

Site Portfolio

Site Name: Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor
Grid Reference: E.331662 : N.431893
Ward: St Leonards
Current Policy Allocation in Existing Local Plan: Leisure uses at Blackpool Airport (TREC19) and Green Belt (SP3)

Gross Site Area: (Ha)	5.00 Ha
Developable Area: (Ha)	3.00 Ha

Local Plan Revised Preferred Option Site Ref:	ES5
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. E2 Policy T2: Blackpool International Airport Policy SL2 – Fylde-Blackpool Periphery Strategic Location for Development
SHLAA Ref:	N/A
Planning Application Ref:	N/A

Position at December 2015:	Awaiting confirmation of approval of Blackpool Airport Enterprise Zone in April 2016.
	The emerging St Annes on the Sea Neighbourhood Development Plan covers the area.
Proposed Allocation:	Continuing operation and viability of the airport as a sub-regional facility. Policy T2 in the Revised Preferred Option version of the Local Plan

<p>Justification</p> <p>The airport is of sub-regional importance. The site is located to the south of Blackpool, it is to the south of the A5230, and to the east of the South Fylde Coast Rail line. It is part of the built-up area of Blackpool which lies within the administrative boundary of Fylde Council. The site is previously developed land. The site is wholly within the curtilage of Blackpool Airport.</p> <p>The site fronts Squires Gate Lane and currently comprises a mix of airport hangars and long stay surface car parking. The site is previously developed land and is within walking distance of Squires Gate Railway Station and there is good access into Blackpool and Lytham and St Annes by bus.</p> <p>It is located fairly close to an out-of-centre supermarket, Morrisons, shopping facility at Squires Gate, in Blackpool. It relates particularly well to existing settlements and services and social infrastructure provision in Blackpool.</p> <p>The Blackpool Business Park and Squires Gate Retail Park have been developed on disposed airport land. The majority of the residual airport land is designated as Green Belt and this will be safeguarded. However, there is sufficient land within the airport complex outside the Green Belt to facilitate further airport operational development.</p>

Development on this site has the potential to provide opportunities for specialised related employment uses near to the airport and would also provide employment close to where people live.

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Significant investment would be required in wastewater infrastructure to the site.

Gas could be taken without any reinforcement depending on connection location.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan. A Masterplan will also be required to be submitted, setting out measures to achieve a comprehensive and sustainable development of high quality.

Landscape Appraisal

Sensitivity to development: LOW

The following measures would mitigate against the visual impact of the site:

There is a landscape buffer along Squires Gate Lane which effectively screens the business parks / retail parks from the residential area to the north. In addition the buffer improves the public realm along Squires Gate Lane which is a major arterial road in Blackpool. Similar landscape screening would be needed on this site.

Viability

Developer Interest: Yes

Site Viability: Further viability work will be required to assess the viability of this site

Any Additional Information

Fylde Employment Land and Premises Study (FELPS) 2012:

- *Indicative size of any allocation* – Fylde Council should seek to secure at least half the land (5 Ha) to be allocated for B1, B2, B8 employment uses.
- *Suitable uses* – The type of development would be similar to the existing employment area on Amy Johnson Way, comprising B1 (a) offices. Although, the employment allocation may focus on ‘airport-related’ employment uses, it is not clear if there is sufficient demand for such a specialist scheme. In addition, the Warton Enterprise Zone will provide extensive accommodation for inward investment from the aerospace sector (and associated industries) meeting needs in many airport-related sectors.

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates run-off are achieved.

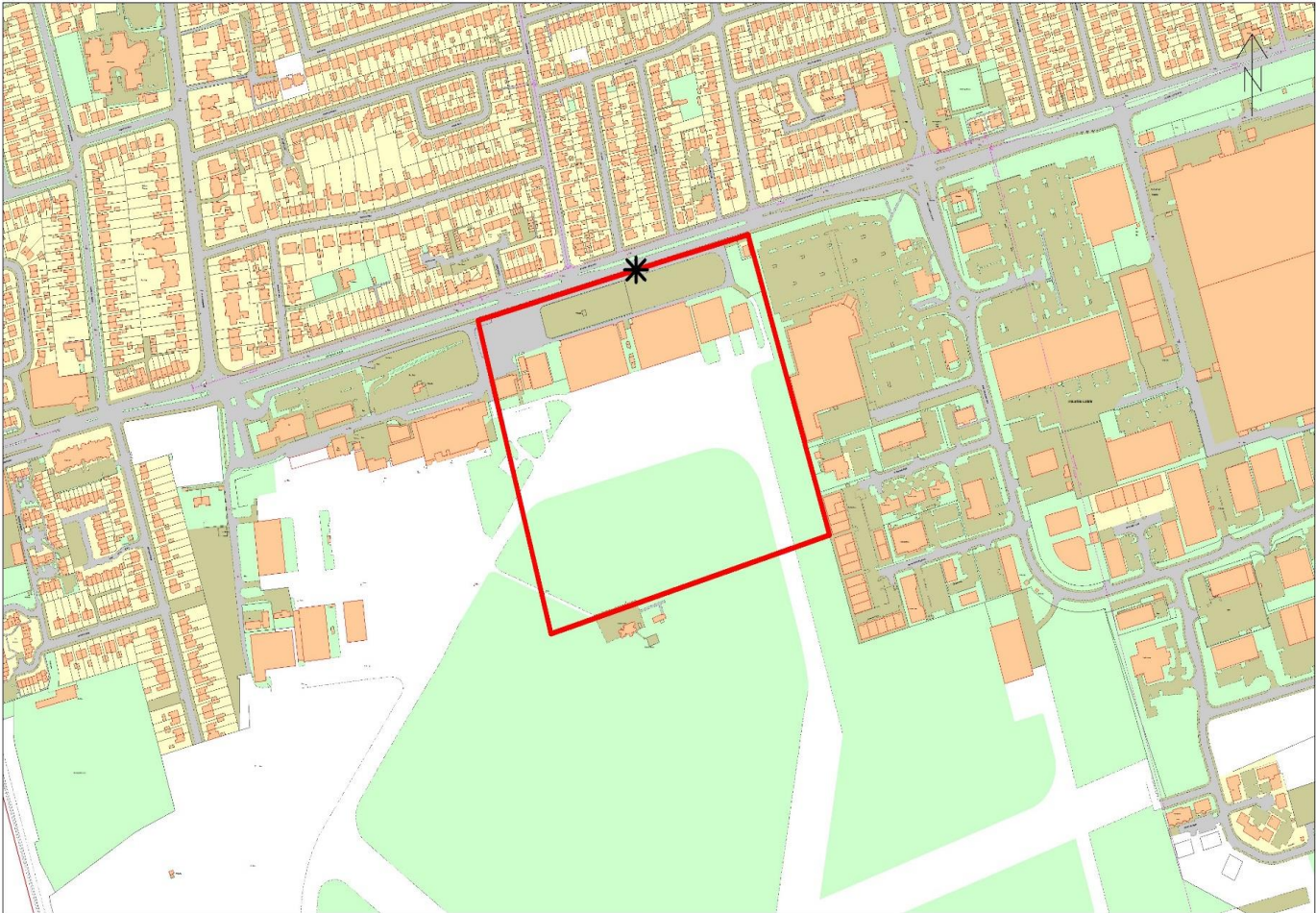
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Up to 0.8km	The site scores well with 12 of the 19 indicators in bands A and B. Site is good for public transport. The site scores relatively well for access to weekly and daily shops in band A. Access to social infrastructure is relatively good.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5 per hour	
	Distance to cycle route	0.81 to 1.2km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Up to 0.4km	
	Distance to supermarket	Up to 0.8km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	Up to 0.8km	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	1.61 to 3.2km	
	Distance to further/higher education	Over 5km	
	Distance to GP surgery	0.41 to 0.8km	
Distance to NHS general hospital	5.1 to 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Lytham and St Annes; Squires Gate, or Normoss	This site scores very well with 14 of the 16 indicators in band A. 2 indicators also fall within band C.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	None/5	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	Assess	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Previously Developed Land	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Outside	
	Contaminated land	Site investigation and remediation required	
	At risk from hazardous installations	No	
Within 3km of a congestion spot	No		
Economic Indicators	Distance to employment site	Up to 0.8km	One indicator appears in band A.
	Distance to Enterprise Zone	Over 10km	

Overall banding for site	A
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

Date : 22/07/2014

Prepared by T R Lechthaler BSc (Hons) MSc FBCart.S

ES2 - LAND AT BLACKPOOL INTERNATIONAL AIRPORT

Scale
0 25 50 75 100 125 m

Site Portfolio

Site Name: Land East of the Department of Works and Pensions (DWP) Building, Peel Park, Whitehills
Grid Reference: E.334892 : N.433238
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Existing Industrial Areas (EMP2)

Gross Site Area: (Ha)	9.78 Ha
Developable Area: (Ha)	5.89 Ha

Local Plan Revised Preferred Option Site Ref:	Part of site ES6 – ITSA, Brunel Way, Whitehills
Local Plan Preferred Option 2013 Site Reference and relevant policies:	N/A
SHLAA Ref:	N/A
Planning Application Ref:	N/A

Position at December 2015:	
Proposed Allocation:	Employment

Justification

The site is located to the south of M55, Junction 4; in close proximity to Blackpool. The site is located within the secure area occupied by the Department of Work and Pensions (DWP). The site is part previously developed land, part greenfield.

