

Receptor including indication of whether receptor would be directly or indirectly impacted)	Key characteristics/features including source for these published areas	Sensitivity	Change in landscape (predicted impacts)	Magnitude of landscape change without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of landscape change with mitigation	Significance of residual effects
Fylde Landscape Character Area (LCA) (15d) (Directly impacted) Distance 0m	The key characteristics of the area are: <ul style="list-style-type: none"> The gently undulating farmland of the Fylde occurs between Blackpool to the west and Preston and the M6 corridor to the east; Formed of boulder clay deposits which lie on soft Triassic sandstones and mudstones and is naturally poorly drained. Field ponds are a particularly characteristic feature of this area and provide important wildlife habitats; Predominant land use is dairy farming on improved pasture and lowland sheep farming with a small amount of arable on freer draining soils; Red brick nineteenth century two storey farmsteads with slate roofs and red brick barns are dominant built features of this LCA; Field size is large and field boundaries are low clipped hawthorn, although hedgerow loss is extensive; Blocks of woodland are characteristic, frequently planted for shelter and views of the Bowland fells are frequent between the blocks; and Many man-made elements; electricity pylons, communication masts and road traffic are all highly visible in the flat landscape. <p><u>Value:</u> The gently undulating landform is considered to be of medium value for its scenic quality. Trees, woodland and hedgerows are in variable condition and states of management but overall are considered to be of medium value for the contribution they make to the scenic quality and recreational value in softening the visual effect of transport corridors and the urban edge. Similarly, hedgerow field boundaries are considered fairly typical of the locality and in variable condition therefore of medium value overall. Overall, the value of Fylde LCA is considered to be medium.</p>	Medium	Construction Specific changes would result from removal of existing field boundaries and resulting loss of field pattern, and other vegetation clearance. Installation of construction fencing, establishment of main site compound with temporary buildings, and satellite compounds with equipment storage and stockpiles, and movement of plant and machinery including piling rigs and mobile cranes. The construction of the Scheme would increase the extent of road and rail infrastructure in the landscape and detract from its rural character. Construction activity would reduce tranquillity and visual amenity of the LCA. The local effect of such change would to some extent be reduced by the presence of the Preston Western Distributor Road (PWDR) and adjacent overhead powerlines.	Moderate adverse over the short-term for the directly affected area	Moderate Adverse over the short-term for the directly affected area (Slight adverse over the short-term on overall LCA)	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Moderate adverse over the short-term for the directly affected area	Moderate Adverse over the short-term for the directly affected area (Slight adverse over the short-term on overall LCA)
			Operation – winter year 1 Introduction of the Scheme would fundamentally change the character of the directly affected LCA and increase the extent of road and rail infrastructure in the rural landscape. The completed landscaping including tree and hedgerow planting along the site boundary would help integrate the Scheme into the surrounding landscape to some extent. Farmland used for temporary construction working areas and access would be returned to agriculture	Moderate Adverse over the medium-term for the directly affected area	Moderate Adverse over the medium-term for the directly affected area (Slight adverse over the short-term on overall LCA)	Tree and hedgerow to the Scheme boundary and tree planting on the railway line embankment. Scrub to the south of the railway line. Access road bridge designed to complement Quakers Bridge (Grade II Listed) Railway station building design, north pitch to have a sedum roof.	Moderate Adverse over the medium-term for the directly affected area	Moderate Adverse over the medium-term for the directly affected area (Slight adverse over the short-term on overall LCA)
			Operation – summer year 15 The tree, hedge and scrub planting would have established along the site boundary, helping to integrate the Scheme into the directly affected part of the LCA to some extent. The hedgerows would help reinforce the residual field boundary.	Moderate Adverse over the long-term for the directly affected area	Moderate Adverse over the long-term for the directly affected area (Slight adverse over the long-term on overall LCA)	Tree and hedgerow to the Scheme boundary and tree planting on the railway line embankment. Scrub to the south of the railway line. Access road bridge design to complement Quakers Bridge (Grade II Listed) Railway station building design, north	Minor adverse over the long-term for the directly affected area	Slight Adverse over the long-term for the directly affected area (Slight adverse over the long-term on overall LCA)

	<u>Susceptibility</u> : The landscape is typical of the farmland landscape within the LCA. The presence of man-made features such as the PWDR and pylons demonstrate its susceptibility to change. The susceptibility of the LCA to change arising from the Scheme is medium.					pitch to have a sedum roof.		
