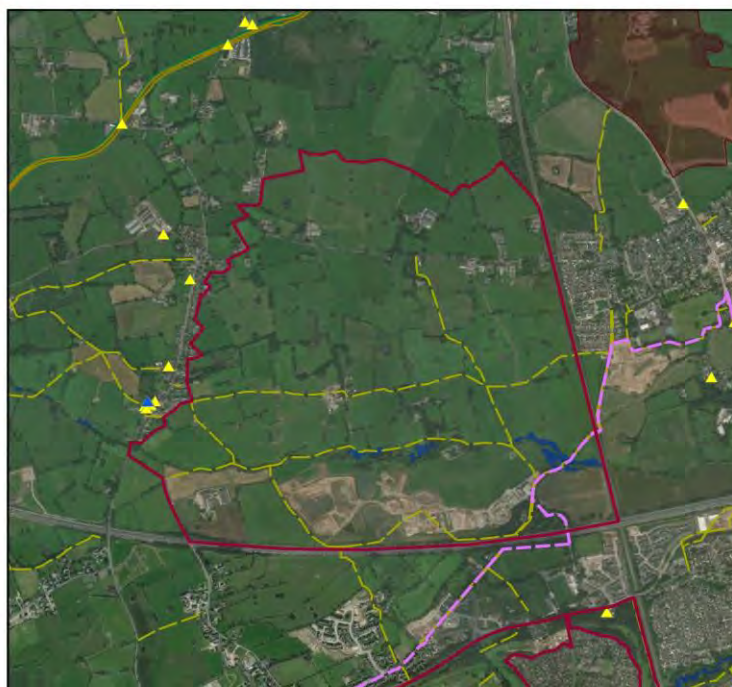
- The role of the M55, Woodplumpton Brook and sand quarry as a significant separating features.
- The visual separation provided by the undulating topography and intervening vegetation.
- The sense of rural separation when travelling between the two settlement along Woodplumpton Road and Sandy Lane/Tabley Lane, due to gaps between areas of urbanising development and associated views across the surrounding farmland.

Woodplumpton and Broughton



Woodplumpton - Broughton

-  Central Lancashire boundary
-  Area within which settlement separation should be a consideration
- Absolute constraints**
-  Flood zone 3b
- Other constraints**
-  Preston Historic Designed Landscape
-  Biological Heritage Site
-  Local Nature Reserve
-  National Cycle Network
-  Public Right of Way
-  Grade II* Listed building
-  Grade II Listed building



Physical separation

Woodplumpton and Broughton are villages located to the north of Preston. The main area/centre of Broughton is formed by development concentrated along the east-west axis of Whittingham Lane/Woodplumpton Lane (B5269). The western settlement edge of this main area Broughton is defined by the West Coast Main Line railway. However, some development extends beyond this along Newsham Hall Lane (B5269) where the road sign for the village is located. Woodplumpton is located to the west of Broughton and comprises a north-south linear village focussed along Woodplumpton Road (the B5411). The eastern settlement edge of Woodplumpton is formed primarily of domestic garden boundaries and remnant field hedgerow boundaries.

The gap between Woodplumpton and Broughton is between approximately 1.4km and 1.7km (as the crow flies), which is wide in comparison to the size of both villages. The gap comprises open countryside with very limited urbanising development. The railway line along the western edge of Broughton forms a significant separating feature. There are no other significant separating features within the gap; a large sand quarry (including flooded older workings), located to the south of the gap along the northern side of the M55, is peripheral to the gap.

Visual separation

The gap comprises gently undulating farmland characterised predominantly by pastoral fields delineated by hedgerows with numerous mature hedgerow trees, interspersed with scattered well-vegetated field ponds (flooded marl pits). This provides a strong sense of visual separation between the two villages, with very little intervisibility between the two.

Connection

There is also strong perceived sense of separation when travelling along Newsham Hall Lane, which provides the only direct road route between the two villages. This due to a lack of urbanising development and open views out from the road across the surrounding open countryside.

