

Site Portfolio

Site Name: Highgate Park, Lytham Road, Warton
Grid Reference: E.341791 : N.428576
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Existing Industrial Areas (EMP2)

Gross Site Area: (Ha)	7.74 Ha
Developable Area: (Ha)	4.64 Ha

Local Plan Revised Preferred Option Site Ref:	HSS7
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. H12 – Former GEC Marconi site Policy SL3 – Warton Strategic Location for Development
SHLAA Ref:	WA24 and WA15
Planning Application Ref:	12/0550, 13/0786 and 15/0706

Position at December 2015:	<p>Application (13/0786) granted on 7 April 2014 for reserved matters of appearance, landscaping, layout and scale for erection of 254 dwellings and associated access roads, pedestrian/cycle link to mill lane, open space and landscaping pursuant to outline planning permission 12/0550.</p> <p>Application (15/0706) pending for approval of reserved matters pursuant to outline planning permission 12/0550 for the layout, scale, appearance and landscaping of 34 dwellings including the introduction of four pedestrian access gates within wall to west side of Spine Road, former GEC Marconi Site, Mill Lane, Bryning with Warton.</p> <p>Development commenced on this site in 2014.</p>
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the south of the A584. The site is previously development land and is located within the existing built up area of Warton. This site is situated within an Existing Industrial Area as designated in the adopted Fylde Borough Local Plan, outside the Limits of Development. The inclusion of this site will make the best use of previously developed land. The site consists of the Former GEC Marconi Factory and adjacent land off Lytham Road in Warton. The east of the site, which follows the route of Pool Stream, is bordered by Flood Risk Zones 2 and 3.</p> <p>The site does not relate particularly well to existing 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 Kirkham (Key Service Centre), Freckleton (Local Service Centre) and Lytham (Key Service Centre). The site is remote from the rail and the motorway</p>
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networks. In sequential terms, the site is somewhat detached from existing services.

The site is adjacent to the established and developing Lancashire AEM Enterprise Zone at BAE Systems, Warton which is of strategic importance to Lancashire.

The site provides a comprehensive residential development and makes a significant contribution to the housing supply of the Borough.

Infrastructure

It is understood that the built development only commenced once the necessary infrastructure was in place.

Landscape Appraisal

Previously developed land. No landscape assessment submitted.

Viability

Developer Interest: Yes

Site Viability: Viable – Planning permission granted / Development commenced

Any Additional Information

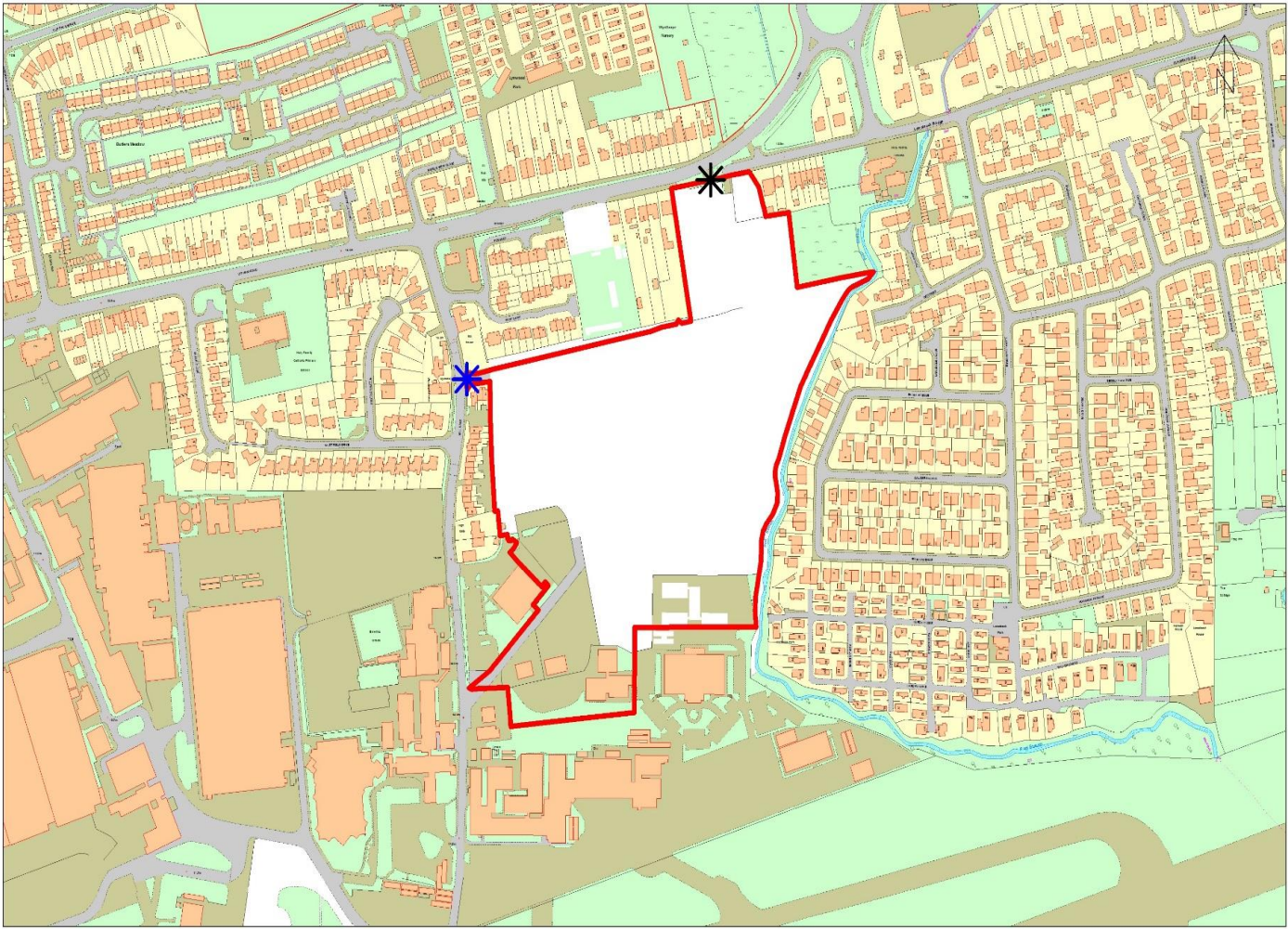
Please see the separate Sustainability Appraisal and the Habitats Regulation Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 8 of the 19 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is mixed.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4 km	
	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 0.4 km	
	Distance to motorway junction	Over 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	3.21 to 5km	
	Distance to GP surgery	0.81 to 1.6km	
Distance to NHS general hospital	Over 10km		
Distance to public open space/park	0.81 to 1.2km		
Environmental Indicators	Within named settlement or other Designation	Warton – Existing Industrial Area	This site scores very well with 14 of the 16 indicators in band A. 1 indicator also fall within band C or above leading to 16 out of 16 indicators being band C or above. Under development. The site has been remediated
	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	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	
	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 A.
	Distance to Enterprise Zone	Up to 2km	