The site does not relate well to existing settlements and services in Fylde, including distances to supermarkets, convenience stores, schools or railway stations. The existing social infrastructure provision is based upon services in Blackpool, to the west. In sequential terms, the site is detached from existing services. The site is near to the motorway and strategic road network. The surrounding roads, including the motorway, form barriers to movement. In addition, too much development in this area would have negative implications on the settlements in Fylde.

The site is close to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities. The continued provision of employment land here will further enhance the economic base of the Fylde Coast Authorities.

Part of this site, excluding the car parks, should be allocated in the Local Plan for employment uses.

Infrastructure

The development of the site would be dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Electricity - There is currently some limited spare capacity at this location.

Wastewater - Surface water issues associated with local watercourses impacting upon the Liggard Brook and main drain east of Lytham. Must drain to separate systems. No surface water to enter United Utilities public sewer. The cumulative impact of development in this area must be considered when producing a drainage strategy for a proposed development.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan. A Masterplan will also be required to be submitted, setting out measures to achieve a comprehensive and sustainable development of high quality.

Landscape Appraisal

Landscape appraisal work is to follow.

Viability

Developer Interest: Yes

Site Viability: Further viability work will be required to assess the viability of this site

Any Additional Information

This additional site was proposed during the call for sites in January - February 2015.

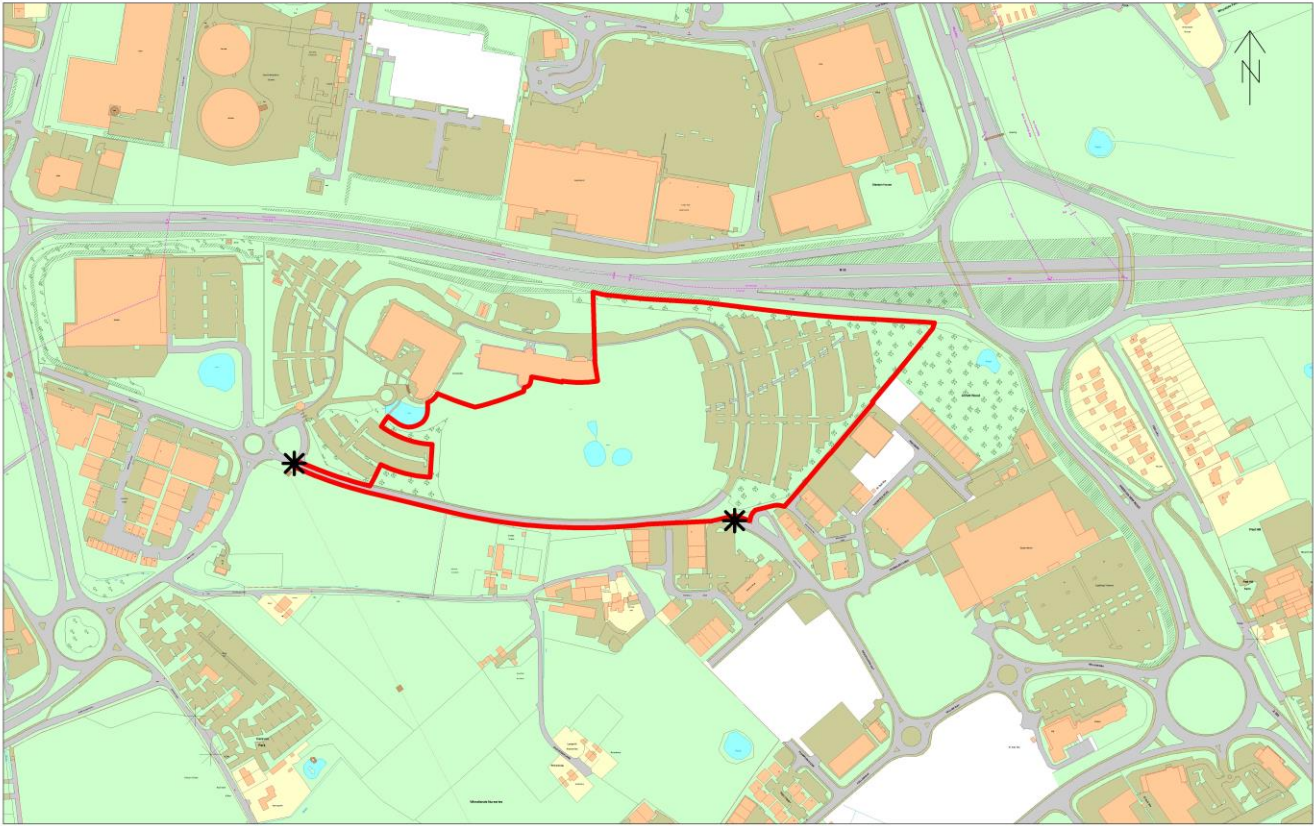
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 7 of the 19 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is poor.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5 per hour	
	Distance to cycle route	Up to 0.4km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	1.61-2.4km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	Over 1.6km	
	Distance to Secondary School	Over 5km	
	Distance to further/higher education	Over 5km	
	Distance to GP surgery	Over 3km	
Distance to NHS general hospital	5.1 to 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Lytham and St. Annes: Squires gate, or Normoss	This site scores very well with 13 of the 16 indicators in band A. All indicators are in band C or above.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	None	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	Assess	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Previously Developed Land	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Outside	
	Contaminated land	Site Investigation and remediation required	
	At risk from hazardous installations	No	
	Within 3km of a congestion spot	Yes	
Economic Indicators	Distance to employment site	Up to 0.8km	Both indicators are in band C or above.
	Distance to Enterprise Zone	5.1-10km	

Overall banding for site	C
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date : 04/08/2015

AD14 - LAND EAST OF DWP BUILDING, PEEL ROAD, PEEL

Scale
0 25 50 75 100 125 m

Prepared by T R Lechthaler BSc (Hons) MSc FBCart.S

Site Portfolio

Site Name: Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor
Grid Reference: E.330823 : N.431240
Ward: St Leonards
Current Policy Allocation in Existing Local Plan: Settlement Boundary (SP1) and part in the Green Belt (SP3)

Gross Site Area: (Ha)	15.63 Ha
Developable Area: (Ha)	9.38 Ha

Local Plan Revised Preferred Option Site Reference:	HSS4
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. H5 Policy SL2 – The Fylde-Blackpool Periphery Strategic Location for Development
SHLAA Ref:	BP03
Planning Application Ref:	08/1049 and 10/0877; 14/0392 on part of the site.

Position at December 2015:	Outline application (08/1049) for the redevelopment of the site for up to 275 dwellings, together with associated infrastructure and open space, granted on 1 May 2013
	Outline planning permission (10/0877) for redevelopment of the site for up to 73 dwellings together with associated development and open space (phase 2) granted on 1 May 2013.
	Application (14/0392) for approval of reserved matters of layout, scale, landscaping and appearance relating to outline planning permission 10/0877 for 73 dwelling houses and associated infrastructure and open space, granted on 23 December 2014.
	Development has commenced on the site.
Proposed Allocation:	Residential

Justification
<p>The site is located to the south of Blackpool, it is to the south of the A5230, immediately to the east of the A584 and to the west of the South Fylde Coast Rail line. It is part of the built-up area of Blackpool which lies within the administrative boundary of Fylde. This is previously developed land. The site is partly located in the Green Belt (FBLP Policy SP3).</p> <p>This site, located to the west of Blackpool Airport and at the end of the main runway, was previously used as a holiday camp, but all of the buildings associated with the holiday camp have been cleared.</p>

The site adjoins the Starr Hills Local Nature Reserve, which is a SSSI. It also adjoins a Biological Heritage Site and is adjacent to a further Biological Heritage Site. The effects of re-development of the site on these designated sites will be mitigated through planning conditions.

The site is located fairly close to an out-of-centre shopping facility at Squires Gate, in Blackpool. It does not relate particularly well to existing settlements and services in Fylde. The existing social infrastructure provision is based upon services in Blackpool.