Variations in contribution within the gap

The following variations within the gap are note:

- Land on the immediate eastern edge of Woodplumpton lies in proximity to the settlement edge; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge (formed of residential garden boundaries and some remnant field boundaries), with some resulting visual connection. The land therefore has a weaker distinction from Woodplumpton.
- Land lying between the above area and the West Coast Main Line is more strongly distinct from both settlements, being located some distance from Woodplumpton and being separated from Broughton by the significant separating feature of the railway. It is therefore perceived as being central to the gap.

Conclusion on strength of gap

Overall, the strength of the gap between Woodplumpton and Broughton is **robust**.

The following key elements contribute to the maintenance of the gap:

- The visual separation provided by the undulating topography and intervening vegetation.



Appendix C Areas of separation assessment

- The sense of rural separation when travelling between the two settlement along Newsham Hall Lane (the B5269) due to a lack of intervening urbanising development and open views across the surrounding farmland.
- The role of the West Coast Mainline as a significant separating feature along the western edge of Broughton.

Broughton and Goosnargh








Broughton - Goosnargh/Whittingham

-  Central Lancashire boundary
-  Area within which settlement separation should be a consideration

Absolute constraints

-  Scheduled Monument

Other constraints

-  Preston Historic Designed Landscape
-  National Cycle Network
-  Public Right of Way
-  Grade II* Listed building
-  Grade II Listed building



Physical separation

Broughton and Goosnargh/Whittingham are villages located to the north and north-east of Preston respectively. The main area/centre of Broughton is formed of relatively dense development concentrated along the east-west axis of Whittingham Lane/Woodplumpton Lane (B5269). To the east of this there is a long continuous stretch of ribbon development along Whittingham Lane, extending east beyond the M6 Motorway as far as Dean Brook. Goosnargh lies to the east of Broughton further along Whittingham Lane. The western edge of the village is formed primarily of domestic garden boundaries and remnant field hedgerow boundaries. There is an ongoing development on the western edge of Broughton, off Bamford Road to the south of Whittingham Lane and west of Pudding Pie Nook Lane; this has been considered within the following assessment (that is, the land is assumed to be developed). There is also currently an ongoing Planning Inquiry for a number of proposed development sites around Goosnargh, two of which are on the southern edge of the village and lie within the gap - Goosnargh Cottage (Appeal A) and South of Whittingham Lane (Appeal B); as these are still to be determined they have not been considered within the assessment.

At its narrowest, the gap between Broughton and Goosnargh is approximately 1.9km as the crow flies (measured between the Dean Brook boundary of Broughton and the western settlement edge of Goosnargh). This gap is wide in comparison to the size of both villages, and contains Dean Brook and its shallow valley, which defines the eastern extent of Broughton and provides a separating feature between the two settlements. The M6 motorway runs north-south through Broughton largely on embankment. Whilst this outside the gap to the west and development in Broughton extends beyond it (as described), it forms a significant separating feature to the east of the main area of the village which increases a sense of separation. The gap contains some ribbon development along Whittingham Lane, Langley Lane and Goosnargh Lane, which diminishes the sense of physical separation to some extent.

Visual separation

The landscape within the gap comprises undulating farmland defined by hedgerows with occasional hedgerow trees. Dean Brook and a tributary of Blundell Brook to the south are also relatively well-treed. This creates a strong sense of visual separation between the two settlements, with very limited inter-visibility between them.

Connection

Whittingham Lane provides a direct road route between the two settlements, which equates to a linear distance of approximately 1.9km. A longer route is also available via Langley Lane and Goosnargh Lane to the north. Whilst there is ribbon development along these routes, large gaps between the areas of development allow views across the adjacent open countryside and this provides a strong sense of rural separation.

