

Site Portfolio

Site Name: The Pastures, Fleetwood Road, Wesham
Grid Reference: E. 341871 : N.433365
Ward: Medlar-with-Wesham
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	14.86 Ha
Developable Area: (Ha)	8.92 Ha

Local Plan Revised Preferred Option Site Ref:	HSS8
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. H13 Policy SL4 – Kirkham and Wesham Strategic Location for Development
SHLAA Ref:	WS10 and WS09
Planning Application Ref:	12/0589, 13/0754 and 14/0779

Position at December 2015:	<p>Outline planning permission granted (12/0589) for up to 100 homes on part of the site. Development has commenced on the site.</p> <p>Outline application (13/0754) for demolition of existing dwellings and redevelopment of the site for up to 264 dwellings together with associated development, open space, landscaping and development relating to biodiversity enhancement / protection. (Access applied for with other matters reserved), land east of Fleetwood Road and north of Mowbreck Lane. Currently at appeal.</p> <p>Resubmission (14/0779) of application 13/0754 for outline planning permission for erection of up to 264 dwellings together with associated development, open space, landscaping and development relating to biodiversity enhancement / protection. (Access applied for and all other matters reserved), granted planning permission on 12 March 2015.</p>
Proposed Allocation:	Residential

Justification
<p>The site is located to the north of the existing settlement boundary of Kirkham / Wesham, and is accessed to the east of the A585 (Kirkham Bypass). The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2) and comprises agricultural land. The site adjoins a Biological Heritage Site. There is also a field pond on the site and this should be protected, or replaced if lost.</p>

Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.

Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network. This site is very accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham. The site could form an urban extension to Wesham.

Development has commenced on the site with first completions expected 2015/16; the whole site could be completed by 2025. The site provides a comprehensive residential development, 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 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.

Landscape Appraisal (Sensitivity to Development: Low, Moderate, High)

Only local viewpoints adjacent to the site will incur significant impacts, because of the view's proximity to the site.

(Source- Land at Wesham for Metacre Limited-Landscape Report for Planning Application -Cooper Partnership (2011)

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.

A minority of the site is situated within a Mineral Safeguarding Area in the Lancashire Minerals and Waste Local Plan, covering sand and gravel reserves.

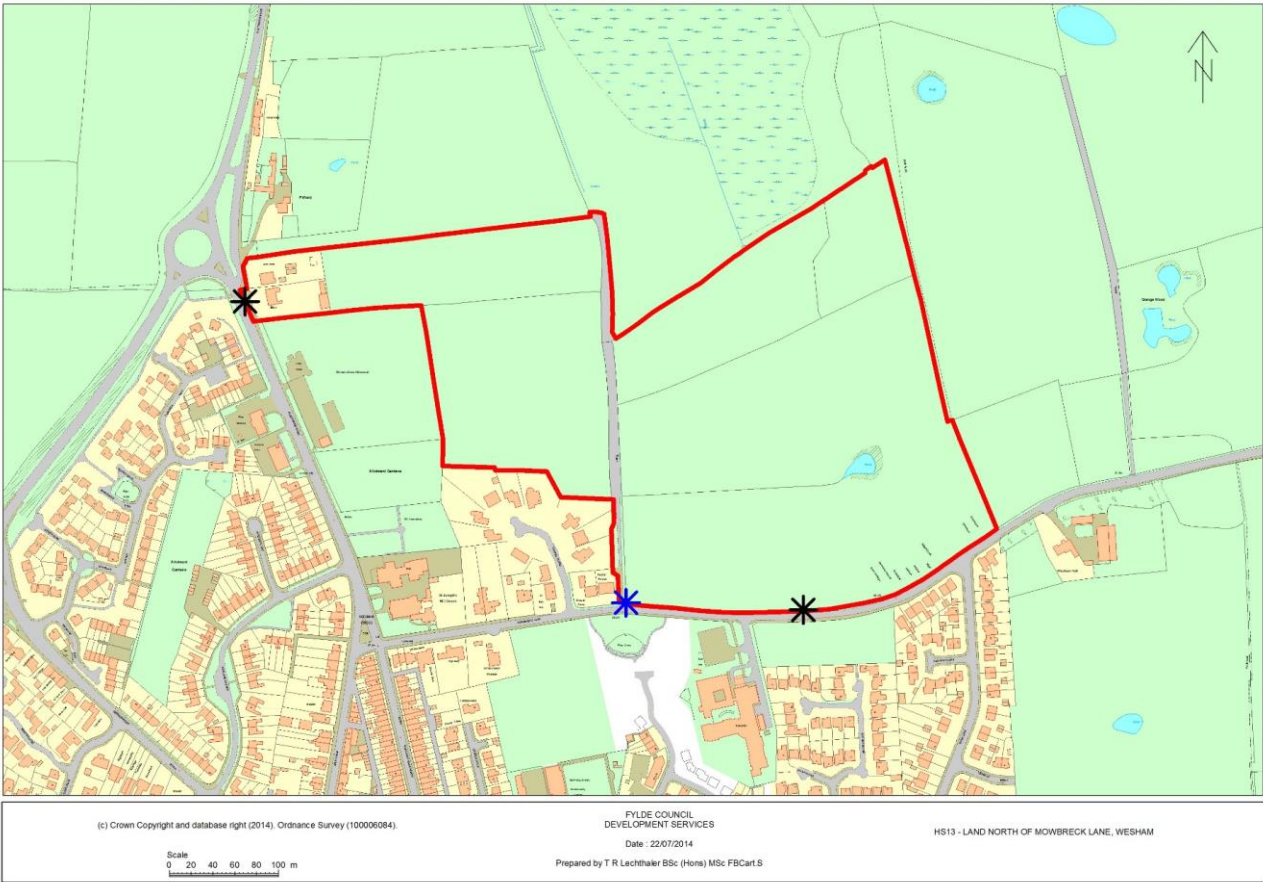
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	0.81 to 1.6km	The site scores very well with 14 of the 18 indicators in bands A and B. Site scores very well for public transport. Access to social infrastructure is good.
	Rail service frequency	4 or more per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	6 or more	
	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	0.81 to 1.6km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	Distance to supermarket	1.61 to 2.4km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 to 0.8km	
	Distance to Primary School	Up to 0.4km	
	Distance to Secondary School	1.61 to 3.2km	
	Distance to further/higher education	1.61 to 3.2km	
	Distance to GP surgery	1.61 to 3km	
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 9 of the 16 indicators in band A. 5 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	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	
	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	5.1km to 10km	

Overall banding for site	B
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Site Plan



Site Portfolio

Site Name: Land North of Blackpool Road, Kirkham (Kirkham Triangle)
Grid Reference: E.340953 : N.432415
Ward: Kirkham North
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2), School Playing Fields (TREC14) and a Biological Heritage Site (EP17)

Gross Site Area: (Ha)	26.35 Ha
Developable Area: (Ha)	15.81 Ha

Local Plan Revised Preferred Option Site Ref:	HSS9
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. M3 – Mixed Use development Policy SL4 – Kirkham and Wesham Strategic Location for Development
SHLAA Ref:	KI27 and KI38
Planning Application Ref:	Outline 12/0635, 12/0419 and 15/0308