Overall banding for site	B
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

HS12 - FORMER GEC MARCONI FACTORY SITE, WARTON

Date : 22/07/2014

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

Scale
0 20 40 60 80 100 m

Site Portfolio

Site Name: Land East of Warton
Grid Reference: 341471 : N.429088
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2) and Public Open Spaces (TREC13 and TREC14)

Gross Site Area: (Ha)	29.38 Ha
Developable Area: (Ha)	17.63 Ha

Local Plan Revised Preferred Option Site Ref:	Site not specifically identified in the Revised Preferred Option version of the Local Plan.
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. H10 Policy SL3 – Warton Strategic Location for Development
SHLAA Ref:	WA20
Planning Application Ref:	14/0410 and 15/0303

Position at December 2015:	15/0303 Resubmission of outline planning application (14/0410) for the erection of up to 375 dwellings with access applied for and all other matters reserved (application includes alternative schematic site layouts with 187 or 375 dwellings). Awaiting appeal decision.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the north of the A584, east of Harbour Lane and south of Hillock Lane. It is adjacent to the existing settlement boundary of Warton. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2). Part of the site is also occupied by the Bridges Playing Field which is allocated as 'Public Open Space' in the existing Fylde Local Plan (Policy TREC 17). This playing field is also protected by a legal covenant.</p> <p>This site comprises agricultural land, a recreation ground with play equipment and a dog training centre. The recreation ground is protected from development and will remain within the site. Approximately one fifth of the site is situated within Flood Risk Zones 2 and 3. There are several field ponds on this site and these should be protected, or replaced if lost.</p> <p>A minority of the site is situated within a Mineral Safeguarding Area in the Lancashire Minerals and Waste Local Plan. Policy M2 requires site surveys to be undertaken for the site before development takes place, in order to assess the extent and quality of the reserves and whether there is a case for prior extraction of the sand and gravel.</p> <p>The site does not relate particularly well to existing 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 Kirkham, Freckleton and Lytham. The site is remote</p>
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from the rail and motorway networks. In sequential terms, the site is somewhat detached from existing services.

The site is in close proximity to the established and developing Lancashire AEM Enterprise Zone at BAE Systems, Warton which is of strategic importance to Lancashire.

Only if a critical mass was formed through new development on this site and adjacent sites, would there be the potential for new and / or improved social infrastructure provision within the Warton Strategic Location for Development. This would overcome the current isolation from services and bring about a stronger identity for Warton through place making.

This site was identified in the 2012 Strategic Housing Land Availability Assessment (SHLAA) as potentially suitable for housing development. Given the nature of the surrounding area of Warton it is considered that a residential allocation would be the most appropriate for the site. The site has the potential to provide a comprehensive residential development and it could form an urban extension to Warton. The site would make a significant contribution to the housing supply of the Borough.

However, the development of this site would exceed level of development proposed in the Bryning with Warton Neighbourhood Development Plan.

Infrastructure

Subject to the appeal decision on this site, the following applies:

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

When taken together, the comprehensive development of all of the sites around Warton is crucial due to their size, scale and strategic importance. Delivery of the essential infrastructure and local services would only be brought about if a critical mass of development was achieved.