Variations in contribution within the gap

The following variations within the gap are noted

- Land lying between Pudding Pie Nook Lane and Dean Brook to the east lies in close proximity to the edge of Broughton (including the ongoing development off Bamford Road) and has some visual connection with the settlement edge. The land therefore has a weaker distinction from Broughton (that is, it is more strongly related to the settlement than the open countryside) than land further to the east.
- Land between Langley Lane/Pudding Pie Nook Lane and Public Rights of Way 6-9 FP4, 6-9 FP7 and 6-9 FP16 (in the vicinity of Chingle Hall and Swainson's Farm) is strongly distinct from both Broughton and Goosnargh/Whittingham, being located some distance from, and having limited views towards, both settlements; and having some landform

Appendix C Areas of separation assessment

distinction (the shallow valley form of Dean Brook and tributary of Blundell Brook). It is therefore perceived as being central to the gap.

- Land to the east of Public Rights of Way 6-9 FP4, 6-9 FP7 and 6-9 FP16 lies in relative proximity to Goosnargh/Whittingham; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge, with some resulting visual connection. The land therefore has a weaker distinction from Goosnargh/Whittingham.

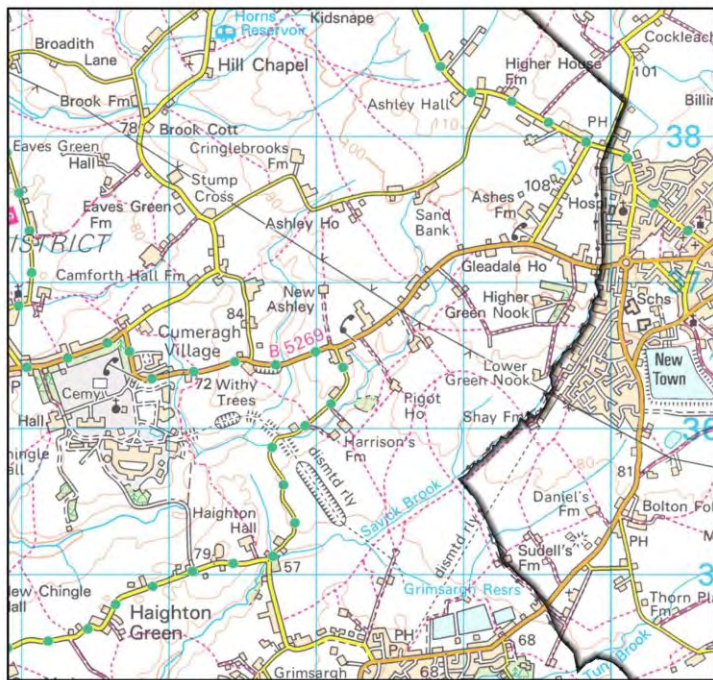
Conclusion on strength of gap

Overall, the strength of the gap between Broughton and Goosnargh/Whittingham is considered to be **moderate**.

The following key elements contribute to the maintenance of the gap:

- The visual separation provided by hedgerow trees and tree cover along Dean Brook and the M6 embankments.
- The role of Dean Brook as a separating feature on the eastern edge of Broughton.
- The landform distinction created by the shallow valley of the Dean Brook.

Goosnargh/Whittingham and Longridge



Goosnargh/Whittingham - Longridge

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
 - Ancient Woodland
- Other constraints**
 - Preston Historic Designed Landscape
 - Biological Heritage Site
 - Local Nature Reserve
 - National Cycle Network
 - Public Right of Way
 - Grade II* Listed building
 - Grade II Listed building



Physical separation

Goosnargh/Whittingham is a village that lies to the north-east of Preston. Longridge is a market town located to the east of Goosnargh/Whittingham lying on the border of Preston District and the Ribble Valley District. Goosnargh comprises development to the north of Whittingham Lane (the B5269) with some ribbon development further to the east along Whittingham Lane. The Whittingham area lies to the south of Whittingham Lane, to the south-east of Goosnargh and forms the easternmost extent of the settlement. The eastern settlement edge comprises domestic garden boundaries and tree belts and woodland which form part of the historic parkland associated with Whittingham Hospital (designated as a Preston Historic Designed Landscape). The western settlement edge of Longridge comprises domestic garden boundaries and remnant hedgerow field boundaries.