Position at December 2015:	<p>Outline application (12/0419) for up to 140 dwellings with 30% of these to be affordable and associated infrastructure from a new access to Blackpool Road (access applied for with all other matters reserved), allowed at appeal on 28th March 2013.</p> <p>Application (15/0308) for approval of reserved matters pursuant to outline planning permission 12/0635 for the layout, scale, appearance and landscaping of a development for 180 dwellings and associated infrastructure was granted on 5th August 2015.</p> <p>Development has commenced on site.</p>
Proposed Allocation:	Residential development

<p>Justification</p> <p>The site, which is also locally known as the ‘Kirkham Triangle’ is located to the west of the existing settlement boundary of Kirkham, bordered by the A583, A585 (Kirkham Bypass) and the railway line. The site is greenfield and it is located on land identified as ‘countryside’ in the existing Fylde Local Plan (Policy SP2). The site comprises agricultural land, with brooks and ponds, and also includes school playing fields (FBLP Policy TREC 14) for Kirkham Grammar School.</p> <p>There is a Biological Heritage Site located within the site (FBLP Policy EP17) and there are areas of trees that are protected by Tree Preservation Orders and several field ponds which should be protected, or replaced if lost. A small proportion of the site falls within Flood Zones 2 and 3. Wrongway Brook flows through the site and this is a Main River designated on the Environment Agency’s Main River maps. The Flood Zones follow</p>

the route of the Main River.

Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.

Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network.

This site is sustainable relative to the established settlement of Kirkham. However, the A585 bypass potentially provides a hard barrier for pedestrian and cycle access to and from Kirkham.

There is strong developer interest in this site and the site could form an urban extension to Kirkham. Two planning applications have been granted permission for residential development on a significant part of the site.

Half of the site is situated within a Mineral Safeguarding Area in the Lancashire Minerals and Waste Local Plan. LCC recommends that site surveys are 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 sand and gravel.

Given the nature of the surrounding area of Kirkham, 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. 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.

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

The residential development on this site will need to be well screened from views into the site, by a comprehensive landscaping scheme including substantial tree belts and the provision of Green Infrastructure.

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 the site would have a high visual impact. There are many key landscape features within the site and to the perimeter which would require enhancing, managing and maintaining.

1. Retain, protect and maintain the woodlands, hedgerows and trees which are of high amenity value and worthy of protection.

2. Retain, protect and maintain the three ponds which are intrinsically important to the rural character and the ecological value.
3. The open ditch to the eastern boundary flows into Wrongway Brook.

Viability

Developer Interest: Yes.

Site Viability: Viable – Planning permission granted / Development commenced

Any Additional Information

The majority of the site was identified in the 2012 Strategic Housing Land Availability Assessment (SHLAA) as 'suitable' for housing development. That part of the site used as school playing field was identified as 'unsuitable' because it is allocated as 'School Playing Fields' FBLP Policy TREC14.

Fylde Employment and Premises Study, 2012:

- *Indicative size of any allocation* – As with the previous area of search, the size of any allocation must balance the need to protect countryside land with the need to provide a critical mass of development that will pay for the new infrastructure required. Again an allocation of at least 10 ha would be needed to make a new employment area viable.
- *Suitable uses* – Unlike a motorway based development, it is assumed that an employment area here would focus more on meeting local needs in central and eastern Fylde. The emphasis would therefore be on smaller B1 (a-c) and B8 accommodation, possibly including some incubation facilities. To prevent competition with Kirkham Town Centre, ancillary retail should be kept to a minimum.

Policy SL4 of the Local Plan Preferred Option (2013) identified this site as being suitable for 295 homes and 9 Ha of employment land. Subsequent approval for 320 homes (allowed on appeal) meant that there was a shift to residential development.

Portfolio Holder decision to accept the Responses Report on 05 June 2014 agreed that this site should be developed solely for residential use rather than mixed use. Portfolio Holder decision – June 2014 – Local Plan Steering Group concluded the residential development on the Kirkham Triangle (Preferred Option site ref. H18) will need to be well screened from views into the site, by a comprehensive landscaping scheme including substantial tree belts and the provision of Green Infrastructure.

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

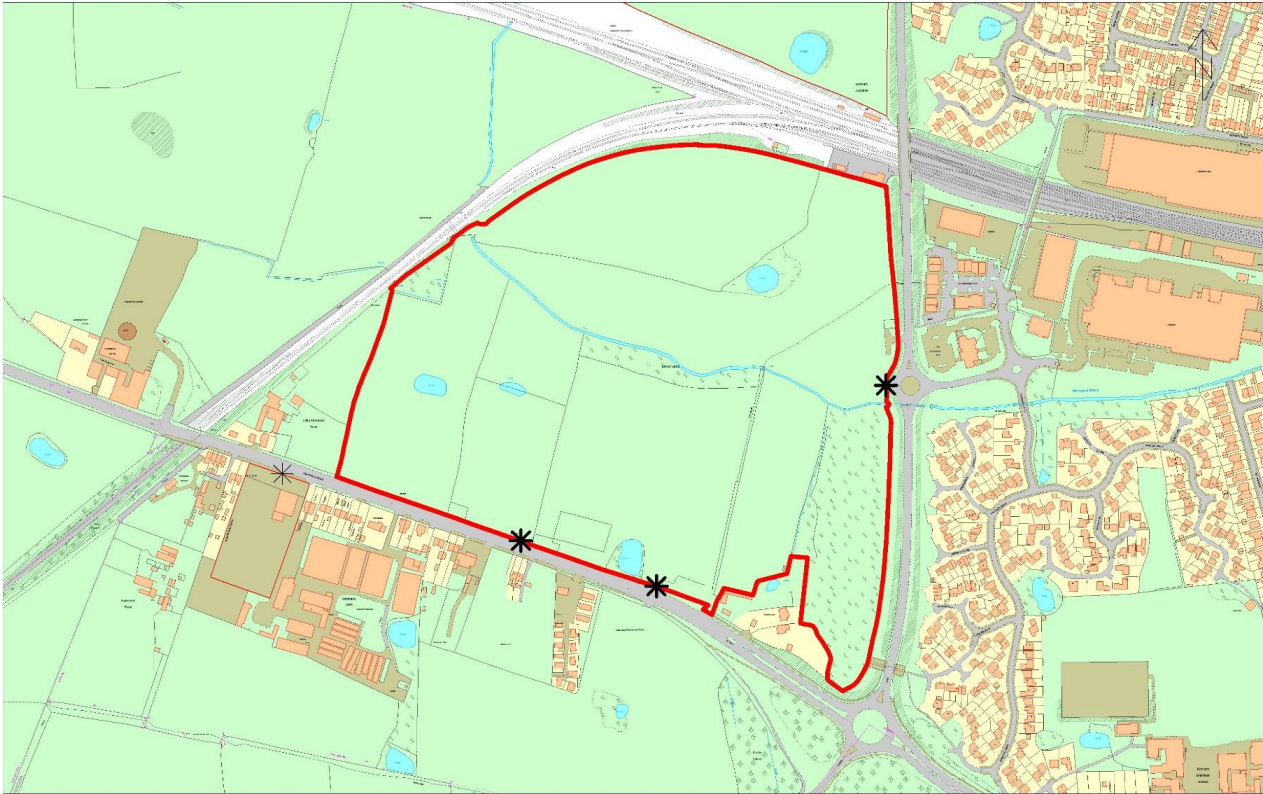
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	0.81 to 1.6km	The site scores well with 12 of the 19 indicators in bands A and B. Site is good for public transport, including access to a frequent railway service. The site scores fairly well for access to weekly shop in band B and less well for daily needs in band C and D.
	Rail service frequency	4 or more/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	1.61 to 3km	
	Distance to town centres	0.81 to 1.6km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	Distance to supermarket	0.81 to 1.6km	
	Distance to convenience store	0.81 to 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	1.61 to 3.2km	
	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		0.001-0.4 km	
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 Zone 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	Up to 0.8km	
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	B
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date: 23/07/2014