Industrial Ages (1800-1930) (Indirectly impacted)	The key characteristics of the urban landscape type are: <ul style="list-style-type: none"> Planned development typical of Victorian and Edwardian residential areas characterised by a unity of architectural character; with small red brick or stone-built terraces in working class districts and larger brick or stone semi-detached villas in broad tree-lined streets in areas dominated by middle class residents; and, Rectilinear street pattern on a regular grid. <u>Value</u> : Generally good condition, well-maintained residential areas. A sense of local identity is reflected in the architectural character of the residential areas; however, the busy A5085 Blackpool Road locally erodes the scenic quality and tranquillity of the landscape type. Overall, the value of the landscape type is medium. <u>Susceptibility</u> : The residential areas are susceptible to loss or erosion of character. The landscape type has been affected by road infrastructure. Consequently, the area is less susceptible to the Scheme as scenic quality has already been compromised. Overall susceptibility is medium.	Medium	Construction There would be no direct effects. Intervisibility with the construction working area for the Railway station building and the secondary means of escape (SME) off Lea Road would be visible in views from the edge of the LCA.	Negligible over the short-term	Neutral over the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Negligible over the short-term	Neutral over the short-term
			Operation – winter year 1 There would be no direct effects. Intervisibility with the completed landscaping, including reinstatement of the construction working areas as scrub and tree and shrub planting would help integrate the railway station building and SME into the surrounding landscape.	Negligible over the medium-term	Neutral over the medium-term	Scrub and tree and shrub planting to the Scheme boundary.	Negligible over the medium-term	Neutral over the medium-term
			Operation – summer year 15 There would be no direct effects. Scrub and tree and shrub planting, to include tree planting on the railway line embankment and to field boundaries would help integrate the railway station and SME into the surrounding landscape.	Negligible over the long-term	Neutral over the long-term	Scrub and tree and shrub planting to the Scheme boundary.	Negligible over the long-term	Neutral over the long-term
Suburban (1930s onwards) (Indirectly impacted)	The key characteristics of the urban landscape type are: <ul style="list-style-type: none"> A wide variety of architectural styles and layouts. The majority of areas are characterised by a spacious pattern of streets, low buildings, garages and gardens; Early suburban housing (1930-40) is typically semi-detached, built of brick and arranged in crescents and wide streets with large front and rear gardens. Forms ribbon development along principal urban routes with access to more recent housing estates behind. 1950s to 60s estates tend to be predominantly straight streets with 	Medium	Construction There would be no direct effects. Intervisibility with the Scheme would be visible in views from the edge of the LCA.	Negligible over the short-term	Neutral over the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Negligible over the short-term	Neutral over the short-term
			Operation – winter year 1 There would be no direct effects. Intervisibility with the completed landscaping, including reinstatement of the construction working areas restored to agricultural use would help integrate the Scheme into the landscape.	Negligible over the medium-term	Neutral over the medium-term	Tree and hedgerow planting to Scheme boundary	Negligible over the medium-term	Neutral over the medium-term
			Operation – summer year 15 There would be no direct effects. Tree planting on railway line embankment and tree and hedgerow planting along the Scheme boundary	Negligible over the long-term	Neutral over the long-term	Tree and hedgerow planting to Scheme boundary	Negligible over the long-term	Neutral over the long-term

	<p>some cul-de-sacs and with gardens and garages;</p> <ul style="list-style-type: none"> Since the 1970s housing development has been concentrated in relatively dense estates in cul-de-sac layouts, curved streets small gardens and garages and are often of a mixture of many different styles, frequently pastiches of old styles. The use of different materials usually not of local origin and standardised architectural detailing of particular styles has resulted in a loss of regional identity; and Further expansion of urban areas with the provision of new housing estates on the fringes of the towns and the development of brownfield sites. <p><u>Value:</u> Generally good condition, well-maintained residential areas with some areas of green space. The landscape type contains a variety of building styles and a lack of distinct urban form or architectural cohesion. Overall, the value of the landscape type is medium.</p> <p><u>Susceptibility:</u> A small number of historic buildings and mature trees associated with rail infrastructure and recreational areas are irreplaceable in the short and medium term. The LCA has been affected by road infrastructure and a mix of housing developments. Overall the susceptibility of the landscape type is medium.</p>		would help integrate the Scheme into the surrounding landscape.					