At its narrowest, the gap between Goosnargh/Whittingham and Longridge is approximately 2.5km (as the crow flies), which is wide in comparison with the size of Goosnargh/Whittingham. The gap comprises open countryside with some scattered areas of intervening urbanising development, principally along Cumeragh Lane (the B5269). The gap contains the Blundell Brook and Savick Brook, as well as associated tributaries. These watercourses, along with their associated valley forms and vegetation, form significant separating features.

Visual separation

The landscape within the gap comprises undulating farmland defined by hedgerows with occasional mature hedgerow trees, and interspersed with scattered well-vegetated field ponds (flooded marl pits). The Blundel Brook and Savick Brook and their tributaries, are also relatively well-treed. There are also mature woodland and tree belts associated with Whittingham Hospital on the south-eastern edge of Whittingham and tree belts in the vicinity of Green Nook House on the south-western edge of Longridge. This creates a strong sense of

visual separation between the two settlements, with very little inter-visibility between them.

Connection

Due to the relatively wide gap, there is also a strong perceived sense of separation when travelling between the two settlements. The most direct route is via Cumeragh Lane (the B5269) which equates to a linear distance of approximately 2.8km. A longer route is also available via Camforth Hall Lane, Ashely Lane and Inglewhite Road to the north. Whilst there is some dispersed intervening urbanising development along these routes, a strong sense of rural separation is maintained by numerous gaps between areas of development and the associated views across the surrounding farmland.

Variations in contribution within the gap

The following variations within the gap are noted:

- Land immediately north and east of Cumeragh Lane (south of Camforth Hall Lane) lies in relative proximity to the eastern settlement edge of Goosnargh/Whittingham; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge, with some resulting visual connection. The land therefore has a weaker distinction from Goosnargh/Whittingham (that is, it is more strongly associated with the settlement than land further to the east).
- Land immediately west of Halfpenny Lane (between Cumeragh Lane and Inglewhite Road), lies in close proximity to, and has some visual connection with, the north-western settlement edge of Longridge. It has a similar landform to that of the settlement, and therefore has a weaker distinction from Longridge than land further to the west.
- Elsewhere within the gap, land is more strongly distinct from both settlements. It is either located some distance from both settlement edges or is separated by well-treed settlements edges (such as the south-eastern

edge of Whittingham and the south-western edge of Longridge); and has some landform distinction (the shallow valley form of Blundel Brook and its tributaries). It is therefore perceived as being central to the gap.