Due to the scale of development proposed at Warton, it is not anticipated that all the sites could be developed concurrently. One issue is that of traffic congestion. A new link road (the Preston Western Distributor) providing access to a new Junction 2 of the M55 will contribute towards alleviating such congestion and this is due to be completed and opened in 2019. Also, wastewater infrastructure in the Warton area will need to be upgraded to deliver this site. 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: HIGH

The development of this site will have a significant visual impact on Warton. The settlement boundary will be significantly extended into open countryside. Due to the size, scale and nature of the development it will be difficult to effectively mitigate against the visual impact of the development of this site.

The landscape mitigation measures which would need to be considered in the development of the site

would be;

1. The landscape treatment shall aim to retain and enhance the overall landscape character of the area by planting of indigenous species and other trees characteristic of the local countryside
2. Access into the site should not be permitted along Hillock Lane, to ensure that Hillock Lane retains its rural character and to limit the impact of the development on the open countryside to the north.
3. The proposed development shall incorporate and enhance the existing natural features on the site, such as hedges, and ponds in order to improve biological diversity

A significant landscape buffer will be required to the entire length of the eastern boundary. Although there are hedgerows along this boundary, they will provide limited screening due to the size and scale of the development.

Viability

Developer Interest: Yes

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

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.

Bridges Playing Field is allocated as 'Public Open Space' in the existing Fylde Local Plan (Policy TREC13 and TREC14) and is protected by a legal covenant. It would either have to integrate within the site's future development, or alternative provision must be provided elsewhere within Warton.

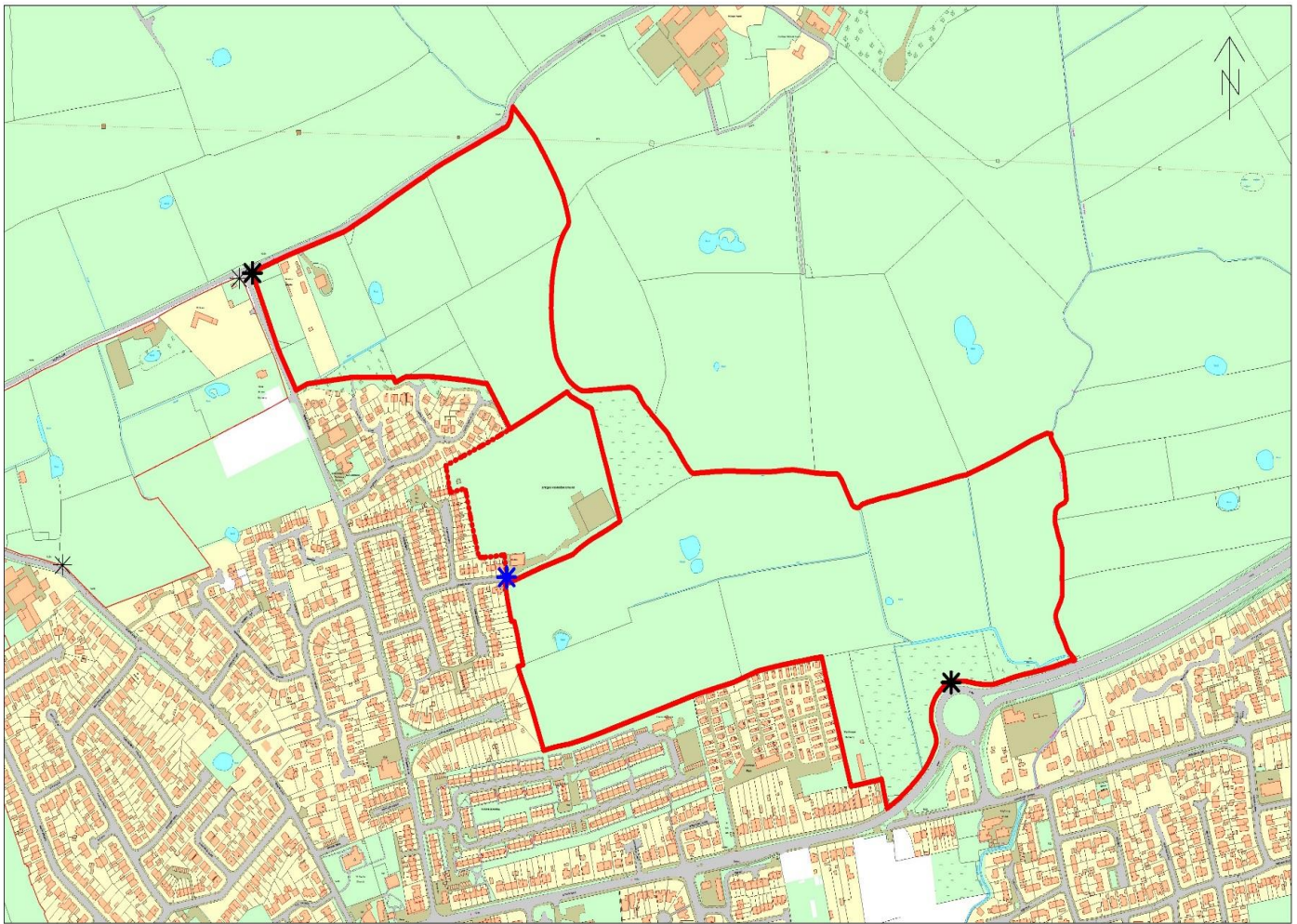
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 10 of the 18 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is mixed.
	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 0.4 km	
	Distance to motorway junction	Over 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	0.41 to 0.8km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	3.21 to 5km	
	Environmental Indicators	Distance to GP surgery	
Distance to NHS general hospital		Over 10km	
Distance to public open space/park		Up to 0.4km	
Within named settlement or other Designation		Green Belt / Countryside	
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		Assess	
Registered Park or Garden		None	
Listed Building on site		None	
Current/former land use		Greenfield	
Flood Zone area		Part 3	
Economic Indicators		Minerals Safeguarding Area	Part outside/within
	Contaminated land	No known issues	
Economic Indicators	At risk from hazardous installations	No	
	Within 3km of a congestion spot	Yes	
Economic Indicators	Distance to employment site	0.81 to 1.2km	
	Distance to Enterprise Zone	Up to 2km	