HS18 - LAND NORTH OF BLACKPOOL ROAD (KIRKHAM TRIANGLE), KIRKHAM

Scale
0 25 50 75 100 125 m

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

Site Portfolio

Site Name: Land at and adjacent Pitfield, Fleetwood Road, Wesham
Grid Reference: E.341623 : N.433638
Ward: Medlar-with-Wesham
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	6.84Ha
Developable Area: (Ha)	4.10 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:	H16
SHLAA Ref:	WS10
Planning Application Ref:	N/A

Position at December 2015:	
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the north of the existing settlement boundary of Kirkham and Wesham, immediately east of the A585 (Kirkham Bypass). The site is greenfield and it is located on land identified as ‘countryside’ in the existing Fylde Local Plan (Policy SP2).</p> <p>Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.</p> <p>Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to motorway and strategic road network.</p> <p>This site is very accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham. The site could form an urban extension to Wesham.</p> <p>Given the nature of the surrounding area of Kirkham 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. 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.</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.</p>

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: MEDIUM

The development of the site would have a moderate visual impact. There are many key landscape features to the perimeter of the site along Fleetwood Road which assists in screening the site, however it is the northern and eastern boundary which has the greatest visual impact. The mitigation which may assist in reducing this impact would be:

1. A significant landscape buffer planting along the northern and eastern boundary. This planting should be indigenous planting and shall be to a substantial height and depth to screen the development from short to long views
2. Additional planting to the perimeter hedgerows, to enhance and provide screening whilst ensuring the rural character is maintained.
3. The existing trees within the hedgerows and along Fleetwood Road and the A585 shall be maintained and protected.

Viability

Developer Interest: No

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.

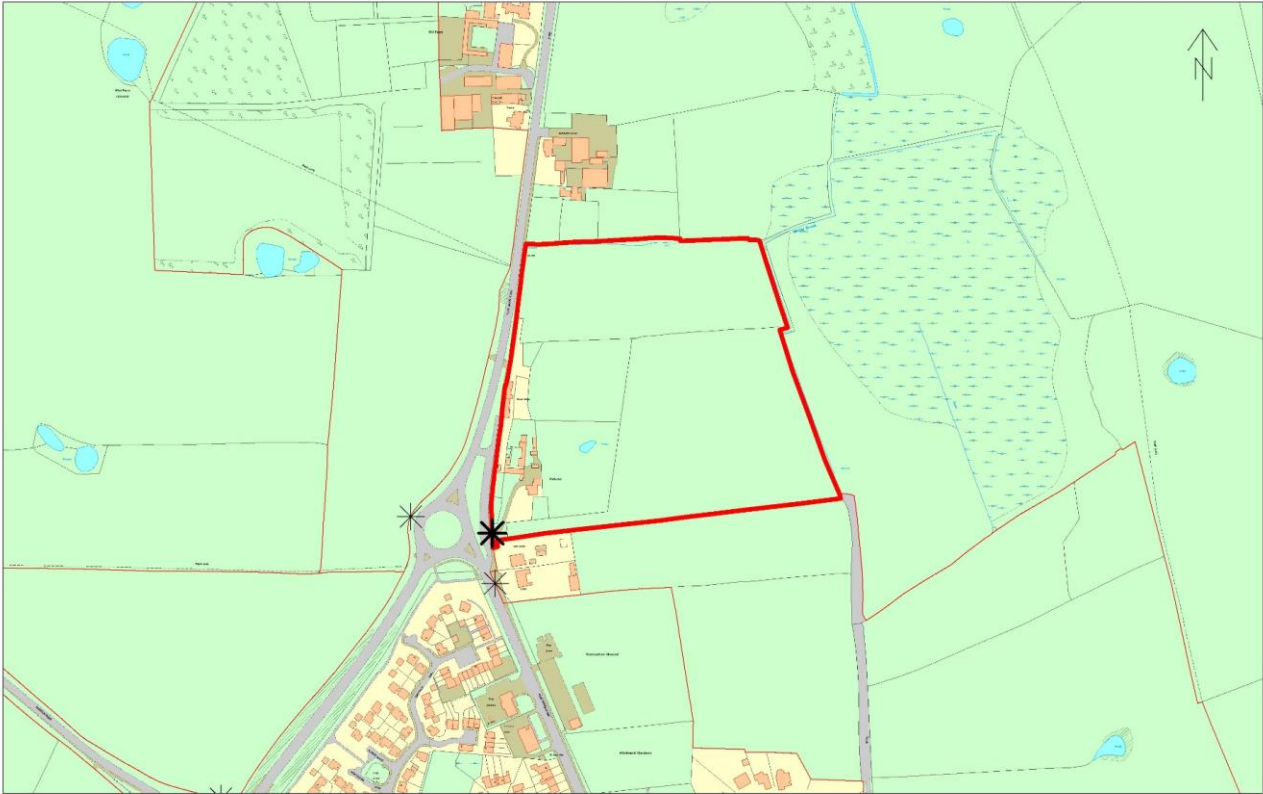
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	0.81 to 1.6km	The site scores very well with 13 of the 19 indicators in bands A and B. Site scores well for public transport. Access to social infrastructure is good.
	Rail service frequency	4 or more 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	Up to 1.6km	
	Distance to town centres	1.61 to 2.4km	
	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	0.41 to 0.8km	
	Distance to Post Office	0.41 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	1.61 to 3.2km	
	Distance to GP surgery	1.61 to 3km	
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 9 of the 16 indicators in band A. 6 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	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	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 C or above.
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	B
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date: 28/07/2014
HS16 - LAND AT AND ADJACENT PITFIELD, FLEETWOOD ROAD, WESHAM
Scale
0 20 40 60 80 100 m
Prepared by T R Lechthaler BSc (Hons) MSc FBCart S

Site Portfolio

Site Name: Land East of Wesham
Grid Reference: E.342322 : N.433090
Ward: Medlar-with-Wesham
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	29.55 Ha
Developable Area: (Ha)	17.73 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:	H17
SHLAA Ref:	WS08
Planning Application Ref:	N/A

Position at December 2015:	Landowners were identified and contacted by way of call for sites in January - February 2015 but no submissions were received by Fylde Council.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the east of the existing settlement boundary of Kirkham and Wesham, and is accessed off Mowbreck Lane and Park Lane. The south of the site is bounded by the Blackpool North and South Fylde railway lines. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).</p> <p>Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.</p> <p>Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network.</p> <p>This site is very accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham. The site could form an urban extension to Wesham.</p> <p>Given the nature of the surrounding area of Kirkham 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. 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.</p> <p>There are access issues and the site would have a significant effect on the setting of Kirkham and Wesham. The site slopes upwards from west to east and is highly visible from the eastern edge of Wesham and Kirkham. Too much development in this area would have negative impacts, development should be well</p>
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distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option version of the Local Plan.