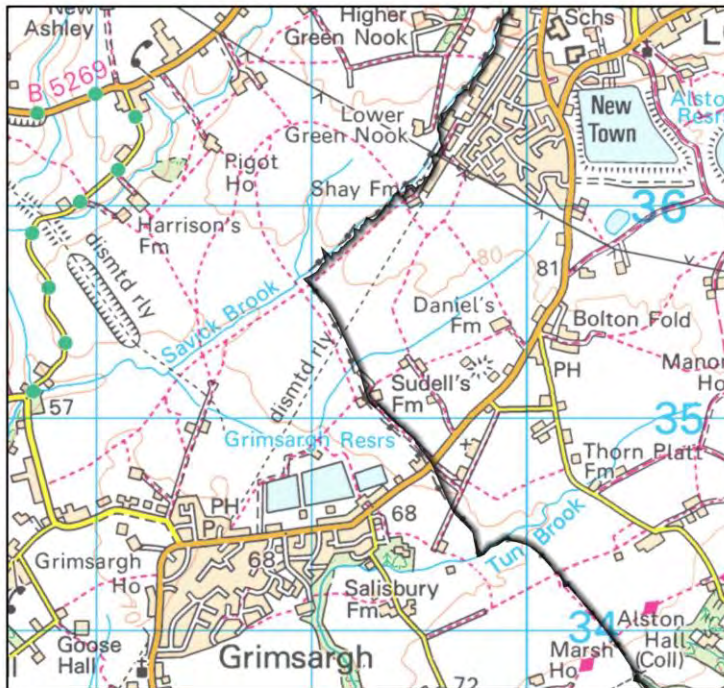
Conclusion on strength of gap

Overall, the strength of the gap between Goosnargh/Whittingham and Longridge is considered to be **robust**.

The following key elements contribute to the maintenance of the gap:

- The role of Blundel Brook and Savick Brook and their tributaries as separating features.
- The visual separation provided by the undulating topography and intervening vegetation.
- The strong sense of rural separation when travelling between the two settlements along Cumeragh Lane due to there being only limited areas of intervening urbanising development and numerous views across the surrounding farmland.

Grimsargh and Longridge



Grimsargh - Longridge

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
 - Site of Special Scientific Interest
 - Ancient Woodland
- Other constraints**
 - Preston Historic Designed Landscape
 - Biological Heritage Site
 - Local Nature Reserve
 - National Cycle Network
 - Public Right of Way
 - Grade II Listed building



Physical separation

C.1 Grimsargh is a village that lies to the north-east of Preston. Longridge is a market town located to the north-east of Grimsargh, on the border between Preston District and the Ribble Valley District. The northern and north-eastern settlement edge of Grimsargh is formed predominantly of domestic garden boundaries, although to the north-east the boundary is backed by vegetation and the waterbodies of Grimsargh Reservoirs/Wetlands (now designated as a Biological Heritage Site). The south-western settlement edge of Longridge predominantly comprises domestic garden boundaries and some remnant hedgerow field boundaries. There are ongoing developments located on the north-eastern edge of Grimsargh (off Combine Road) and south-western edge of Longridge (off The Park and Alston Meadows) within the gap; these have been considered within the following assessment (that is, the land is assumed to be developed).

At its narrowest, the gap between Grimsargh and Longridge is approximately 1.2km (as the crow flies), which is moderately wide in comparison with the size of Grimsargh. The gap comprises open countryside with some intervening urbanising development, principally the small settlement of Alston located along the B6243. Alston is located closer to the edge of Longridge and is therefore more associated with it than Grimsargh. Any further development of Longridge south along the B6243 would result in Alston being perceived as part of the larger settlement. The Grimsargh Reservoirs/Wetlands are located on the north-eastern edge of the village and form a significant separating feature. An unnamed small brook also flows roughly south-east to north-west across the gap between the reservoirs and Savick Brook and forms a separating feature. As these features relate more strongly to Grimsargh (owing to proximity), it is more likely to be breached by the expansion of this settlement. There are no other significant separating features within the gap.

Visual separation

The landscape within the gap comprises undulating farmland defined by hedgerows with occasional mature hedgerow trees. It also features several scattered vegetated field ponds (flooded marl pits) and vegetated drainage ditches. This, along with the vegetation around Grimsargh Reservoirs and along the unnamed brook, means that there is very little inter-visibility between the two settlements and a resulting strong sense of visual separation.

Connection

The most direct route between the two settlements is via Preston Road (the B6243) which equates to a linear distance of approximately 1.3km. There are no other direct road routes between the two settlements. There is some intervening urbanising development along Preston Road, including Our Lady & St Michaels Church, Alston Lane Primary School, and houses within Alston. However, a sense of rural separation is maintained due to the gap being relatively wide and numerous gaps between areas of development, which allows views across the surrounding farmland.