Local landscape Character Areas (LLCA)								
<p>Lea-Cottam Rural Urban Fringe LLCA</p> <p>(Partially directly impacted) Distance 0m</p>	<p>An area of predominantly pastoral farmland located along the northwest side of Preston adjacent to the suburbs of Cottam and Lea. The key features of the area are:</p> <ul style="list-style-type: none"> Relatively flat area with some minor undulations, generally 0-30m above ordnance datum (AOD); Small to medium sized fields with regular shaped pastoral fields with strong hedgerows and hedgerow trees; Occasional field ponds, only occasionally linked to hedgerows; Pony paddocks, recreation areas and golf courses (Ashton and Lea Golf Course); 	Medium	<p>Construction</p> <p>Specific changes would result from removal of existing field boundaries and resulting loss of field pattern, and other vegetation clearance. Installation of construction fencing, establishment of main site compound with temporary buildings, and satellite compounds with equipment storage and stockpiles, and movement of plant and machinery including piling rigs and mobile cranes. And the construction of Cottam Link Road Roundabout, station car park, alterations to the existing road network at Lea Road, and station building and platforms including a footbridge over the railway line would increase the extent of road and rail infrastructure in the landscape and erode the rural urban fringe character of the LLCA.</p> <p>Construction activity would reduce tranquillity and visual amenity of the LLCA. The local effect of such</p>	Moderate Adverse over the short-term for the directly affected area	Moderate Adverse over the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Moderate Adverse over the short-term for the directly affected area	Moderate Adverse over the short-term

	<ul style="list-style-type: none"> Containment of views by well-maintained hedgerows, many over-mature trees, and Preston's urban edge; and, Existing linear settlements (Cottam) with areas of new housing development under construction. <p><u>Value:</u> The flat landform is considered to be of medium value for its scenic quality. Strong hedgerow field boundaries with hedgerow trees are considered fairly typical of the locality. The presence of golf courses, pony paddocks and recreational areas erodes the rural character of the LLCA. Overall, the value of LLCA is considered to be medium.</p> <p><u>Susceptibility:</u> The landscape is typical of a farmland landscape adjacent to the urban fringe. The presence of man-made features such as the PWDR and pylons demonstrate the LLCAs susceptibility to change. Overall, the value of the LLCA is considered to be medium.</p>		change would to some extent be reduced by the presence of the PWDR.					
			<p>Operation – winter year 1</p> <p>Introduction of the Cottam Link Road Roundabout, car park which serves the railway station, alterations to the existing road network at Lea Road, and station building and platforms including a footbridge over the railway line. would result in localised changes to the character of the LLCA and increase the extent of road and rail infrastructure in the rural urban fringe landscape.</p> <p>The completed landscaping including scrub, and tree and hedge planting along the site boundary would not yet be established.</p> <p>Farmland used for temporary construction working areas and access would be returned to agriculture.</p>	Moderate Adverse over the medium-term for the directly affected area	Moderate Adverse over the medium-term	Tree and hedgerow to Scheme boundary. Tree planting to railway line embankment. Scrub planting to the south of railway line. Railway station building design, north pitch to have a sedum roof.	Moderate Adverse over the medium-term for the directly affected area	Moderate Adverse over the medium-term
			<p>Operation – summer year 15</p> <p>Scrub, and tree and hedge planting would have established along the site boundary, helping to integrate the Scheme into the directly affected part of the LLCA to some extent. The hedgerows would help reinforce the residual field boundaries. Localised changes to the LLCA would result in a minor magnitude of effect.</p>	Moderate Adverse over the long term for the directly affected area	Moderate Adverse over the long term	Tree and hedgerow to Scheme boundary. Tree planting to railway line embankment. Scrub planting to the south of the railway line. Railway station building design, north pitch to have a sedum roof	Minor Adverse over the long-term	Slight Adverse over the long-term
Fylde Farmland LLCA (Partially directly impacted) Distance 0m	An area of gently undulating farmland located west of Cottam, encompassing the settlement of Lea Town lies between 15m to 35m AOD. The key features of the area are: <ul style="list-style-type: none"> Gently undulating lowland farmland (15 to 35m AOD); Medium to large sized regular shaped pastoral fields with some arable fields divided by low clipped hedgerows, some fragmented; Small deciduous woodland blocks; High density of field ponds, most with some shrub and tree layers to parts of their perimeter which frequently connect to adjacent hedgerows; Rural settlements connected by country lanes; and Scattered red brick farmsteads, public houses and occasional windmills; and, Electricity pylons, Lancaster Canal, 	Medium	<p>Construction</p> <p>Specific changes would result from removal of existing field boundaries and resulting loss of field pattern, and other vegetation clearance. Installation of construction fencing, establishment satellite compounds and working areas with equipment storage and stockpiles, and movement of plant and machinery including piling rigs and mobile cranes. And the construction of the Cottam Link Road Roundabout from the associated development of Cottam Link Road, access road and associated earthworks and embankments, access road bridge over the Lancaster Canal and associated earthworks and embankments, alterations to the existing road network at Sidgreaves Lane, would increase the extent of road and rail infrastructure in the landscape and detract from its rural character. Construction activity would reduce tranquillity and visual amenity of the LLCA. The local effect of such change would to some extent be reduced by the presence of the PWDR.</p>	Moderate Adverse over the short-term for the directly affected area	Moderate Adverse over the short-term for the directly affected area	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Moderate Adverse over the short-term for the directly affected area	Moderate adverse over the short-term for the directly affected area