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: HIGH

The development of the site would have a high visual impact. There are many key landscape features within the site and to the perimeter which would require enhancing, managing and maintaining.

1. Retain, protect and maintain the woodlands and trees which are of high amenity value and worthy of protection.
2. Retain, protect and maintain the three ponds which are intrinsically important to the rural character and the ecological value.
3. The open ditch to the eastern boundary flows into Wrongway and Carr Brook.

Viability

Developer Interest: No

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.

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

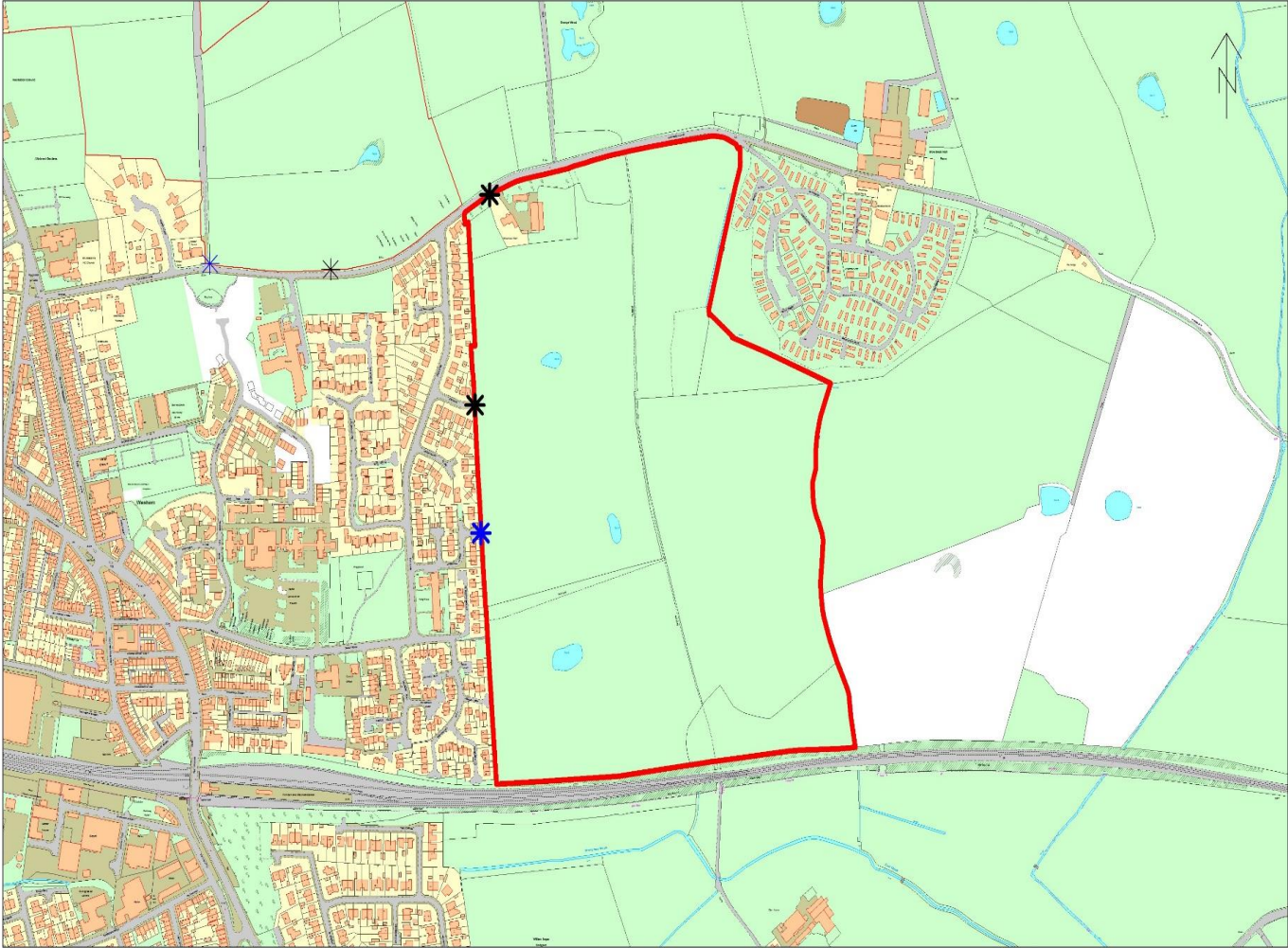
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	Up to 0.8 km	The site scores well with 11 of the 19 indicators in bands A and B. Site scores moderately for public transport Access to social infrastructure is good.
	Rail service frequency	4 or more per hour	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	No service	
	Distance to cycle route	Up to 0.4 km	
	Existing road access	Yes	
	Distance to A Road junction	0.81 to 1.6km	
	Distance to motorway junction	1.61 to 3km	
	Distance to town centres	0.81 to 1.6km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	Distance to supermarket	1.61 to 2.4km	
	Distance to convenience store	0.81 to 1.2km	
	Distance to Post Office	0.41 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	1.61 to 3.2km	
	Distance to GP surgery	1.61 to 3km	
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 moderately with 7 of the 16 indicators in band A. 6 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	0.001-0.4km	
	Local or National Nature Reserve	Over 0.4km	
	Agricultural classification	2	
	Conservation Area	Potential impact on setting	
	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	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		
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	C
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date : 28/07/2014
HS17 - LAND EAST OF WESHAM
Scale
0 25 50 75 100 125 m
Prepared by T R Lechthaler BSc (Hons) MSc FBCart.S

Site Portfolio

Site Name: Land North of Dowbridge, Kirkham
Grid Reference: E.343651 : N.431939
Ward: Newton and Treales
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	13.47 Ha
Developable Area: (Ha)	8.08 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 Reference and relevant policies:	Site Ref. H7 Policy SL4 – Kirkham and Wesham Strategic Location for Development
SHLAA Ref:	KI25
Planning Application Ref:	Outline application (15/0547) has been submitted for the demolition of existing buildings and residential development of up to 170 dwellings including associated infrastructure (access applied for with all other matters reserved)

Position at December 2015:	A planning application (15/0547) has been submitted which awaits determination.
	Outline application (15/0547) for the demolition of existing buildings and residential development of up to 170 dwellings including associated infrastructure (access applied for with all other matters reserved). Awaiting determination.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is situated north of Dowbridge located to the east of the existing settlement boundary of Kirkham / Wesham, and is accessed off New Hey Lane. The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2). The site comprises agricultural land, including a farm and associated buildings. Approximately one third of the site is within Flood Zone 2. The flood zone follows the route of Dow Brook and Spen Brook, both of which are designated as Main Rivers on the Environment Agency's Main River maps. There is a field pond on the site and this should be protected, or replaced if lost.</p> <p>Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.</p> <p>Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network.</p> <p>This site is moderately accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham.</p>

The western part of the site is located within Flood Zone 2. Any potential built development would therefore have to be to the east of the site and would consequently be detached from the existing settlement of Kirkham. Consequently, it would not form a natural urban extension.

The site is crossed by a Roman Road and is adjacent to a known Roman settlement (vicus) and a Roman fort. There is potential for early boats/archaeological finds along Dow Brook.

A minority of this site is situated within a Mineral Safeguarding Area in the Lancashire Minerals and Waste Local Plan. Lancashire County Council recommends that site surveys are 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*.

This site should not be included in the Local Plan.

The site has significant issues relating to flood risk and known archaeological features.