Overall banding for site	C
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

HS10 - LAND EAST OF WARTON

Scale
0 25 50 75 100 125 m

Date : 22/07/2014

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

Site Portfolio

Site Name: Land North East of Warton
Grid Reference: E.341657 : N.429415
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	36.95 Ha
Developable Area: (Ha)	22.17 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:	H11
SHLAA Ref:	WA23
Planning Application Ref:	N/A

Position at December 2015:	
	Inclusion of this site would need to be reflected in the Bryning with Warton Neighbourhood Development Plan.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to south of Hillock Lane. It is adjacent to the existing settlement boundary of Warton. The site is greenfield and is in the countryside in the existing Fylde Local Plan (Policy SP2). The site could form an urban extension to Warton, although the boundary of the site is not contiguous with the existing settlement boundary.</p> <p>The site does not relate particularly well to existing 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 Kirkham, Freckleton and Lytham. The site is remote from the rail and motorway networks. In sequential terms, the site is somewhat detached from existing services.</p> <p>The site is in close proximity to the established and developing Lancashire AEM Enterprise Zone at BAE Systems, Warton which is of strategic importance to Lancashire.</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 and / or improved social infrastructure provision within the Warton Strategic Location for Development. This would overcome the current isolation from services and bring about a stronger identity for Warton through place making.</p> <p>Given the nature of the surrounding area of Warton it is considered that a residential allocation would be the most appropriate for the site. The site has the potential to provide a comprehensive residential development and it could form an urban extension to Warton. The site would make a significant contribution to the housing supply of the Borough.</p>

However, the development of this site would exceed level of development proposed in the Bryning with Warton Neighbourhood Development Plan.

Infrastructure

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

When taken together, the comprehensive development of all of the sites around Warton is crucial due to their size, scale and strategic importance. Delivery of the essential infrastructure and local services would only be brought about if a critical mass of development was achieved.

Due to the scale of development proposed at Warton, it is not anticipated that all the sites could be developed concurrently. One issue is that of traffic congestion. A new link road (the Preston Western Distributor) providing access to a new junction 2 of the M55 will contribute towards alleviating such congestion and this is due to be completed and opened in 2019. Also, wastewater infrastructure in the Warton area will need to be upgraded to deliver this site. 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: HIGH

The mitigation of development of this site would be problematic. It is situated apart from Warton, thus the fields in between will be susceptible to development, thus extending the boundaries of Warton. This would have a significant impact on the rural and landscape character of Warton.

The development of the site would also be detrimental to the rural character of Hillock Lane. The development of the site would invariably require widening and improvements to the lane and would therefore remove the rural character. The approach into Warton on the A584 Lytham Road would also be impacted by the long views across the open countryside.

The landscape mitigation measures which would need to be considered in the development of the site would be:

1. To retain the rural character of Hillock Lane, thus access to the site should only be from the A584 Lytham Road.
2. The short and long distance views to northern and eastern boundary across the open countryside are the most vulnerable to visual impact. These boundaries would require significant landscape treatment, however, this should be carried in an appropriate manner to maintain the rural character of the countryside.
3. The three ponds should be retained and enhanced. In addition, the water courses to the eastern and western boundaries should be retained and integrated.