			<p>Operation – winter year 1</p> <p>Introduction of the Cottam Link Road Roundabout with the Cottam Link Road, access road and</p>	Moderate Adverse	Moderate Adverse	Tree and hedgerow to Scheme boundary and tree planting on the	Moderate Adverse	Moderate Adverse

	<p>Preston Fylde Junction to Blackpool North line and PWDR.</p> <p><u>Value:</u> The gently undulating is relatively scenic away from roads and railway, has a sense of tranquillity. Woodland blocks and field ponds contribute to the nature conservation value of the area. Overall the value of the LLCA is medium.</p> <p><u>Susceptibility:</u> Woodland blocks, hedgerow field boundaries and field ponds are susceptible to change arising from the Scheme. The road and rail corridors however reduce the susceptibility of the landscape as the Scheme would not be a new landscape element. Overall the susceptibility of the LLCA is considered to be medium.</p>		<p>associated earthworks and embankments, access road bridge over the Lancaster Canal and associated earthworks and embankments, alterations to the existing road network at Sidgreaves Lane would locally change the character of the LLCA and increase the extent of road and rail infrastructure in the rural landscape.</p> <p>The completed landscaping including tree and hedge planting along the site boundary and a tree and shrub belt to the west of Railway Cottages would not yet be established.</p> <p>Farmland used for temporary construction working areas and access would be returned to agriculture</p>	over the medium-term for the directly affected area	over the medium-term for the directly affected area	<p>railway line embankment</p> <p>Tree and shrub belt to the west of Railway Cottages.</p> <p>Access road bridge designed to complement Quakers Bridge (Grade II Listed)</p> <p>Railway station building design, north pitch to have a sedum roof</p>	over the medium-term for the directly affected area	over the medium-term for the directly affected area
			<p>Operation – summer year 15</p> <p>Tree and hedge planting to site boundary and bridge embankments, and the tree and shrub belt to the west of the Railway Cottages would have established along the site boundary, helping to integrate the Scheme into the LLCA to some extent. The hedgerows would help reinforce the residual field boundary.</p>	Moderate Adverse over the long-term for the directly affected area	Moderate Adverse over the long term for the directly affected area	<p>Tree and hedgerow to Scheme boundary and tree planting to railway line embankment. Tree and shrub belt to the west of Railway Cottages.</p> <p>Access road bridge designed to complement Quakers Bridge (Grade II Listed)</p> <p>Railway station building design, north pitch to have a sedum roof.</p>	Minor Adverse over the medium-term for the directly affected area	Slight Adverse over the medium-term for the directly affected area
Springfield's Industrial Development LLCA	<p>The area encompasses the Westinghouse Springfield industrial area located to the west of Lea Town. The key features of the area are:</p> <ul style="list-style-type: none"> Flat to gently undulating landform; Large scale Westinghouse Springfield industrial area; Steel vertical bar perimeter fencing; Views predominantly enclosed by mature tree and woodland planting located along the development's boundary, and along the Preston Fylde Junction to Blackpool North line to the north; and Deepdale Wood and Westinghouse Springfield's Works Ponds Non-Statutory Biological Heritage Sites located within the industrial area. <p><u>Value:</u> The LLCA is an industrial area of varying quality and condition and low aesthetic value. Woodland and ponds within the Biological Heritage Site enhance visual amenity and contribute to nature</p>	Low	<p>Construction</p> <p>There would be no direct effects.</p> <p>Limited intervisibility with the main construction compound and material storage area, and construction of the Scheme may be visible in views from the edge of the LLCA beyond the PWDR.</p>	No change over the short-term	Neutral over the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP.	No change over the short-term	Neutral over the short-term
			<p>Operation – winter year 1</p> <p>There would be no direct effects.</p> <p>Limited intervisibility with the completed landscaping, including reinstatement of the construction working area restored to agricultural use would help integrate the Scheme into the landscape.</p>	No change over the medium-term	Neutral over the medium-term	Tree and hedgerow planting to Scheme boundary	No change over the medium-term	Neutral over the medium-term
			<p>Operation – summer year 15</p> <p>There would be no direct effects.</p> <p>Tree planting on the railway line embankment and tree and hedgerow planting along the Scheme boundary would help integrate the Scheme into the surrounding landscape.</p>	No change over the long-term	Neutral over the long-term	Tree and hedgerow planting to Scheme boundary	No change over the long-term	Neutral over the long-term

	conservation value. The value of the LLCA is considered to be low. <u>Susceptibility:</u> The Biological Heritage Sites have features that cannot be replaced in the short to medium term. However, the predominantly industrial area is less susceptible to the Scheme. Overall, the susceptibility of the LLCA is considered to be low.							