This site was identified in the 2011 Strategic Housing Land Availability Assessment (SHLAA) as suitable for residential development. Development commenced on this site in 2015 and should be completed in 2021/22. Given the nature of the surrounding area it is considered that residential development is the most appropriate for the site. The site comprises a comprehensive residential development and it is making a significant contribution to the housing supply of the Borough.

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Significant investment has been required in fresh water, wastewater and gas supply infrastructure to the site.

LCC seeks a direct footway link between this site and Squires Gate Railway Station, along with improvements to the station and rail services. It also seeks the upgrading of some bus stops to Quality Bus Stop standards and a cycle path on the A584, linking to St Annes Town Centre and the promenade.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan.

Landscape Appraisal

Previously developed land - no landscape assessment has been submitted.

Viability

Developer Interest: Yes

Site Viability: Viable – Planning permission granted / Development commenced

Any Additional Information

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates are achieved.

Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Up to 0.8km	The site scores reasonably well with 9 of the 19 indicators in bands A and B. Site is good for public transport. However the site scores less well for access to some services as 4 indicators are in band E and 5 indicators are in band D.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	6 or more per hour	
	Distance to cycle route	Up to 0.4 km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Over 3km	
	Distance to town centres	2.41 to 3km	
	Distance to District or Local centre where closer than town centre	0.41 to 0.8km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	Over 1.6km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	Over 5km	
	Environmental Indicators	Distance to GP surgery	
Distance to NHS general hospital		5.1 to 10km	
Distance to public open space/park		Over 1.6km	
Within named settlement or other Designation		Green Belt / Countryside	
SSSI/ SPA/ SAC/ Ramsar		0.001-0.4km	
Biological/ Geological Heritage Site		0.001-0.4km	
Local or National Nature Reserve		Over 0.4km	
Agricultural classification		None/5	
Conservation Area		None	
Ancient Monument on site		None	
Undiscovered Archaeology		None known	
Registered Park or Garden		None	
Listed Building on site		None	
Current/former land use		Previously Developed Land	
Flood Zone area		All Zone 1	
Minerals Safeguarding Area		Outside	
Economic Indicators	Contaminated land	Site investigation and remediation required	Both indicators appear in band D.
	At risk from hazardous installations	No	
	Within 3km of a congestion spot	Yes	
Economic Indicators	Distance to employment site	Over 1.6km	Both indicators appear in band D.
	Distance to Enterprise Zone	Over 10km	

Overall banding for site	C
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Site Plan



Site Portfolio

Site Name: Cropper Road West, Whitehills
Grid Reference: E.334487 ; N.432637
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	22.58 Ha
Developable Area: (Ha)	13.55 Ha

Local Plan Revised Preferred Option Site Ref:	HSS5
Local Plan Preferred Option 2013 Site Ref:	N/A
SHLAA Ref:	BP10
Planning Application Ref:	N/A

Position at December 2015:	
	<p>The comprehensive development of this site is crucial due to its size, scale and strategic importance, west of Junction 4 of the M55, as well as to ensure delivery of the essential infrastructure and local services.</p> <p>This site is in multiple ownership.</p>
Proposed Allocation:	Residential development – including a local (retail) centre.

<p>Justification</p> <p>The site is located west of the M55, Junction 4 and to the west of Cropper Road. It is adjacent to the existing settlement boundary of south east Blackpool. The site is part greenfield, part previously developed land and it is located on land identified as ‘countryside’ in the existing Fylde Local Plan (Policy SP2).</p> <p>The site does not relate well to existing settlements and services in Fylde, including distances to supermarkets, convenience stores, schools, doctors’ surgeries, post offices, railway stations or bus services. The existing social infrastructure provision is based upon services in Blackpool. In sequential terms, the site is detached from existing services. The site is near to the motorway and strategic road network. The site is isolated from settlements and services in Fylde.</p> <p>The site is close to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities. Only if a critical mass was formed through new development on this site and adjacent sites, would there be the potential for new facilities and services within the Fylde-Blackpool Strategic Location for Development.</p> <p>Given the nature of the surrounding area of Whitehills it is considered that a residential allocation would be the most appropriate for the site to maintain the vitality and viability of the area. The site has the potential to provide a comprehensive residential development. The site would make a significant contribution to the housing supply of the Borough.</p>

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Electricity- There is currently some limited spare capacity at this location.

Wastewater - no combined or foul sewers within immediate vicinity of the site. Nearest sewer is 400m away. Surface water issues associated with local watercourses impacting upon the Liggard Brook and main drain adjacent to Lytham. Must drain to separate systems. No surface water to enter United Utilities public sewer. Cumulative impact of development in this area must be considered when producing a drainage strategy for a proposed development.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan. A Masterplan will also be required to be submitted, setting out measures to achieve a comprehensive and sustainable development of high quality.

Landscape Appraisal

Sensitivity to development: LOW

To mitigate the visual impact of development within the site, the following measures should be carried out:

1. The mature woodland to the northern boundary along Progress Way must be maintained, protected and enhanced.
2. The boundaries to Cropper Lane, Bambers Lane and School Lane should retain their semi-rural identity, this typically would involve the reinstatement of hawthorn hedgerows with intermittent indigenous tree planting.

Viability

Developer Interest: Yes

Site Viability: Further viability work will be required to assess the viability of this site

Any Additional Information

This additional site was submitted for consideration during the consultation into the Preferred Option version of the Local Plan in summer 2013.

A further area of land (site ref. 55) was submitted during the call for sites in January - February 2015. Both of these areas of land form the current allocation at site **HSS5** – Cropper Road West, Whitehills in the Revised Preferred Option version of the Local Plan.

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates are achieved.

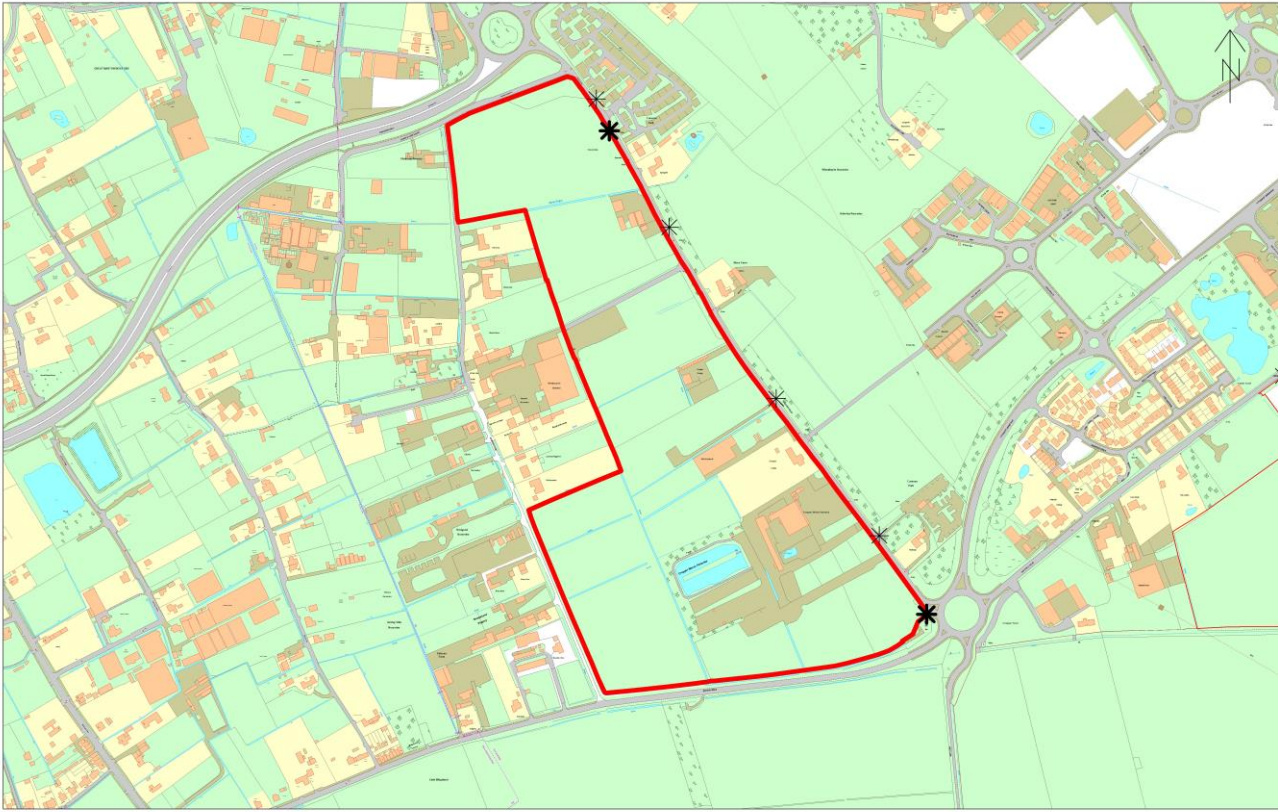
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 7 of the 19 indicators in bands A and B. Site scores moderately for public transport. A. Access to social infrastructure is poor.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	0.41 to 0.8km	
	Bus service frequency	6 or more per hour	
	Distance to cycle route	Up to 0.4km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	1.61 to 2.4km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	Distance to Primary School	0.81 to 1.2km	
	Distance to Secondary School	1.61 to 3.2km	
	Distance to further/higher education	Over 5km	
Distance to GP surgery	1.61 to 3km		
Distance to NHS general hospital	5.1 to 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores very well with 11 of the 16 indicators in band A. 4 indicators also fall within band C, leading to 15 out of 16 indicators being band C or above.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	3	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	None known	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Greenfield/Previously Developed Land	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Outside	
	Contaminated land	Site investigation and remediation required	
	At risk from hazardous installations	No	
	Within 3km of a congestion spot	Yes	
Economic Indicators	Distance to employment site	Up to 0.8km	Both indicators appear in band C or above.
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	D
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