Infrastructure

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

In terms of wastewater infrastructure, this site may require less significant infrastructure improvements than other sites in Kirkham and Wesham. However, this can only be confirmed once greater detail and modelling work has been undertaken by United Utilities. 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

The development of this site would have a visual impact to the northern and eastern boundaries. This is primarily due to the openness of the boundaries to the surrounding countryside. Mitigation measures should include:

1. Providing a significant landscape planting screen, using indigenous plantings
2. Retaining the existing trees and hedgerows on site where possible.

The retention of the hedgerows and woodlands along Dow Brook and the integration of the existing watercourses into the development to form landscape features.

Viability

Developer Interest: Yes

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

Any Additional Information

Portfolio Holder decision to accept the Responses Report on 5th June 2014 agreed that this site should be deleted.

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

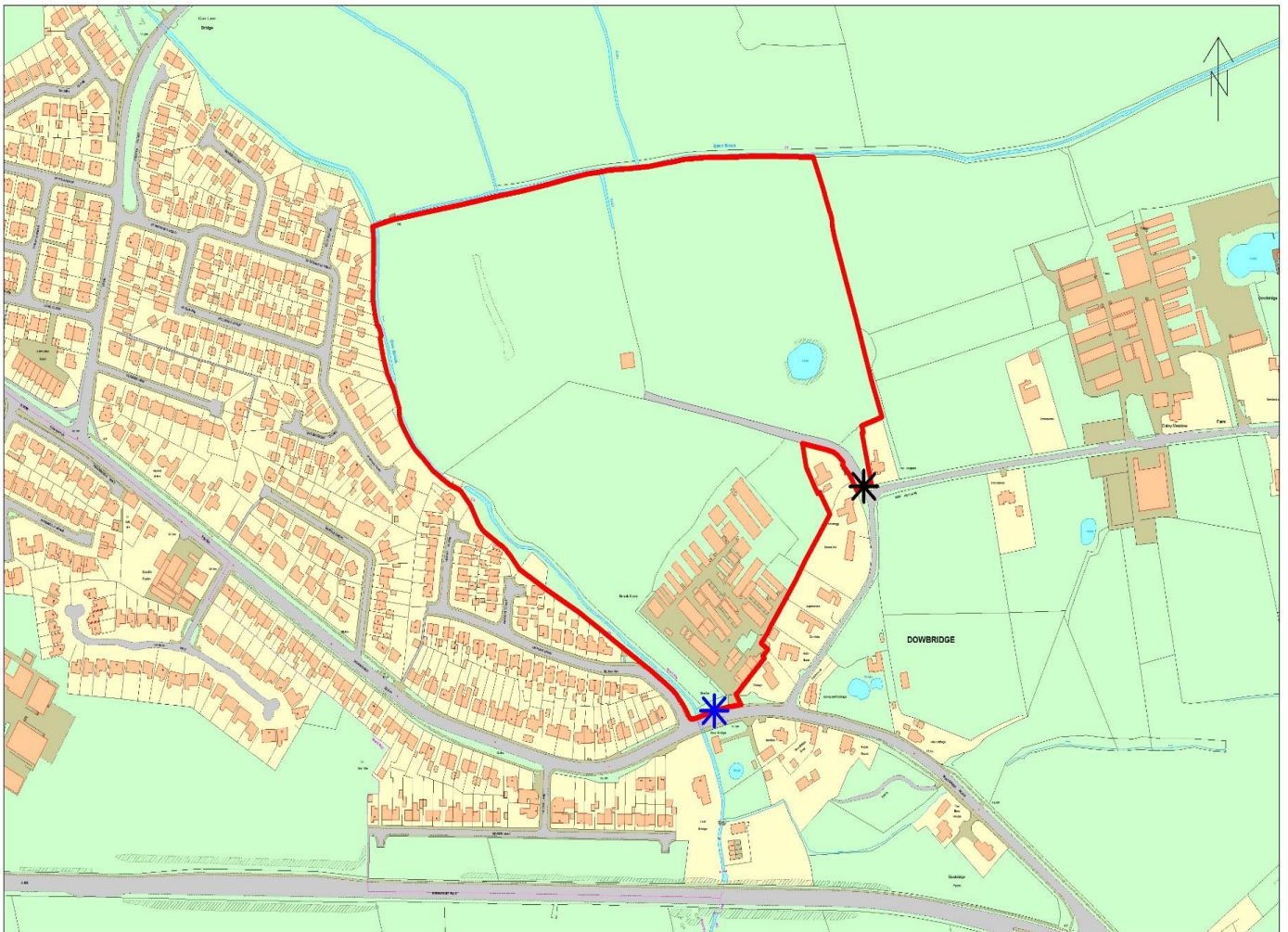
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	1.61 to 2.4km	The site scores moderately with 9 of the 19 indicators in bands A and B. Site scores moderately well for public transport. Access to social infrastructure is mixed.
	Rail service frequency	4 or more per hour	
	Distance to nearest bus stop	Up to 0.4	
	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	Over 3km	
	Distance to town centres	0.81 to 1.6km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	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	1.21 to 1.6km	
	Distance to Secondary School	1.61 to 3.2km	
	Distance to further/higher education	1.61 to 3.2km	
Distance to GP surgery	0.81 to 1.6km		
Distance to NHS general hospital	Over 10km		
Distance to public open space/park	1.21 to 1.61km		
Environmental Indicators	Within named settlement or other Designation	Green Belt / Countryside	This site scores well with 9 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	Known	
	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		
Economic Indicators	Distance to employment site	1.21 to 1.6km	Both indicators appear in band C or above.
	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
Date: 22/07/2014

HS7 - LAND NORTH OF DOWBRIDGE, KIRKHAM

Scale
0 20 40 60 80 100 m

Prepared by T R Lechthaler BSc (Hons) MSc FBCartS

Portfolio

Site Name: Land North of Weeton Road, Wesham
Grid Reference: E.341280 : N.433395
Ward: Medlar-with-Wesham
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	5.52 Ha
Developable Area: (Ha)	3.31 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:	H15
SHLAA Ref:	N/A
Planning Application Ref:	N/A

Position at December 2015:	Landowners were identified and contacted by way of call for sites in January - February 2015 but no submissions were received by Fylde Council.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the west of the existing settlement boundary of Kirkham and Wesham, located on A585 (Kirkham Bypass). The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).</p> <p>Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.</p> <p>Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network.</p> <p>This site is very accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham. The site could form an urban extension to Wesham. However, the A585 bypass potentially provides a difficult barrier for pedestrian and cycle access to and from Kirkham.</p> <p>Given the nature of the surrounding area of Kirkham 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. 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.</p> <p>There is no landowner or developer interest, the site is not well defined and development would create significant visual impacts. Too much development in this area would have negative impacts, development</p>

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.

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: HIGH

The development of this site would have a high visual impact. The mitigation which may assist in reducing this impact would be:

1. Significant landscape buffer planting along the A585 to screen the development.
2. Additional planting to the perimeter hedgerows, to enhance and provide screening whilst ensuring the rural character is maintained.
3. The existing indigenous trees within the hedgerows are to be maintained and protected.

Viability (including developer interest)

Developer Interest: No

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.