River Ribble Farmland LLCA	An area of flat farmland located to the south of Lea Town and to the west of Preston's Lea suburb and to the north of the River Ribble. The area encompasses Savick Brook and the A583/A5085 Blackpool Road. The key features of the area are: <ul style="list-style-type: none">Flat farmland and marshland up to 15m AOD located to the River Ribble;Large scale pasture fields surrounded by ditches, post and wire fences or low clipped hedgerows;Lea Marsh and Bartle Wetland Biological Heritage Sites;River Ribble, Savick Brook (Savick Bridge Biological Heritage Site);Limited access to the area along farm access tracks; and,Landfill site, go-kart circuit, electricity pylons, A583/A5085 Blackpool Road. <u>Value:</u> The scenic quality and tranquillity of the LLCA is diminished by its proximity to transport corridors. The value of the LLCA lies in the presence of Biological Heritage Sites. Overall, the value of the LLCA is medium. <u>Susceptibility:</u> The presence of road infrastructure reduces the LLCA's susceptibility. The Biological Heritage Sites and hedgerow field boundaries are more susceptible to the Scheme as they are not replaceable in the short or medium term. Overall, the susceptibility of the LLCA is medium.	Medium	Construction No direct or indirect effect.	No change over the short-term	Neutral over the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP.	No change over the short-term	Neutral over the short-term
			Operation – winter year 1 No direct or indirect effect.	No change over the medium-term	Neutral over the medium-term	Tree and hedgerow planting within the Scheme boundary	No change over the medium-term	Neutral over the medium-term
			Operation – summer year 15 No direct or indirect effect.	No change over the long-term	Neutral over the long-term	Tree and hedgerow planting within the Scheme boundary	No change over the long-term	Neutral over the long-term
North West Preston Suburbs LLCA	An area of flat to slightly undulating (up to 21m AOD) suburban development located to the north and west of Preston including the suburbs of Cottam and Lea. The key features of the area are: <ul style="list-style-type: none">A mix of modern, 1970s, 1980s detached and semi-detached housing	Medium	Construction There would be no direct effects. Limited intervisibility with the main construction compound and material storage area, and construction of the Scheme may be visible in views from the edge of the LLCA.	Negligible over the short-term	Neutral over the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Negligible over the short-term	Neutral over the short-term

<p>estates predominantly with a cul-de-sac layout, linked together by well vegetated main spine roads;</p> <ul style="list-style-type: none"> Residential development with local amenities (churches, public houses, schools and shops); High degree of vegetation to well-maintained gardens and boundaries; Arterial roads lined with hedgerows or native trees; Views predominantly enclosed by structure planting and housing layout; and, Areas of public open space, Lancaster Canal, Preston Fylde Junction to Blackpool North line, Savick Brook. <p><u>Value:</u> The areas of green space within housing estates impart a sense of local identity. Overall, the value of the landscape is medium.</p> <p><u>Susceptibility:</u> The LLCA is affected by disturbance arising from the presence of busy main roads. Mature vegetation within the LLCA is susceptible to further vegetation loss. Overall, the LLCA has a medium susceptibility to change arising from the Scheme.</p>		<p>Operation – winter year 1</p> <p>There would be no direct effects.</p> <p>Limited intervisibility with the completed landscaping, including reinstatement of the construction working areas restored to agricultural use and scrub would help integrate the Scheme into the landscape.</p>	Negligible over the medium-term	Neutral over the medium-term	Tree and hedgerow planting and shrub planting within Scheme boundary. Scrub planting to south of railway line	Negligible over the medium-term	Neutral over the medium-term
		<p>Operation – summer year 15</p> <p>There would be no direct effects.</p> <p>Tree planting along the railway line embankment and tree and hedgerow planting within the Scheme boundary would help integrate the Scheme into the surrounding landscape.</p>	Negligible over the long-term	Neutral over the long-term	Tree and hedgerow planting and shrub planting within Scheme boundary. Scrub planting to south of railway line	Negligible over the long-term	Neutral over the long-term