HSS5 - LAND WEST OF CROPPER ROAD, WESTBY

Scale
0 25 50 75 100 125 m

Date: 24/11/2015
Prepared by T R Lechthaler BSc (Hons) MSc FBCart S

Site Portfolio

Site Name: Land at Peel Hill, Fylde-Blackpool Periphery
Grid Reference: E.335659 : N.433058
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	33.48 Ha
Developable Area: (Ha)	20.08 Ha

Local Plan Revised Preferred Option Site Ref:	This site is omitted from the Revised Preferred Option version of the Local Plan.
Local Plan Preferred Option 2013 Site Ref:	H6
SHLAA Ref:	BPO5
Planning Application Ref:	N/A

Position at December 2015:	
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the south of M55, Junction 4; to the east of the A583 (Preston New Road). It is adjacent to the existing settlement boundary of south east Blackpool. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).</p> <p>It is located fairly close to an out-of-centre shopping facility at Mereside, in Blackpool. It does not relate well to existing settlements and services in Fylde. The existing social infrastructure provision is based upon services in Blackpool. The site is immediately adjacent to the motorway and strategic road network. However, the surrounding roads, including the motorway, form barriers to movement, and the site is isolated from settlements and services.</p> <p>The site is in close proximity to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities.</p> <p>Development of the site would have a more negative effect on landscape character and visual impact, as the site rises up and is more prominent than the other potential strategic sites in this area.</p> <p>Only if a critical mass was formed through new development on this site and adjacent sites, would there be the potential for new facilities and services within the Fylde-Blackpool Strategic Location for Development.</p> <p>This site was identified in the 2011 Strategic Housing Land Availability Assessment (SHLAA) as potentially suitable for housing development. The site has the potential to provide a comprehensive residential development. The site would make a significant contribution to the housing supply of the Borough.</p> <p>This site should <u>not</u> be included in the Local Plan. Too much development in this area would be unsustainable, development should be distributed</p>

throughout the borough in accordance with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, along with the physical barriers and visual impact, this site is the least sequentially preferable of the potential strategic sites in this area.

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Significant investment would be required in fresh water, wastewater and gas supply infrastructure to the site.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan. A Masterplan will also be required to be submitted, setting out measures to achieve a comprehensive and sustainable development of high quality.

Landscape Appraisal

Sensitivity to development: MODERATE - HIGH

The development of this site would have a high visual impact to the northern and eastern boundaries. This is due to primarily to the rising topography of the site from the M55, and the open countryside to the north of the motorway. Possible mitigation measures would be:

1. Limiting the building heights, massing and density at the 'crest' top of the hill and along the M55 boundary.
2. Providing substantial landscape buffer to the M55 northern boundary.

Viability

Developer Interest: Yes

Site Viability: Not being carried forward – viability not assessed.

Any Additional Information

This site was discounted at the Preferred Option stage of plan preparation in 2013.

The comprehensive development of this site is crucial due to its size, scale and strategic importance, south of Junction 4 of the M55, as well as to ensure delivery of the essential infrastructure and local services.

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates are achieved.

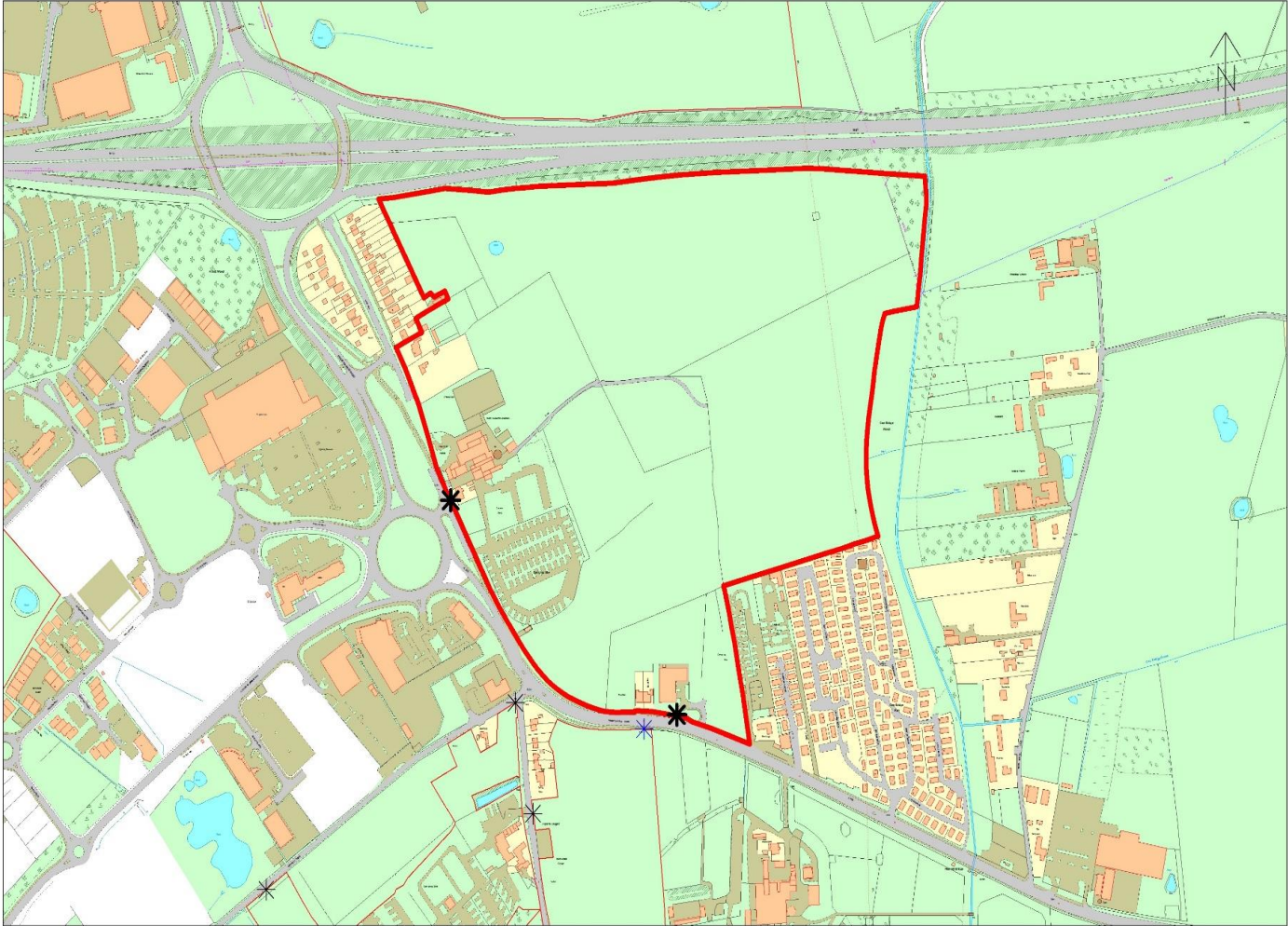
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores poorly with 7 of the 18 indicators in bands A and B. Site scores poorly for public transport. Access to social infrastructure is very poor.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	hourly	
	Distance to cycle route	Up to 0.4 km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	Distance to Primary School	Over 1.6km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	Over 5km	
	Distance to GP surgery	1.61 to 3km	
Distance to NHS general hospital	5.1 to 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores well with 10 of the 16 indicators in band A. 5 indicators also fall within band C leading to 15 out of 16 indicators being band C or above.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	3	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	Assess	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Greenfield/Previously Developed Land	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Part outside/within	
	Contaminated land	No known issues	
	At risk from hazardous installations	No	
	Within 3km of a congestion spot	Yes	
Economic Indicators	Distance to employment site	Up to 0.8km	Both indicators are in band C or above.
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	D
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date : 28/07/2014
Prepared by T R Lechthaler BSc (Hons) MSc FBCart S