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

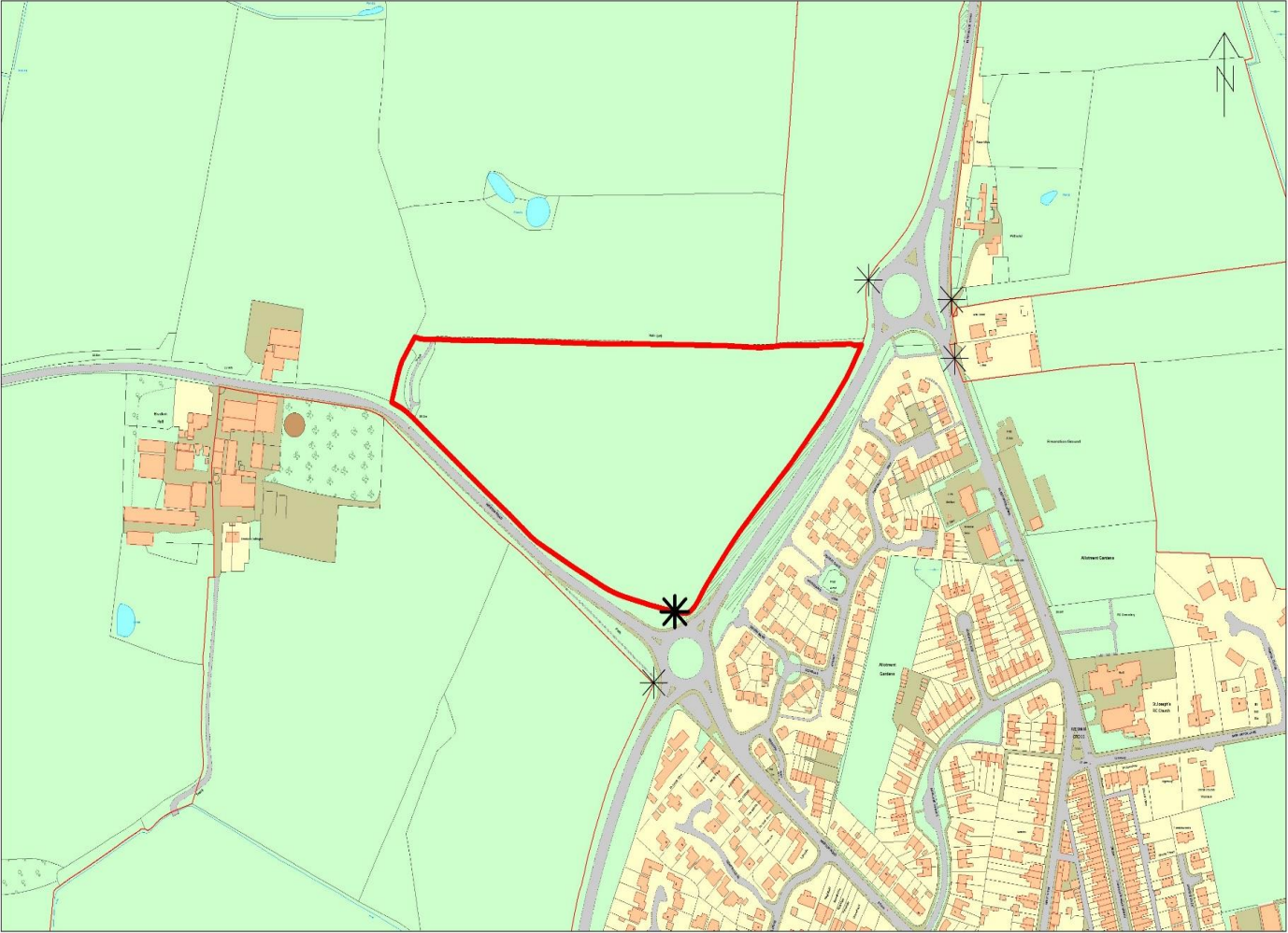
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	0.81 to 1.6km	The site scores very well with 14 of the 19 indicators in bands A and B. Site scores well for public transport. Access to social infrastructure is good.
	Rail service frequency	4 or more 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 0.4 km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	0.81 to 1.6km	
	Distance to District or Local centre where closer than town centre	1.21 to 1.6km	
	Distance to supermarket	1.61 to 2.4km	
	Distance to convenience store	0.41 to 0.8km	
	Distance to Post Office	0.41 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	1.61 to 3.2km	
	Environmental Indicators	Distance to GP surgery	
Distance to NHS general hospital		Over 10km	
Distance to public open space/park		0.41 to 0.8km	
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		None known	
Registered Park or Garden		None	
Listed Building on site		None	
Current/former land use		Greenfield	
Flood Zone area		All Zone 1	
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	Up to 0.8km	
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	B
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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

HS15 - LAND NORTH OF WEETON ROAD, WESHAM

Scale
0 20 40 60 80 100 m

Site Portfolio

Site Name: Land South of Junction 3 M55, Greenhalgh
Grid Reference: E.341668 : N.434620
Ward: Medlar-with-Wesham / Singleton and Greenhalgh
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	32.65 Ha
Developable Area: (Ha)	19.59 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 Ref:	E3
SHLAA Ref:	N/A
Planning Application Ref:	N/A

Position at December 2015:	
Proposed Allocation:	Employment

Justification

The site is located immediately adjacent to Junction 3 of the M55. It is to the north of Kirkham / Wesham, east of the A585 (Kirkham Bypass). The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).

The site is immediately adjacent to the motorway and strategic road network. However, the site is isolated from Kirkham and Wesham and the associated services, which are 2 km away. Kirkham (Key Service Centre) provides a range of services and facilities to meet main and daily shopping needs. Wesham (Local Service Centre) is an accessible location within the borough with access to good public transport including regular access to rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network. However, this site is not very accessible by public transport.

The site has the potential to provide employment development

This site should not be included in the Local Plan.

It is considered that this site should not be included in the Local Plan as it is outside the settlement boundary. Inclusion of the site would result in an unsustainable amount of development north of Kirkham and Wesham, rather than development being distributed in urban extensions throughout 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 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 would have an adverse visual impact and would be detrimental to the landscape character. The development of this site is not recommended due to its location adjacent to the M55 and the Junction, the entry point/gateway into Kirkham and Wesham, the topography of the site makes potential development highly visible and incongruous to the landscape.

1. The mitigation measures required would need to be extensive, incorporating extensive landscape screening to all boundaries.
2. Medlar Brook would also need to be retained, managed and protected.
3. Along with ensuring that the neighbouring ponds are not impacted by the development.

Viability

Developer Interest: No

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.

Fylde Employment Land and Premises Study (FELPS) 2012:

- *Indicative size of any allocation* – As this is a rural location, some distance from existing settlements a very large allocation may not be appropriate. However, the scheme must be large enough to provide a critical mass of employment uses in this new employment area and be large enough to finance the infrastructure and public transport improvements it would need. A size of around 10 Ha would provide this.
- *Suitable uses* – Property here would need to meet local needs and also compete with other motorway employment areas across the North West. A mix of good quality B1 (a) offices, B1 (b) research and development, B1 (c) light industry, and B2 industrial would be required to do this. This would also be a good location for larger B8 logistics units, although there is no evidence of strong demand for distribution warehousing in Fylde at the moment.