Variations in contribution within the gap

The following variations in contribution within the gap are noted:

- Land to the south and south-west of the unnamed brook, including the narrow strip of land south of Grimsargh Wetlands/Reservoirs, lies in relative proximity to the settlement and has relatively weak boundary features between it and the settlement edge, with some resulting visual connection. The land therefore a weaker distinction from Grimsargh (that is, it is more strongly associated with the settlement than land to the north-east).

Appendix C Areas of separation assessment

- Land to the north and north-west of Alston (north and east of the access track between Daniel's Farm and Shay Farm) lies in relative proximity to the south-western settlement edge of Longridge; has a similar landform to that of the settlement; and has relatively weak boundary features between it and the settlement edge, with some resulting visual connection. The land therefore has a weaker distinction from Longridge.
- Land between the unnamed brook and Grimsargh Reservoirs and Alston is more strongly distinct from Grimsargh and Longridge, being located some distance from, and having limited views towards, both settlements. It is therefore perceived as being central to the gap.

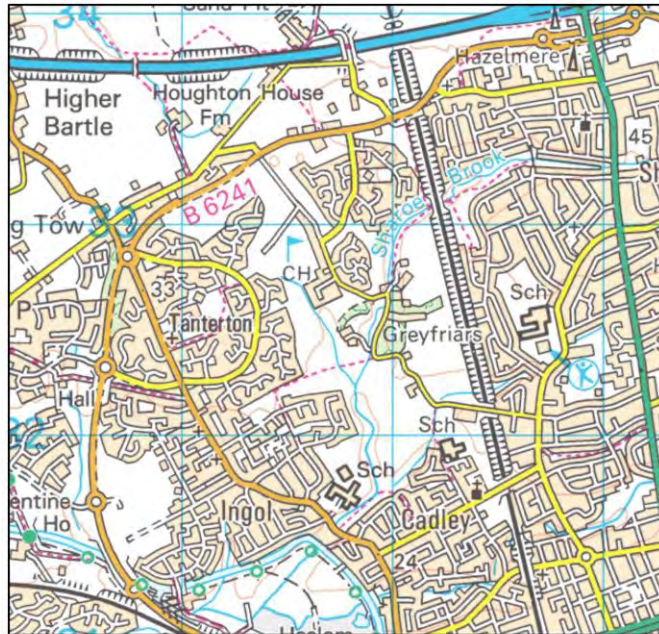
Conclusion on strength of gap

Overall, the strength of the gap between Grimsargh and Longridge is considered to be moderate.

The following key elements contribute to the maintenance of the gap:

- The visual separation provided by the undulating topography and intervening vegetation.
- The physical presence of Grimsargh Wetlands/Reservoirs and associated woodland to the immediate north-east of Grimsargh.
- The sense of rural separation when travelling between the two settlements along Preston Road due to gaps between areas of urbanising development and associated views across the surrounding farmland.

Within Preston, between the suburbs of Ingol/Tanterton and Greyfriars/Cadley



Ingol/Tanterton - Greyfriars/Cadley

-  Central Lancashire boundary
-  Area within which settlement separation should be a consideration
- Absolute constraints**
 -  Flood zone 3b
 -  Registered Parks and Gardens
- Other constraints**
 -  Preston Historic Designed Landscape
 -  Biological Heritage Site
 -  Local Nature Reserve
 -  Conservation Area
 -  National Cycle Network
 -  Public Right of Way
 -  Grade II Listed building



Gap description

Ingol/Tanterton, Greyfriars and Cadley are residential suburbs located to the north-west of Preston. The gap separating Greyfriars (to the north-east) from Ingol/Tanterton (to the west) and Cadley (to the south) comprises open undulating land forming the shallow valley of Sharoe Brook and one of its tributaries. The land is well-wooded, comprising the vegetated watercourses, woodland and tree belts within the former Ingol Village Golf Club, and remnant features of historic parklands associated with Uplands Hall and Greyfriars. The eastern edge of the gap is defined by the West Coast Mainline, which forms a strong boundary separating these areas from the suburb of Sharoe Green to the east. The gap is defined by the B6241 to the north, and ribbon development along this route largely contains the gap within the urban area.