HS6 - LAND AT PEEL, FYLDE-BLACKPOOL PERIPHERY

Scale
0 25 50 75 100 125 m

Site Portfolio

Site Name: Land at Peel Road, Peel, Westby
Grid Reference: E.335516 : N.432674
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2) and Employment Land Allocations (EMP1) and Existing Industrial Areas (EMP2)

Gross Site Area: (Ha)	28.30 Ha
Developable Area: (Ha)	16.98 Ha

Local Plan Revised Preferred Option Site Ref:	This site is omitted from the Revised Preferred Option version of the Local Plan.
Local Plan Preferred Option 2013 Site Ref:	N/A
SHLAA Ref:	BP13 and BP12
Planning Application Ref:	N/A

Position at December 2015:	
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the south of M55, Junction 4; to the south west of the A583 (Preston New Road); in close proximity to Blackpool. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).</p> <p>The site does not relate well to existing settlements and services in Fylde, including distances to supermarkets, convenience stores, schools or railway stations. The existing social infrastructure provision is based upon services in Blackpool. In sequential terms, the site is detached from existing services. The site is near to the motorway and strategic road network. The surrounding roads, including the motorway, form barriers to movement.</p> <p>The site is close to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities. The comprehensive development of this site is crucial due to its size, scale and strategic importance, west of Junction 4 of the M55, as well as to ensure delivery of the essential infrastructure and local services.</p> <p>Development of the eastern part of the site – Piper's Height - would have a more negative effect on landscape character and visual impact, as the site rises up and is more prominent than the other potential strategic sites in this area.</p> <p>Only if a critical mass was formed through new development on this site and adjacent sites, would there be the potential for new facilities and services within the Fylde-Blackpool Strategic Location for Development. The site has the potential to provide a comprehensive residential development. The site would make a significant contribution to the housing supply of the Borough.</p>

This site should not be included in the Local Plan.

Too much development in this area would be unsustainable, development should be distributed throughout the borough in accordance with the sustainability appraisal of the Issues and Options and Preferred Option version of the Local Plan. Given that the site is detached from the built-up area, along with the physical barriers and visual impact, this site is the least sequentially preferable of the potential strategic sites in this area.

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Electricity - There is currently some limited spare capacity at this location.

Wastewater- no combined or foul sewers within immediate vicinity of the site. Nearest sewer is 400 metres away. Surface water issues associated with local watercourses impacting upon the Liggard Brook and main drain east of Lytham. Must drain to separate systems. No surface water to enter United Utilities public sewer. Cumulative impact of development in this area must be considered when producing a drainage strategy for a proposed development.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan. A Masterplan will also be required to be submitted, setting out measures to achieve a comprehensive and sustainable development of high quality.

Landscape Appraisal

This site has been divided into two parcels for the purposes of the Landscape Appraisal

Parcel 1 – Piper’s Height

Sensitivity to development: HIGH

Development of Pipers Height is not recommended.

Parcel 2 - Junction of Whitehill Road – Peel Road thereafter

Sensitivity to development: MEDIUM

Future development must consider the following measures to mitigate against the visual impact to the area.

1. The southern boundary to the site would require substantial landscape treatment to ensure that the landscape character was retained and to provide effective screening of the development.
2. The landscape treatment along Whitehills Road and Peel Road should ensure that the semi-rural identity is maintained, this typically would be reinstatement of hawthorn hedgerows with intermittent indigenous tree planting. Housing should be set back sufficiently away from the site boundary to allow for a buffer / screening for the development along the road side.

Viability

Developer Interest: Yes

Site Viability: Not being carried forward – viability not assessed.

Any Additional Information

This additional site was proposed during the consultation into the Preferred Option version of the Local Plan in summer 2013.

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates are achieved.

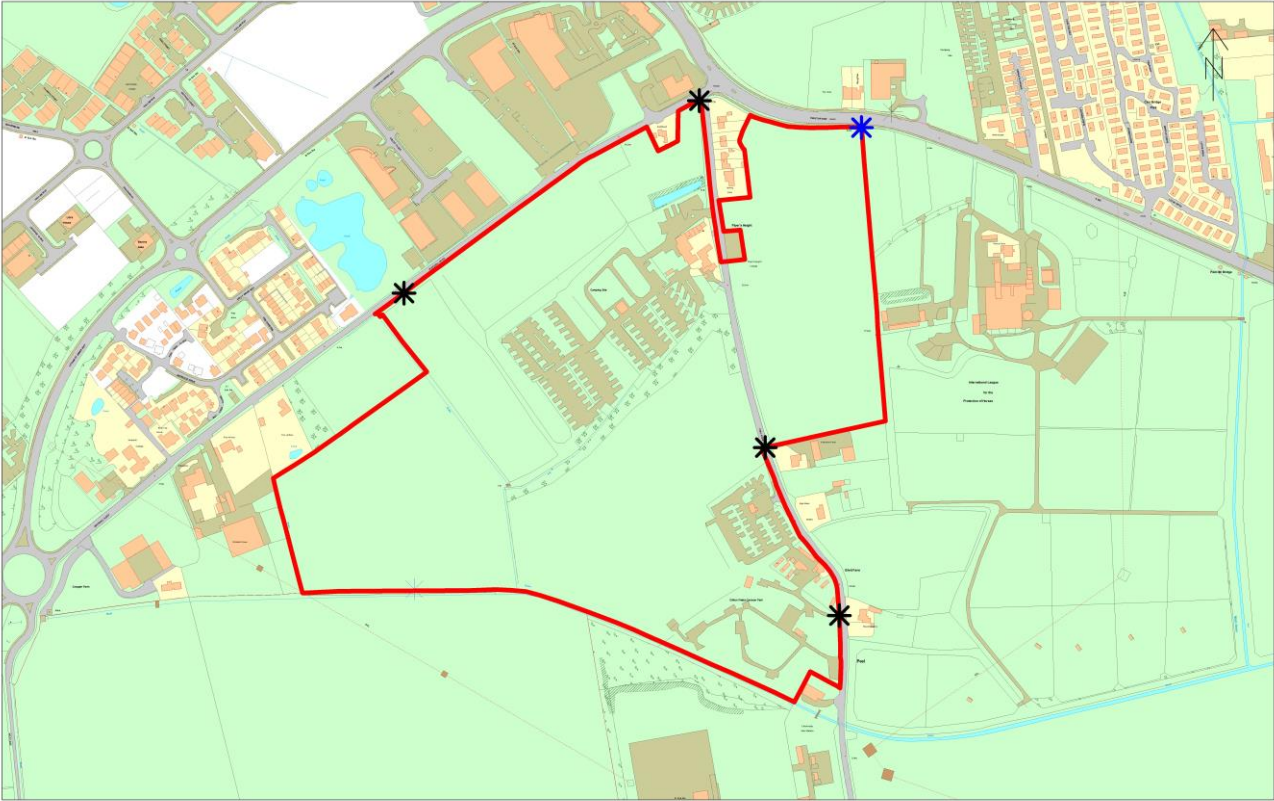
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores poorly with 7 of the 19 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is poor.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5 per hour	
	Distance to cycle route	Up to 0.4km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	1.61 to 2.4km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	Distance to Primary School	Over 1.6km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	Over 5km	
Distance to GP surgery	1.61 to 3km		
Distance to NHS general hospital	5.1 to 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores well with 10 of the 16 indicators in band A. 3 indicators also fall within band C, leading to 13 out of 16 indicators being band C or above.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	2	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	None known	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Greenfield/Previously Developed Land	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Part outside/within	
	Contaminated land	No known issues	
At risk from hazardous installations	Yes		
Within 3km of a congestion spot	Yes		
Economic Indicators	Distance to employment site	Up to 0.8km	Both indicators appear in band C or above.
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	D
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date : 04/08/2015

ADS - LAND AT PEEL ROAD, PEEL

Scale
0 25 50 75 100 125 m

Prepared by T.R. Lechthaler BSc (Hons) MSc FBCart.S

Site Portfolio

Site Name: Land East of Peel Road and West of Wild Lane, Westby
Grid Reference: E.335748 : N.431969
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	76.82 Ha
Developable Area: (Ha)	46.09 Ha

Local Plan Revised Preferred Option Site Ref:	This site is omitted from Revised Preferred Option version of the Local Plan.
Local Plan Preferred Option 2013 Site Reference and relevant policies:	N/A
SHLAA Ref:	N/A
Planning Application Ref:	N/A

Position at December 2015:	
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the south of M55, Junction 4; south east of Blackpool. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).</p> <p>The site does not relate well to existing settlements and services in Fylde, including distances to supermarkets, convenience stores, schools or railway stations. The existing social infrastructure provision is based upon services in Blackpool. In sequential terms, the site is detached from existing services. The site is near to the motorway and strategic road network. The surrounding roads, including the motorway, form barriers to movement.</p> <p>The northern part site is close to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities. The southern end of this site is, however, distant from this area.</p> <p>The site has the potential to provide a comprehensive residential development, however given the nature of the surrounding area of Westby it is considered that this site is not appropriate for development within the plan period. The site's size and distance from the nearest urban centre (Blackpool) and its associated services and infrastructure, mean it is deemed to be unsustainable development in the open countryside. In addition, too much development in this area would have negative implications on settlements in Fylde.</p> <p>This site should <u>not</u> be included in the Local Plan.</p> <p>Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option version of the Local Plan. Given that the site is detached from the built-up area, with the physical</p>

barriers and visual impact, this site should not be taken forward for development.