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

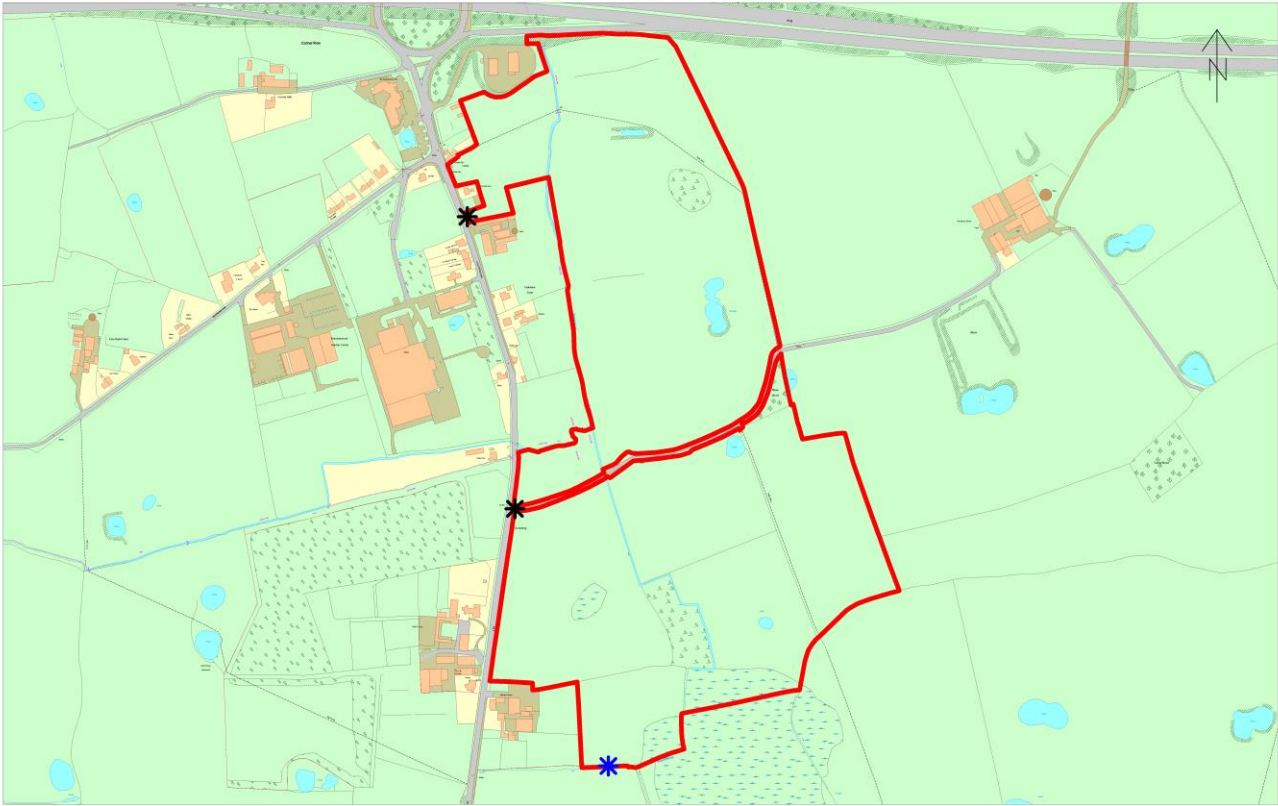
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	1.61 to 2.4km	The site scores poorly with 6 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	Up to 0.4km	
	Bus service frequency	2-5 per hour	
	Distance to cycle route	Over 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	2.41 to 3km	
	Distance to District or Local centre where closer than town centre	Over 1.61km	
	Distance to supermarket	2.41 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	1.2 to 1.6km	
	Distance to Primary School	1.21 to 1.6km	
	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 well with 9 of the 16 indicators in band A. 4 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	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	None known	
	Registered Park or Garden	None	
	Listed Building on site	None	
	Current/former land use	Greenfield	
	Flood Zone area	Part Zone 3	
	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 : 04/08/2015
Prepared by T R Lechnhaler BSc (Hons) MSc FBCartS

ESS - LAND SOUTH OF JUNCTION 3 OF M55, FLEETWOOD ROAD,
GREENHALGH

Scale
0 25 50 75 100 125 m

Site Portfolio

Site Name: Land South of Weeton Road, Wesham
Grid Reference: E.341165 : N.433088
Ward: Medlar-with-Wesham
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	21.24 Ha
Developable Area: (Ha)	12.74 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:	H14
SHLAA Ref:	N/A
Planning Application Ref:	N/A

Position at December 2015:	Landowners were identified and contacted by way of call for sites in January - February 2015 but no submissions were received by Fylde Council.
Proposed Allocation:	Residential

<p>Justification</p> <p>The site is located to the west of the existing settlement boundary of Kirkham and Wesham, located on A585 (Kirkham Bypass). The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2).</p> <p>Kirkham is a Key Service Centre which includes a town centre with access to a range of services and facilities to meet main and daily shopping needs.</p> <p>Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to the motorway and strategic road network.</p> <p>This site is very accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham. The site could form an urban extension to Wesham. However, the A585 bypass potentially provides a difficult barrier for pedestrian and cycle access to and from Kirkham.</p> <p>Given the nature of the surrounding area of Kirkham 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 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.</p> <p>There is no landowner or developer interest, the site is not well defined and development would create</p>
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significant visual impacts. 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.

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

Development of the site would have a high visual impact at the eastern boundary on the parapet on the A585, mitigation of the visual impact would be challenging due to the difference in ground level. There would need to be a significant planting in depth and height, and it would take 10-15 years to have an effective screen.

1. To the southern and western boundary, the visual impact could be reduced by landscape buffer planting along the northern and southern section of the railway line. The planting species would need to be indigenous to the locality to ensure that the landscape character is maintained.
2. To mitigate the visual impact along Weeton Road, it would be necessary to provide a planting buffer along the Weeton Road boundary, however this would only mitigate against the short views. The site would still be clearly visible from medium to long views.

Viability

Developer Interest: No

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.