Ingol/Tanterton - Cadley

The Ingol/Tanterton and Cadley areas are largely contiguous with each other, with little break in development along the western side of Tag Lane/Woodplumpton Road which directly links the two. However, some sense of physical separation is provided by the shallow valley form and open space associated with Sharoe Brook to the east of Woodplumpton Road. This forms part of the gap and measures approximately 80m (as the crow flies) at its narrowest point. Despite the narrow width of the gap here, mature vegetation along Sharoe Brook and within the grounds of Tulketh Community Sports College, provides some sense of visual separation between the two areas.

Greyfriars - Ingol/Tanterton

The gap between Greyfriars and Ingol/Tanterton is generally wider, measuring on average between approximately 200m and 600m. The gap has been narrowed to as little as 50m wide at the point between a new housing

development along Sunningdale Street (Tanterton) and development on Uplands Chase (Greyfriars). However, this narrowest part of gap contains a tributary of Sharoe Brook which provides a separating feature. Mature vegetation along the watercourse also means that some sense of visual separation is maintained. There is a lack of direct road routes between the Ingol/Tanterton and Greyfriars areas; the shortest road route between the two is via the B6241 to the north. This road is enclosed by mature tree belts which adds to a perceived sense of separation when travelling between the two suburbs.

Greyfriars - Cadley

The gap between Greyfriars and Cadley to the south is relatively wide, measuring approximately 850m at its narrowest. The gap contains Sharoe Brook, which forms a separating feature, and the well-wooded nature of the gap also creates a strong sense of visual separation between the two areas. There are no direct roads linking Cadley to Greyfriars; the shortest route involves crossing over the West Coast Mainline via a combination of Cadley Causeway, Black Bull Lane, Boys Lane and Walker Lane. This lack of direct road connectivity adds to a perceived sense of separation between the two areas.

Variations in contribution within the gap

The following variations within the gap are noted:

- Land between Ingol/Tanterton and Cadley to the east of Tag Lane/Woodplumpton Lane comprises only a narrow strip of open land along the Sharoe Brook.
- A new residential housing estate along Sunningdale Street in the eastern edge of Tanterton has closed the gap from Greyfriars to approximately 50m at its narrowest point. However, a well-vegetated tributary of the

Appendix C Areas of separation assessment

Sharoe Brook and a lack of permeability between the two residential areas maintains some degree the perceived separation.

- Elsewhere in the gap, the undulating topography, watercourses, and presence of mature vegetation provide a strong sense of physical and visual separation.

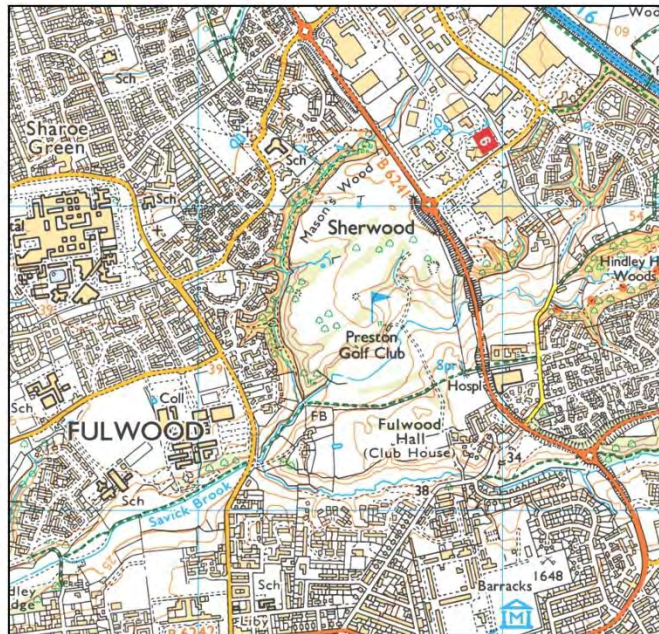
Conclusion on strength of gap

Overall, the strength of the gap between Ingol/Tanterton, Greyfriars and Cadley is considered to be **moderate**.