Viability

Developer Interest: Yes

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

Any Additional Information

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

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

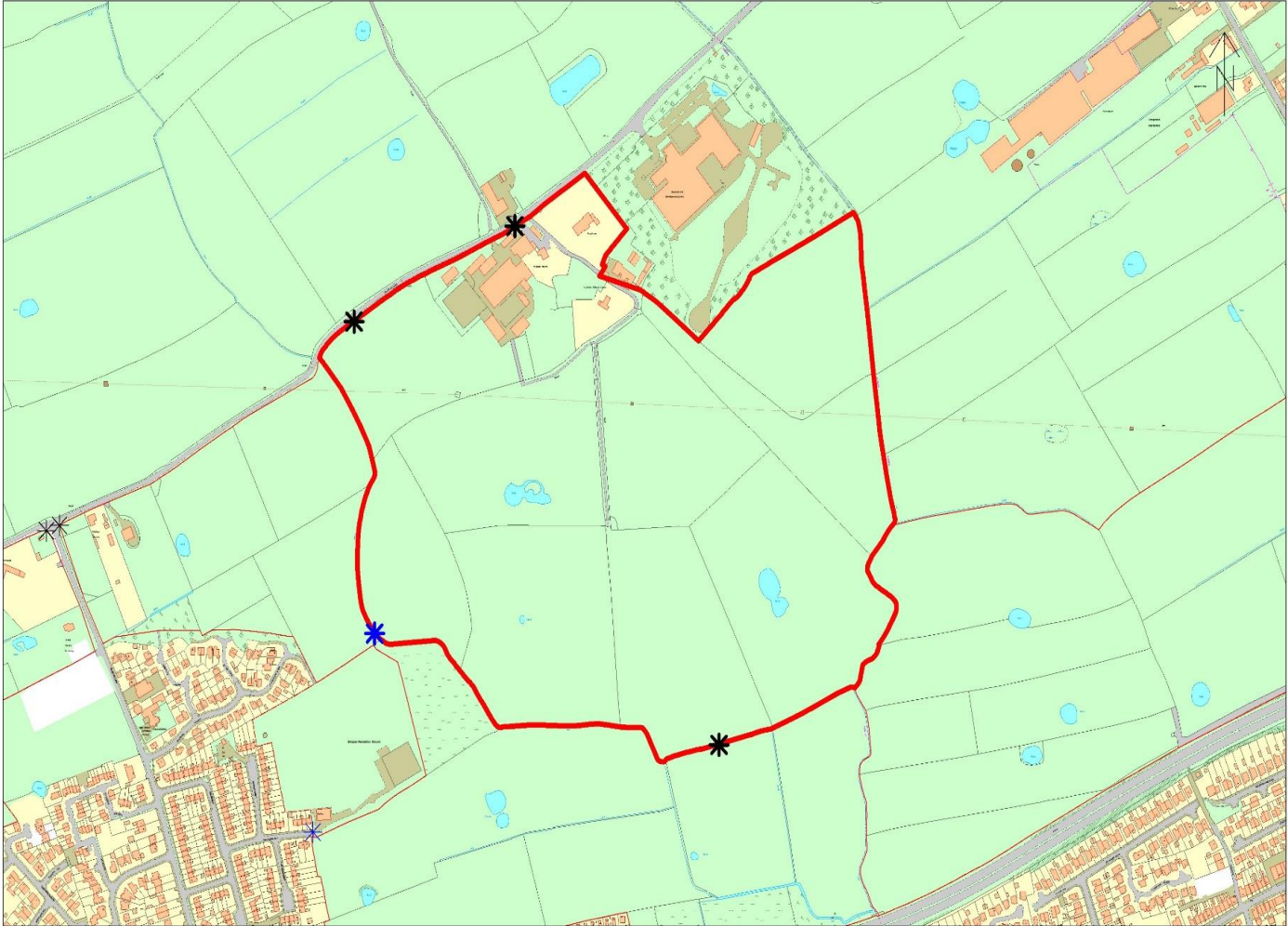
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 8 of the 19 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is poor.
	Rail service frequency	4 or more 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 0.4 km	
	Existing road access	Yes	
	Distance to A Road junction	Up to 0.4 km	
	Distance to motorway junction	Over 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.41 to 0.8km	
	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	3.21 to 5km	
Distance to GP surgery	0.81 to 1.6km		
Distance to NHS general hospital	Over 10km		
Distance to public open space/park	Up to 0.4km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores well with 10 of the 16 indicators in band A. 4 indicators also fall within band C leading to 14 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	Assess	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Previously Developed Land/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	0.81 to 1.2km	Both indicators are in band B or above.
	Distance to Enterprise Zone	Up to 2km	

Overall banding for site	C
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

Date : 23/07/2014

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

HS11 - LAND NORTH EAST OF WARTON

Scale
0 25 50 75 100 125 m

Site Portfolio

Site Name: Land North of Warton
Grid Reference: E.340884 : N.429180
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	9.67 Ha
Developable Area: (Ha)	5.80 Ha

Local Plan Revised Preferred Option Site Ref:	Site not specifically identified in the Revised Preferred Option version of the Local Plan.
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. H9 Policy SL3 – Warton Strategic Location for Development
SHLAA Ref:	WA19 and WA19a
Planning Application Ref:	13/0674

Position at December 2015:	Outline application (13/0674) for erection of up to 360 dwellings following demolition of existing buildings (with all matters reserved), land opposite Blackfield End Farm, appeal allowed on 24 September 2015.
	Inclusion of this site would need to be reflected in the Bryning with Warton Neighbourhood Development Plan.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the east of Church Road, South of Hillock Lane and west of Harbour Lane This greenfield site is adjacent to the existing settlement boundary of Warton. It is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2) and predominantly comprises agricultural land. There are several field ponds on this site and these should be protected, or replaced if lost.</p> <p>The site does not relate particularly well to existing 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 Kirkham, Freckleton and Lytham. The site is remote from the rail, motorway and strategic road networks. In sequential terms, the site is somewhat detached from existing services.</p> <p>The site is in close proximity to the established and developing Lancashire AEM Enterprise Zone at BAE Systems, Warton which is of strategic importance to Lancashire.</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 and / or improved social infrastructure provision within the Warton Strategic Location for Development. This would overcome the current isolation from services and bring about a stronger identity for Warton through place making.</p> <p>This site was identified in the 2012 Strategic Housing Land Availability Assessment (SHLAA) as potentially suitable for housing development. Given the nature of the surrounding area of Warton it is considered that</p>
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a residential allocation would be the most appropriate for the site. The site has the potential to provide a comprehensive residential development and it could form an urban extension to Warton. The site would make 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.