Infrastructure

The development of the site would be dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Electricity - There is currently some limited spare capacity at this location.

Wastewater - no combined or foul sewers within immediate vicinity of the site. The nearest sewer is 400 metres away. Surface water issues associated with local watercourses impacting upon the Liggard Brook and main drain east of Lytham. Must drain to separate systems. No surface water to enter United Utilities public sewer. The cumulative impact of development in this area must be considered when producing a drainage strategy for a proposed development.

Landscape Appraisal

Landscape appraisal work is to follow.

Viability

Developer Interest: Yes

Site Viability: Not being carried forward – viability not assessed.

Any Additional Information

This additional site was proposed during the call for sites in January – February 2015.

Surface water run-off is an issue. If the site were to be developed measures would need to be put in place to ensure greenfield run-off rates are achieved.

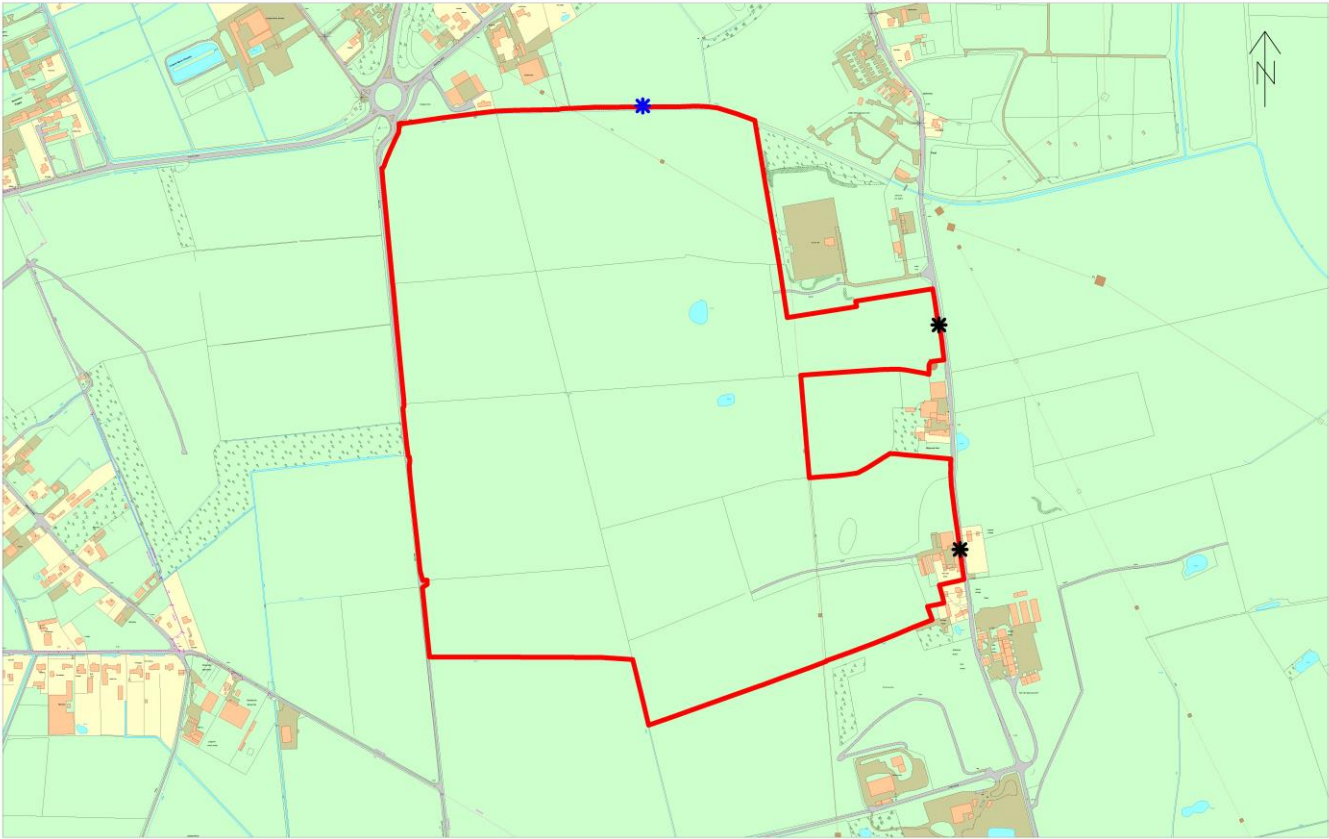
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores poorly with only 5 of the 19 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is poor.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	0.81 to 1.2km	
	Bus service frequency	2-5 per hour	
	Distance to cycle route	1.21 to 1.61km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	2.41-3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	Over 1.6km	
	Distance to Primary School	Over 1.6km	
	Distance to Secondary School	3.21 to 5km	
	Distance to further/higher education	Over 5km	
Distance to GP surgery	Over 3km		
Distance to NHS general hospital	Over 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Green Belt/Countryside	This site scores well with 11 of the 16 indicators in band A. 1 indicator falls within band C, leading to only 12 out of 16 indicators being band C or above.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	2	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	None known	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Greenfield	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Part outside/within	
	Contaminated land	No known issues	
	At risk from hazardous installations	No	
	Within 3km of a congestion spot	Yes	
Economic Indicators	Distance to employment site	1.2 to 1.6km	Both indicators appear in band C or above.
	Distance to Enterprise Zone	5.1-10km	

Overall banding for site	E
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date : 04/08/2015
Prepared by T R Lechthaler BSc (Hons) MSc FBCart S

AD13 - LAND WEST OF PEEL ROAD AND EAST OF WILD LANE, PEEL.

Scale
0 40 80 120 160 200 m

Site Portfolio

Site Name: Cropper Road East, Whitehills - Fylde-Blackpool Periphery
Grid Reference: E.334501 : N.432763
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	28.49 Ha
Developable Area: (Ha)	17.09 Ha

Local Plan Revised Preferred Option Site Ref:	MUS1
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. M1 Policy SL2 – Fylde-Blackpool Periphery Strategic Location for Development
SHLAA Ref:	BP09
Planning Application Ref:	12/0717, 14/0310, 13/0753 and 14/0818.

Position at December 2015:	Outline application (12/0717) for proposed development of up to 146 dwellings, a convenience store and 9,358 square metres of industrial/office floor space. Means of access applied for, all other matters reserved, granted on 16 October 2013.
	Application (14/0310) for approval of reserved matters of appearance, landscaping, layout and scale for erection of 145 dwellings and 1 no. Shop unit associated with outline planning permission 12/0717, granted on 9 September 2014
	Outline application (13/0753) for erection of 26 dwellings following demolition of existing dwelling (access applied for with other matters reserved), granted planning permission
	Outline application (14/0818) for the erection of up to 100 no. Dwellings with access applied for off cropper road and all other matters reserved refused permission on 6 March 2015.
	Development commenced on site in 2015.
Proposed Allocation:	Mixed Use development (Residential and Employment)

Justification
The site, which is also referred to as Whitehills is located west of the M55, Junction 4 and to the east of Cropper Road, in Westby. It is adjacent to the existing settlement boundary of south east Blackpool. The site is part greenfield, part previously develop land. The site is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2). The site is fragmented and comprises of open agricultural land,

residential properties and a touring caravan park. Several of the residential properties are vacant or derelict. There is a field pond within the site and this should be protected, or replaced if lost.

The site is near to the motorway and strategic road network. The site does not relate particularly well to existing settlements and services in Fylde, including distances to supermarkets, convenience stores, schools, doctors' surgeries, post offices, railway stations or bus services. The existing social infrastructure provision is based upon services in Blackpool. In sequential terms, the site is somewhat detached from existing services. The site is isolated from settlements and services.

The site is close to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities.

The site could form an urban extension to south east Blackpool. Only if a critical mass was formed through new development on this site and adjacent sites, would there would be the potential for new facilities and services within the Fylde-Blackpool Strategic Location for Development.