The following key elements contribute to the maintenance of the gap:

- The role of Sharoe Brook and its tributary in providing a separating features.
- The visual separation provided by the undulating topography and intervening vegetation.
- The lack of direct road access connecting Greyfriars with Ingol/Tanterton and Cadley.
- Mature trees that line the B624 and provide a strong sense of separation when travelling between, Ingol/Tanterton and Greyfriars.

Within Preston, between the suburbs of Sharoe Green and Fulwood Row



Sharoe Green - Fulwood Row

- Central Lancashire boundary
- Area within which settlement separation should be a consideration
- Absolute constraints**
 - Flood zone 3b
 - Ancient Woodland
- Other constraints**
 - Preston Historic Designed Landscape
 - Biological Heritage Site
 - Local Nature Reserve
 - Conservation Area
 - National Cycle Network
 - Public Right of Way
 - Grade II Listed building



Gap description

Fulwood and Sharoe Green are residential suburbs located to the north-east of Preston. The gap separating Sharow Green (to the north-west) from Fulwood (to the south) and Fulwood Row (to the east) comprises open undulating land forming the prominent valleys of Sandy Brook and Savick Brook and one of its tributaries. The land is well-wooded, comprising the well-vegetated vegetated watercourses, and woodland and tree belts within Preston Golf Club. The south-eastern settlement edge of Sharoe Green is defined by residential garden boundaries backing onto the steep densely wooded valley the tributary of Savick Brook (including Mason's Wood Ancient Woodland). The northern edge of Fulwood is similarly defined by residential garden boundaries backing onto the steep densely wooded valley of Sandy Brook. The western settlement edge of Fulwood Row is defined by Eastway (the B6241), which is lined either side by robust tree belts. The gap is effectively contained within the urban area of Preston.

Sharoe Green - Fulwood

The gap between Sharoe Green and Fulwood is relatively narrow in relation the size of both suburbs. It measures approximately 250m (as the crow flies) at its narrowest point along Sharoe Green Lane, which directly links the two. However, the gap contains Savick Brook and its steep wooded valley, which provides a strong sense of physical and visual separation.

Sharoe Green – Fulwood Row

The gap between Sharoe Green and the Fulwood Row area is wider, measuring between approximately 700m and 900m (as the crow flies), which is moderately wide in comparison to the size of both suburbs. The gap comprises an undulating landform incised by the steeper wooded valleys of Savick Brook and

Appendix C Areas of separation assessment

its tributary which, along with the B6241, form significant separating features. The land also contains the open fairways and woodland belts of Preston Golf Club. This provides a strong sense of visual separation. This perceived sense of separation is added to by a lack of direct road routes through the gap between Sharoe Green and Fulwood Row

Variations in contribution within the gap

The following variations within the gap are noted:

- Land between Sharoe Green and Fulwood along Sharoe Green Lane is relatively narrow in comparison to other areas of the gap, although comprises the steep wooded valley of the Savick Brook which maintains a sense of physical and visual separation.
- The settlement edge to the south of the golf course is less robust with the northward encroachment of development into the settlement gaps being more plausible.

Conclusion on strength of gap

Overall, the strength of the gap between Sharoe Green and Fulwood and Fulwood Row is **moderate**.

The following key elements contribute to the maintenance of the gap:

- The role of Sandy Brook, Savick Brook and its tributary, and the B6241 in providing separating features.
- The visual separation provided by woodland and mature vegetation, including that along watercourses, that within the Preston Golf Club and that lining the B6241.
- The lack of direct road access between the Sharoe Green and Fulwood Row areas.

Report produced by LUC

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