When taken together, the comprehensive development of all of the sites around Warton is crucial due to their size, scale and strategic importance. Delivery of the essential infrastructure and local services would only be brought about if a critical mass of development was achieved.

Due to the scale of development proposed at Warton, it is not anticipated that all the sites could be developed concurrently. One issue is that of traffic congestion. A new link road (the Preston Western Distributor) providing access to a new junction 2 of the M55 will contribute towards alleviating such congestion and this is due to be completed and opened in 2019. Also, wastewater infrastructure in the Warton area will need to be upgraded to deliver this site. 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 landscape mitigation measures which would need to be considered in the development of the site would be:

1. The landscape treatment shall aim to retain and enhance the overall landscape character of the area by planting of indigenous species and other trees characteristic of the local countryside. The hedgerows along Church Road should be retained and enhanced, in addition to setting back properties to minimise the impact on the landscape character to Church Road.
2. The impact of the development along Hillock Lane should be minimised by retaining and enhancing the hedgerows and preventing access into the site from the Lane.
3. The proposed development shall incorporate and enhance the existing natural features on the site, such as hedges, and ponds in order to improve biological diversity
4. Retain the existing woodland, field boundary vegetation to the eastern, western and northern boundaries, additional buffer planting along these boundaries would screen the development from medium / long views.

Additional tree and shrub planting to infill sparser areas and gaps in hedgerows will enhance these belts of buffer planting and substantial planting will be introduced to the southern boundaries to provide a landscape interface to the existing residential settlement.

Viability

Developer Interest: Yes

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

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.

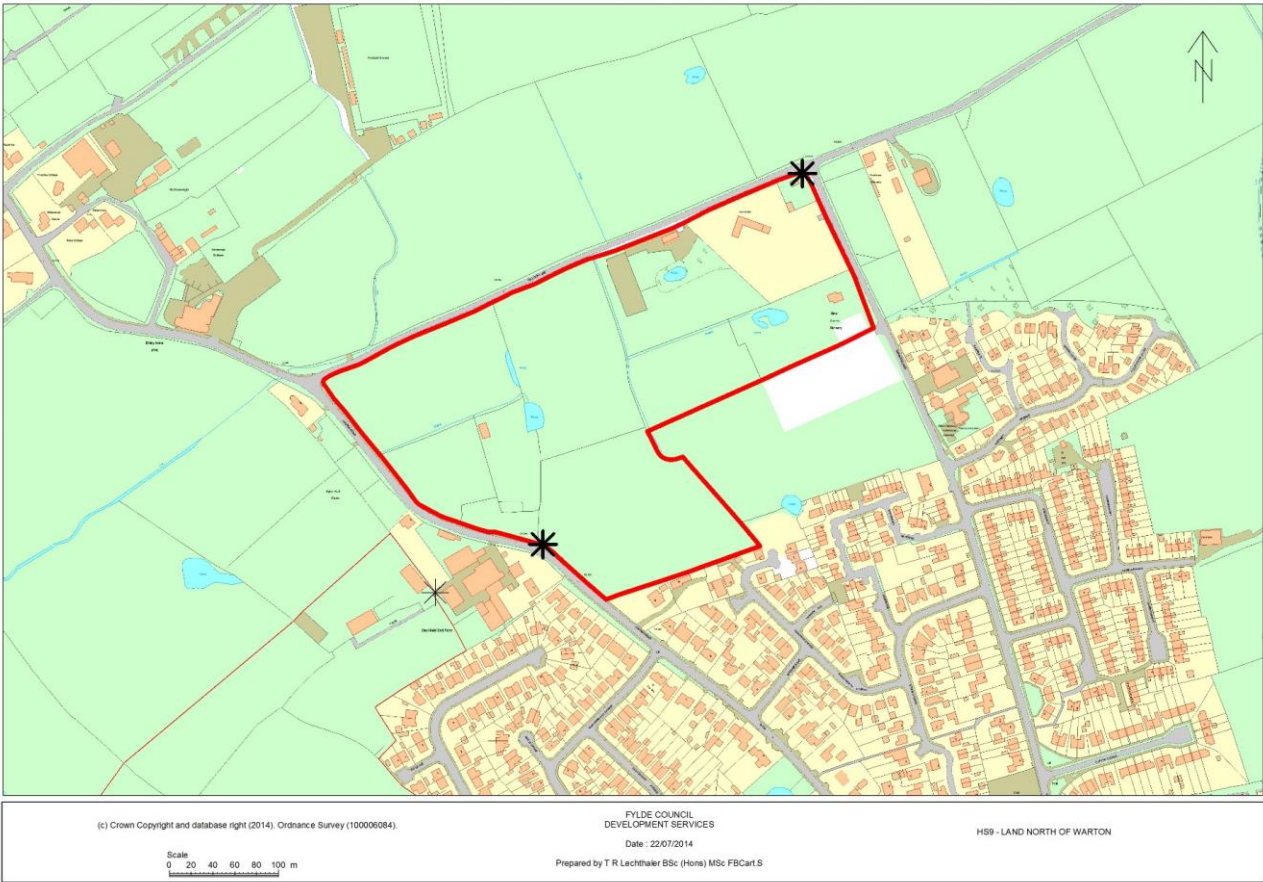
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3km	The site scores moderately with 8 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	0.41 to 0.8km	
	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	0.41 to 0.8km	
	Distance to motorway junction	Over 3km	
	Distance to town centres	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	Over 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Over 1.6km	
	Distance to Primary School	0.81 to 1.2km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	3.21 to 5km	
	Distance to GP surgery	1.61 to 3km	
Distance to NHS general hospital	Over 10km		
Distance to public open space/park	0.41 to 0.8km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores very well with 12 of the 16 indicators in band A. 2 indicators also fall within band C leading to 14 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	Outside	
	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 A.
	Distance to Enterprise Zone	Up to 2km	