Given the nature of the surrounding area it is considered that a mixed use allocation would be the most appropriate for the site. The site has the potential to provide a comprehensive mixed use development. The site would make a significant contribution to the housing and employment supply of the Borough.

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Significant investment would be required in wastewater infrastructure to the site.

Electricity - There is currently some limited spare capacity at this location.

There are surface water issues at land at Junction 4 of the M55 and road improvements will be required to the junction.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan.

Landscape Appraisal

Sensitivity to development: LOW

Conclusion and possible mitigation

To mitigate the visual impact of development within the site, the following measures should be carried out:

1. The entry point/view from Progress Way will require appropriate landscape treatment so that views across the development are limited.
2. The landscape treatment along Jenny Lane and Cropper Road should as respect the landscape character of the area and also provide screening to the development.

Viability

Developer Interest: Yes

Site Viability: Viable – planning permission granted.

Any Additional Information

Fylde Employment Land and Premises Study (FELPS) 2012:

- *Indicative size of any allocation* – Fylde Council should seek to agree with the County Council that at least half the landholding (7 Ha) should be allocated to B1 (a-c), B2 and B8 uses. This would provide expansion land on a successful local employment area with a critical mass of existing employment premises and a strong recent history of land take-up. A development off Cropper Road would be well placed to link to St Annes, once the Link Road was completed.
- *Suitable uses* – Suitable development would reflect that already available at Whitehills Phases I and II, comprising good quality B1 (a-c), B2 and B8. Property should be made available in a range of sizes, providing space both for local micro/small businesses and larger regional/national firms. In particular, this could be an opportunity to deliver larger office accommodation, something not presently available outside of Heyhouses.

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates are achieved.

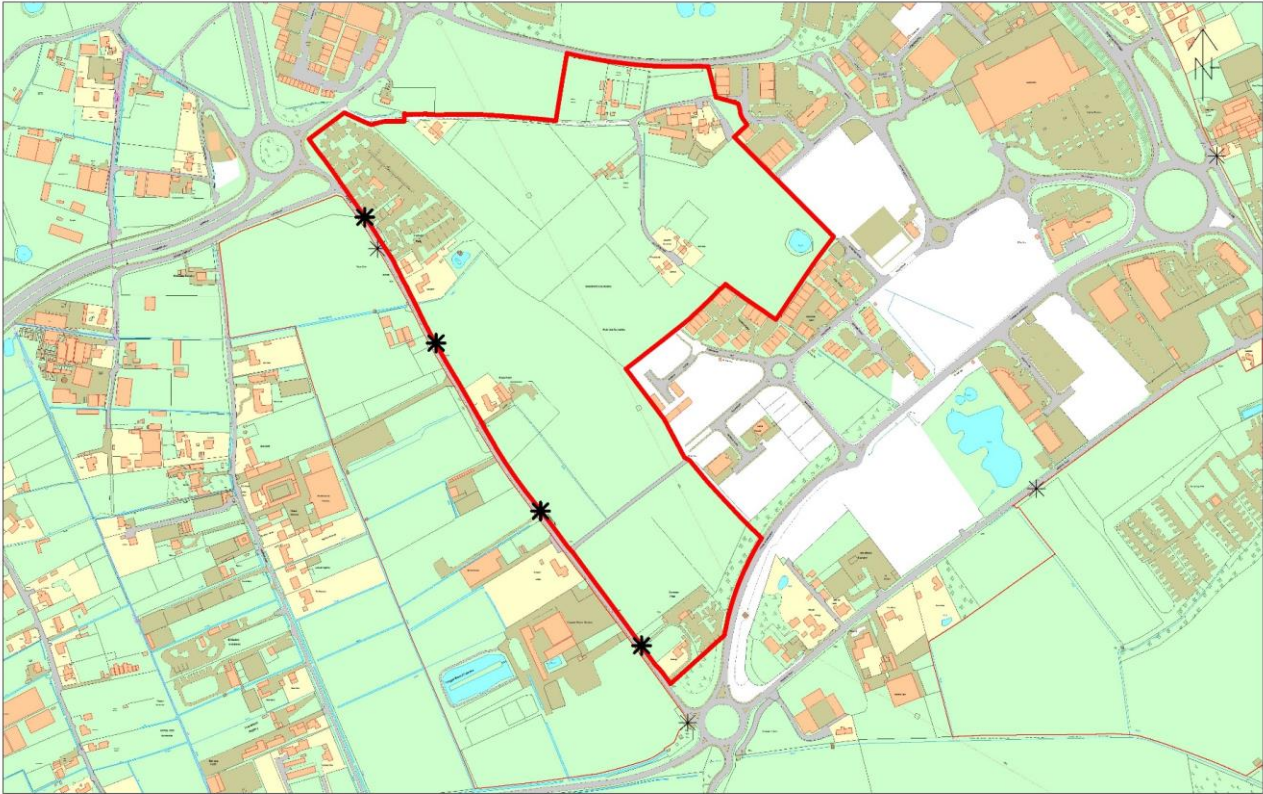
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 7 of the 19 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is poor.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5 per hour	
	Distance to cycle route	Up to 0.4 km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	1.61 to 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	1.61 to 2.4km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	0.81 to 1.2km	
	Distance to Secondary School	1.61 to 3.2km	
	Distance to further/higher education	Over 5km	
	Distance to GP surgery	1.61 to 3km	
Distance to NHS general hospital	5.1 to 10km		
Distance to public open space/park	Over 1.6km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores very well with 10 of the 16 indicators in band A. 5 indicators also fall within band C leading to 15 out of 16 indicators being band C or above.
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	
	Biological/ Geological Heritage Site	Over 0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	3	
	Conservation Area	None	
	Ancient Monument on site	None	
	Undiscovered Archaeology	Assess	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Greenfield/Previously Developed Land	
	Flood Zone area	All Zone 1	
	Minerals Safeguarding Area	Outside	
	Contaminated land	Site investigation and remediation required	
	At risk from hazardous installations	No	
Within 3km of a congestion spot	Yes		
Economic Indicators	Distance to employment site	Up to 0.8km	Both indicators are in band C or above.
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	D
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date: 18/08/2014

MUS1 - LAND EAST OF CROPPER ROAD, FYLDE-BLACKPOOL PERIPHERY

Scale
0 25 50 75 100 125 m

Prepared by T R Lechthaler BSc (Hons) MSc FBCart S

Site Portfolio

Site Name: Whyndyke Farm, Preston New Road, Whitehills - Fylde-Blackpool Periphery
Grid Reference: E.335269 : N.434198
Ward: Warton and Westby / Staining and Weeton
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2) and Fylde Coast Easterly By Pass (TR11)

Gross Site Area: (Ha)	73.53 Ha
Developable Area: (Ha)	44.12 Ha

Local Plan Revised Preferred Option Site Ref:	MUS2
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. M2 Policy SL2 – Fylde-Blackpool Periphery Strategic Location for Development
SHLAA Ref:	BP04
Planning Application Ref:	11/0221

Position at December 2015:	Outline application (11/0221) granted permission in 2015 by Fylde Council for the development of 1,310 residential dwellings, 20 Ha of Class B2 general industrial / class b8 storage and distribution, Class D1 primary school, two local neighbourhood centres (Classes A1/A2/A3/A5), Class A4 drinking establishment, Class D1 health centre, Class D1 community building, vehicle access onto Preston New Road and Mythop Road with associated road infrastructure, car parking, public open space, sports pitches, allotments, the retention and improvement of natural habitats, watercourse, ponds, reed beds hedgerows and landscaping features.
Proposed Allocation:	Mixed Use development – Residential, employment, neighbourhood centres and a primary school.

Justification
<p>The site is located to the north east of M55, Junction 4; to the east of the A583 (Preston New Road), in Peel. It is adjacent the existing settlement boundary of south east Blackpool. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2). This site is predominantly in agricultural use but also includes a petrol filling station and static caravan park, with land also used for paint balling, a temporary car boot sale and summer circus. Work has commenced on the development of a mental health unit. A small part of the site falls within Flood Zone 2. The site is adjacent to a Biological Heritage Site and there also numerous field ponds within the site and these will need to be protected, or replaced if lost.</p> <p>It is located fairly close to an out-of-centre shopping facility at Mereside, in Blackpool. It does not relate particularly well to existing settlements and services in Fylde. The existing social infrastructure provision is</p>

based upon services in Blackpool.

The site is immediately adjacent to the motorway and strategic road network and would form an urban extension to south east Blackpool.

The site is in close proximity to the established and developing employment area of Whitehills which is of strategic importance to the Fylde Coast Authorities.