Overall banding for site	C
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Site Plan



Site Portfolio

Site Name: Land West of Warton
Grid Reference: E.340596 : N.428555
Ward: Warton and Westby
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2) and Green Belt (SP3)

Gross Site Area: (Ha)	27.62 Ha
Developable Area: (Ha)	16.57 Ha

Local Plan Revised Preferred Option Site Ref:	Site not specifically identified in the Revised Preferred Option version of the Local Plan.
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. H8 Policy SL3 – Warton Strategic Location for Development. This site also included an indicative location for a secondary school.
SHLAA Ref:	WA18
Planning Application Ref:	13/0526 and 13/0674

Position at December 2015:	Planning permission (13/0526) for the erection of 83 residential dwellings with associated access, landscaping and public open space following demolition of existing structures, Riversleigh Farm granted on 12 th January 2015. Development has commenced on this site.
	Outline application (13/0674) for erection of up to 360 dwellings following demolition of existing buildings (with all matters reserved), land opposite Blackfield End Farm, appeal allowed on 24 th September 2015.
	Inclusion of this site would need to be reflected in the Bryning with Warton Neighbourhood Development Plan.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the north of the A584. It is adjacent to the existing settlement boundary of Warton. The site is greenfield and it is located on land identified as ‘countryside’ in the existing Fylde Local Plan (Policy SP2). This site comprises open agricultural fields, a number of existing homes, a caravan park, car wash, plant hire business and a few derelict buildings. There is a small area of trees within the site next to the A584, which is protected by a Tree Preservation Order. There are also trees protected by Tree Preservation Orders along part of the south east border of the site, at the rear of properties along Ash Drive.</p> <p>The site does not relate particularly well to existing 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 Kirkham, Freckleton and Lytham. The site is remote from the rail and motorway networks. In sequential terms, the site is somewhat detached from existing</p>
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services.

The site is in close proximity to the established and developing Lancashire AEM Enterprise Zone at BAE Systems, Warton which is of strategic importance to Lancashire.

Only if a critical mass was formed through new development on this site and adjacent sites, would there be the potential for new and / or improved social infrastructure provision within the Warton Strategic Location for Development. This would overcome the current isolation from services and bring about a stronger identity for Warton through place making.

This site was identified in the 2012 Strategic Housing Land Availability Assessment (SHLAA) as potentially suitable for housing development. Given the nature of the surrounding area of Warton it is considered that a residential allocation would be the most appropriate for the site. The site has the potential to provide a comprehensive residential development and it could form an urban extension to Warton. The site would make 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.

When taken together, the comprehensive development of all of the sites around Warton is crucial due to their size, scale and strategic importance. Delivery of the essential infrastructure and local services would only be brought about if a critical mass of development was achieved.

Due to the scale of development proposed at Warton, it is not anticipated that all the sites could be developed concurrently. One issue is that of traffic congestion. A new link road (the Preston Western Distributor) providing access to a new junction 2 of the M55 will contribute towards alleviating such congestion and this is due to be completed and opened in 2019. Also, wastewater infrastructure in the Warton area will need to be upgraded to deliver this site. 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: HIGH

The mitigation of development of this site would be problematic. It is situated along Lytham Road and will link two housing areas, thus extending the boundaries of Warton Village and the urbanisation of this section of Lytham Road. This would have a significant impact on the rural and landscape character of Warton.

The landscape mitigation measures which would need to be considered in the development of the site would be:

1. The approach into Warton on the A584 Lytham Road would also be impacted by the long views across the open countryside. Mitigation could include significant landscape treatment along Lytham Road to assist in maintaining the landscape character and screening the development from the road.

2. The short and long distance views to northern boundary across the open countryside are the most vulnerable to visual impact. These boundaries would require significant landscape treatment, however, this should be carried out in an appropriate manner to maintain the rural character of the countryside.