This site was identified in the 2011 Strategic Housing Land Availability Assessment (SHLAA) as suitable for housing development. It is an existing allocation in the existing Local Plan and was also identified in the 2011 Employment Land Review. The site will provide a comprehensive development including mainly residential; a substantial amount of employment uses; and local services. The site would make a significant contribution to economic growth in the Borough and will deliver the necessary infrastructure for the area, as detailed below.

Outline planning permission has been granted by Fylde Council and Blackpool Council for mixed use development on this site. It is anticipated that development of housing on this site could start in 2018 and that the site will be fully delivered within the plan period.

Only if a critical mass was formed through new development on this site and adjacent sites, would there be the potential for new facilities and services within the Fylde-Blackpool Strategic Location for Development. The comprehensive development of this site is crucial due to its size, scale and strategic importance, west of Junction 4 of the M55, as well as to ensure delivery of the essential infrastructure and local services.

Infrastructure

The development of the site is dependent on the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Significant investment will be required in fresh water, wastewater and gas supply infrastructure to the site.

There are surface water issues at land at Junction 4 of the M55 and road improvements will be required to the junction. Development in this area could be phased, with the site coming forward earlier than anticipated in the Plan period.

No discharge to the public sewerage system from the site until appropriate surface water mitigation measures, demonstrating a net reduction in wastewater flows arising from the proposed development have been implemented, and no surface water from the site shall discharge to the public sewerage system at any time.

The requisite infrastructure will be set out in the Infrastructure Delivery Schedule which is an integral part of the Infrastructure Delivery Plan. A Masterplan will also be required to be submitted, setting out measures to achieve a comprehensive and sustainable development of high quality.

Landscape Appraisal

Views of the site are mostly mid-range, being largely contained by the topography and belts of woodland vegetation characteristic of this area. The only open views of the whole site are from elevated viewpoints immediately adjacent to it, such as first floors and above of properties along the A583, Braithwaite Children's Nursery and properties along the western end of Mythop Road.

Long-range views are available from several isolated properties east of the site, towards Weeton and Great

Plumpton, but again these occupy elevated positions and views are framed or filtered by intervening vegetation or structures and the site is viewed against the existing conurbation around Blackpool. Only partial views of the site are obtained from long-range viewpoints.

However, there would be a moderately significant impact upon the local landscape character if the site is developed. The site would change from being rural and undeveloped to urban and largely developed. As a consequence, there will be a moderately significant adverse impact on the way this landscape is experienced.

(Source-Land at Whyndyke farm-Environmental Assessment- Cassidy and Ashton (2013))

Viability

Developer Interest: Yes

Site Viability: Viable – Planning permission granted.

Any Additional Information

Fylde Employment Land and Premises Study (FELPS) 2012:

- *Indicative size of any allocation* – The size of any allocation will ultimately be dependent on the outcome of negotiations with the applicant. The suggested provision of 30 percent employment (27 Ha) to 70 percent (62 Ha) housing should be a starting point for discussions as this would meet the bulk of Fylde's future land needs while still allowing for a substantial residential development.
- *Suitable uses* – Uses would need to be appropriate for a mixed-use development and suitable for a location close to housing. However, the size of the proposed allocation (up to 27 Ha) would be large enough to support the full range of B1 (a-c), B2 and B8 uses.

Surface water run-off is an issue. Measures need to be put in place to ensure greenfield run-off rates are achieved.

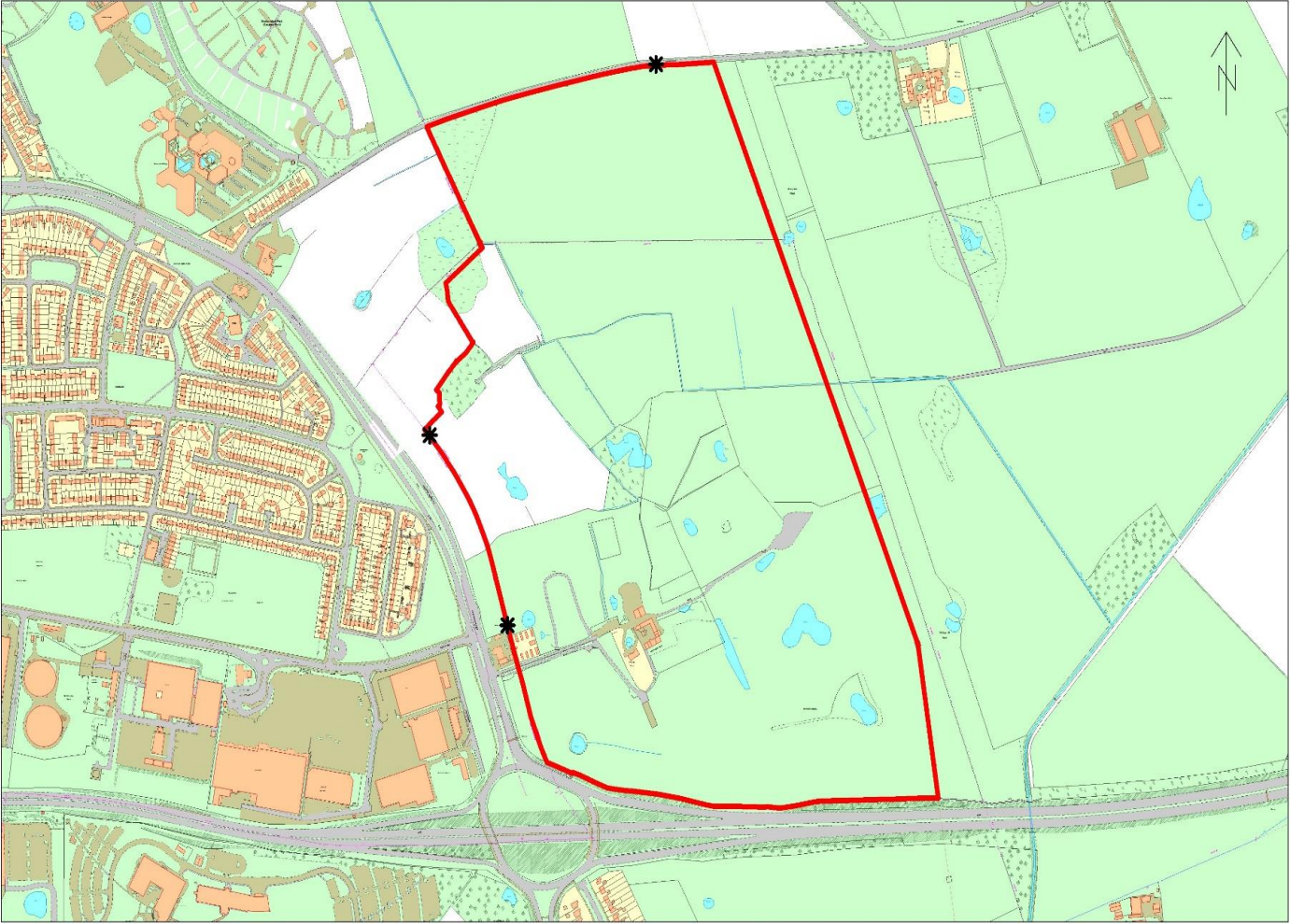
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores well with 11 of the 19 indicators in bands A and B. The site scores relatively well for access to weekly shop in band B and less well for daily needs in band C and D. Access to social infrastructure is relatively good.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	Hourly	
	Distance to cycle route	Up to 0.4 km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	Up to 0.8km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.81 to 1.2km	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	Over 5km	
Distance to GP surgery	0.41 to 0.8km	This site scores relatively well with 8 of the 16 indicators in band A. 6 indicators also fall within band C leading to 14 out of 16 indicators being in band C or above.	
Distance to NHS general hospital	2.1 to 5km		
Distance to public open space/park	Over 1.6km		
Within named settlement or other Designation	Green Belt / Countryside		
SSSI/ SPA/ SAC/ Ramsar	Over 0.4km		
Biological/ Geological Heritage Site	0.001-0.4km		
Local or National Nature Reserve	Over 0.4km		
Agricultural classification	3		
Conservation Area	None		
Ancient Monument on site	None		
Undiscovered Archaeology	Assess		
Registered Park or Garden	None		
Listed Building on site	None		
Current/former land use	Greenfield/Previously Developed Land		
Flood Zone area	Part Zone 2		
Minerals Safeguarding Area	Part outside/within		
Contaminated land	No known issues		
At risk from hazardous installations	No		
Within 3km of a congestion spot	Yes	Both indicators appear in band C or above.	
Economic Indicators	Distance to employment site		Up to 0.8km
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	C
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

MUS2 - WHYNDYKE FARM, FYLDE-BLACKPOOL PERIPHERY

Date : 22/07/2014

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Scale
0 40 80 120 160 200 m