There are significant trees, woodlands and hedgerows which are of high amenity value within the site boundaries. The majority should be retained, protected, maintained and integrated into the overall development.

Viability

Developer Interest: Yes

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

Any Additional Information

The Preferred Option version of the Local Plan included an indicative location for a secondary school on this site. This is no longer identified 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.

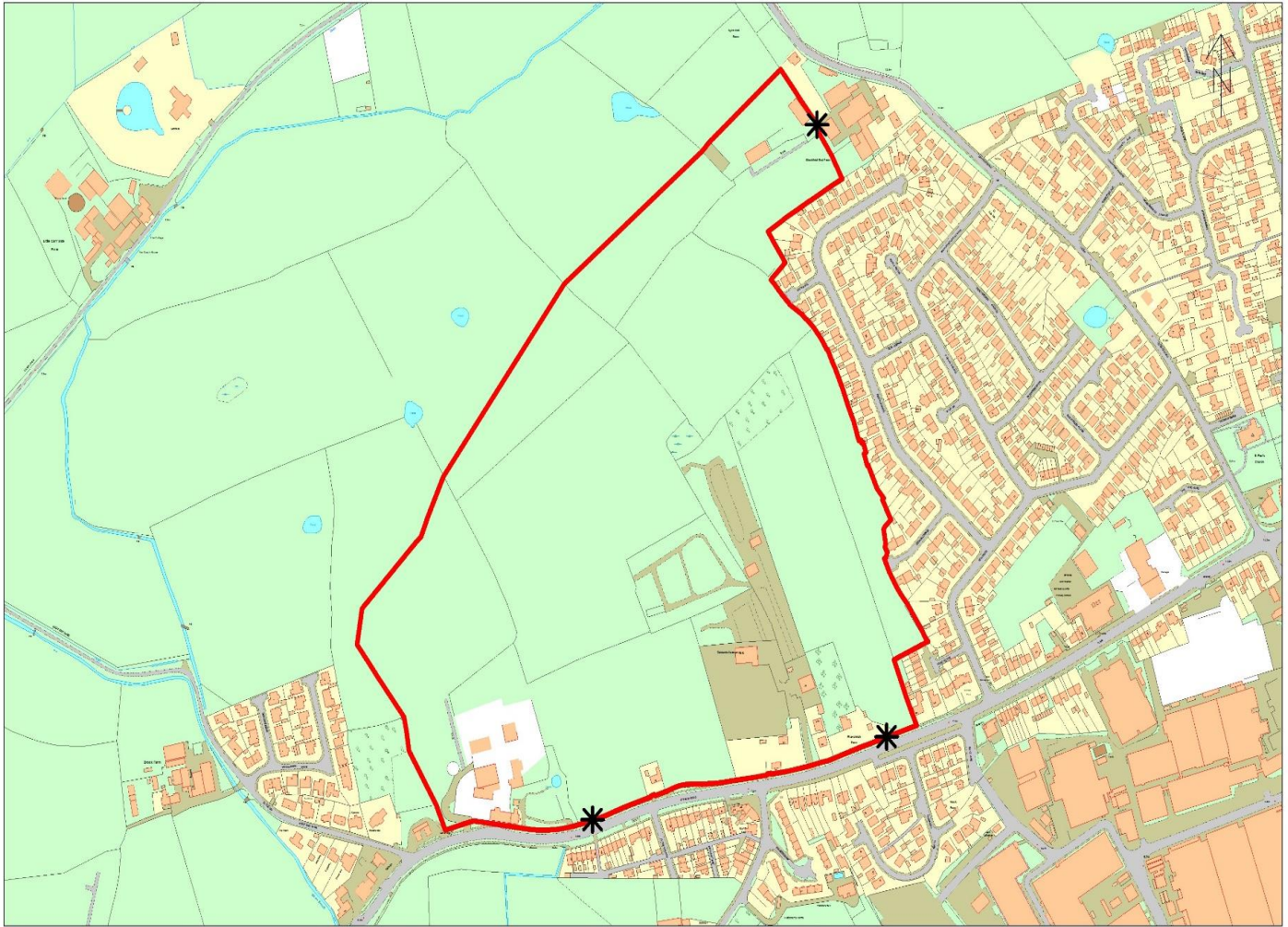
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Over 3 km	The site scores moderately with 8 of the 18 indicators in bands A and B. Site scores moderately for public transport. Access to social infrastructure is mixed.
	Rail service frequency	2-3 per hour	
	Distance to nearest bus stop	Up to 0.4 km	
	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	Over 3km	
	Distance to District or Local centre where closer than town centre	Over 1.6km	
	Distance to supermarket	2.41 to 3km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	Over 1.6km	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	3.21 to 5 km	
	Distance to further/higher education	3.21 to 5km	
	Distance to GP surgery	1.61 to 3km	
Distance to NHS general hospital	Over 10km		
Distance to public open space/park	0.81 to 1.2km		
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	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	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 A.
	Distance to Enterprise Zone	Up to 2km	

Overall banding for site	C
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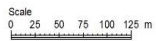
Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

HSS - LAND WEST OF WARTON



Date : 22/07/2014

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