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

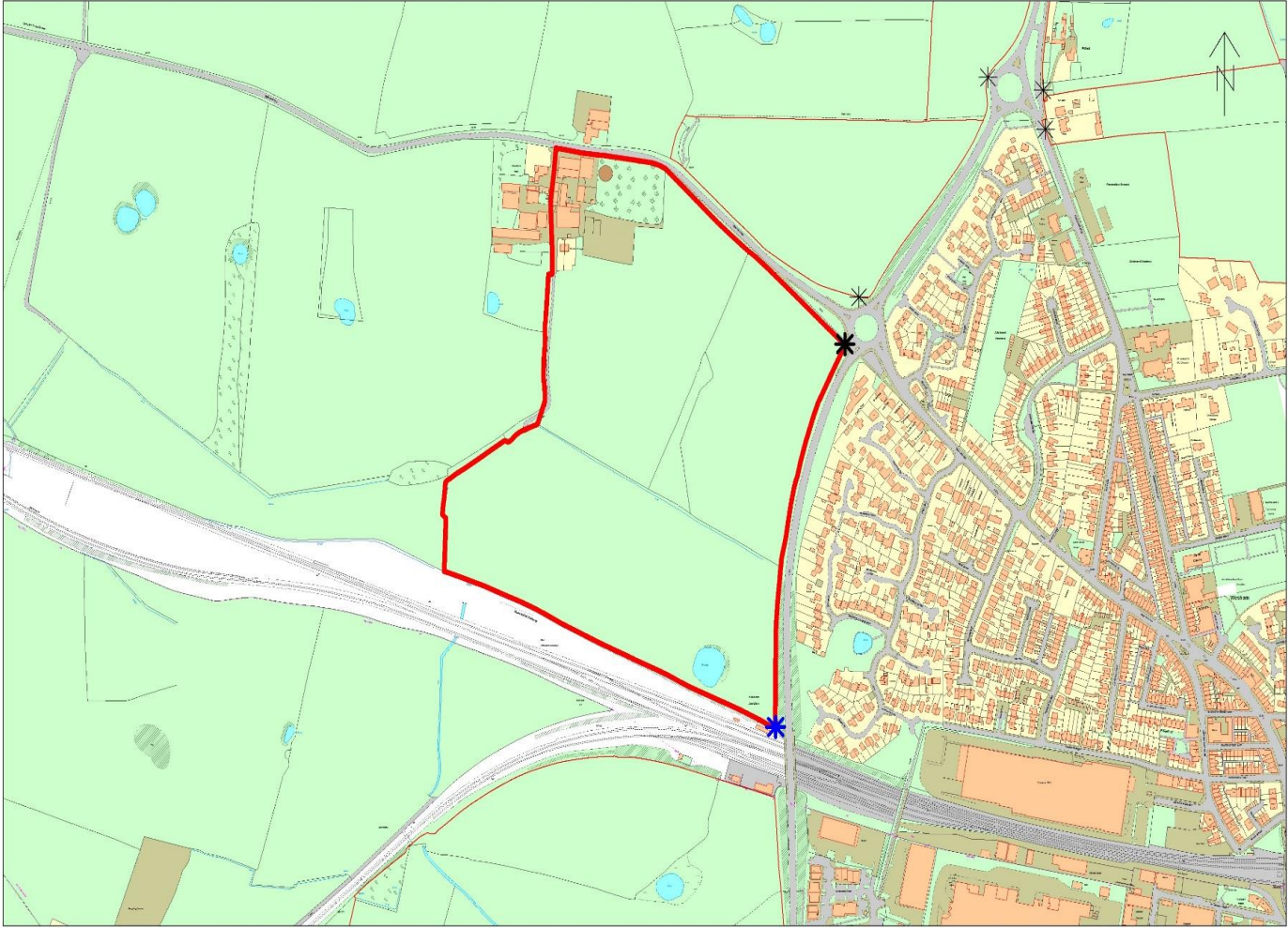
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	0.81 to 1.6km	The site scores very well with 13 of the 19 indicators in bands A and B. Site scores well for public transport. Access to social infrastructure is good.
	Rail service frequency	4 or more 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 0.4 km	
	Distance to motorway junction	Up to 1.6km	
	Distance to town centres	1.61 to 2.4km	
	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	0.41 to 0.8km	
	Distance to Post Office	0.41 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	1.61 to 3.2km	
	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 well with 9 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	Previously Developed Land/Greenfield	
	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		
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	B
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES
Date : 28/07/2014

HS14 - LAND SOUTH OF WEETON ROAD, WESHAM

Scale
0 25 50 75 100 125 m

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

Site Portfolio

Site Name: Mill Farm Sports Village, Fleetwood Road, Wesham
Grid Reference: E.341448 : N.433757
Ward: Medlar-with-Wesham
Current Policy Allocation in Existing Local Plan: Countryside Area (SP2)

Gross Site Area: (Ha)	13.96 Ha
Developable Area: (Ha)	8.38 Ha

Local Plan Revised Preferred Option Site Ref:	MUS3 – Mill Farm Sports Village, Fleetwood Road, Wesham
Local Plan Preferred Option 2013 Site Reference and relevant policies:	Site Ref. E4 Policy SL4 – Kirkham and Wesham Strategic Location for Development
SHLAA Ref:	N/A
Planning Application Ref:	13/0655

Position at December 2015:	<p>Planning permission (13/0655) (part full / part outline) granted on 17 February 2015 for 6,000 capacity football stadium, 11,431m² Warehouse and Distribution Centre (class B8), 1,518m² neighbourhood retail store (class A1), internal spine road with access from A585 roundabout, associated parking, landscaping, drainage and infrastructure outline planning application (access sought with other matters reserved), 8 x outdoor floodlit all weather pitches, changing room block, petrol filling station, 785m² non-food bulky goods retail unit (class A1), hotel (class C1), pub / restaurant (class A4), drive thru restaurant (class A3/A5), 492 space overflow car park and the formation of a surface water attenuation pond. Mill Farm, Fleetwood Road, Medlar with Wesham.</p> <p>Development has commenced on this site.</p>
Commitment:	Mixed Use development (Employment, leisure and retail)

<p>Justification</p> <p>The site is located to the north west of the existing settlement boundary of Kirkham / Wesham, located on A585 (Kirkham Bypass). The site is greenfield and it is located on land identified as 'countryside' in the existing Fylde Local Plan (Policy SP2). This site comprises agricultural land and 4.5 Ha of woodland. It is also surrounded by several water features (ponds and drainage ditches). The site is already partly developed with farm buildings and there is potential to improve the appearance of the site. Bradkirk Brook borders the northern edge of this site, and this is a Main River designated on the Environment Agency's Main River maps.</p> <p>Kirkham is a Key Service Centre which includes a town centre with access to a range of services and</p>

facilities to meet main and daily shopping needs.

Kirkham is an accessible location within the borough with access to good public transport including access to regular rail services (Kirkham and Wesham Railway Station) and close proximity to motorway and strategic road network.

This site is very accessible in terms of the social infrastructure of Kirkham and Wesham; and sustainable relative to the established settlement of Kirkham. However, the A585 bypass potentially provides a hard barrier for pedestrian and cycle access to and from Kirkham.

The uses identified within the Employment Land Study would complement rather than compete with established business and facilities within Kirkham and Wesham.

Planning permission has been granted for a football stadium on the site, for use by AFC Fylde and other uses include an Aldi Foodstore and offices. Mixed use development on this site (employment, leisure and retail) will contribute towards diversifying Fylde's economic base, making provision for a high quality and readily available site in a sustainable location, close to Junction 3 of the M55. The delivery of mixed use development on this site will provide well designed employment premises within a sustainable location, providing local jobs and facilities. The development of this site will make a significant contribution to the employment supply of the Borough.

Infrastructure

Development of the site has depended upon the provision of relevant infrastructure to ensure the delivery of a sustainable development.

Significant investment has been required in wastewater and reinforcement of 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

In overall terms, the development of the site would give rise to a series of Major and Major-Moderate visual effects, the most significant of which would be upon adjoining residential properties, the A585 along the assessment site eastern boundary, and the public rights of way that cross, or lie immediately adjacent to the assessment site. The principal visual effects – those receptors apart – will occur in respect of views from the A585 Fleetwood Road along the assessment site eastern frontage between the B5192 roundabout to Mill Farm. From both other local roads (Weeton Road, Bradshaw Lane, B5192) and public rights of way close to the assessment site, the development will change substantially the available views and entail a significant environmental effect.

(Source -Supplement to Landscape and Visual Appraisal (LVA)-Iain Reid Landscape Planning Ltd (2014)

Viability

Developer Interest: Yes

Site Viability: Viable – Planning permission granted / Development commenced.

Any Additional Information

Fylde Employment and Premises Study, 2012:

- *Indicative size of any allocation* – Again the size of any allocation must balance the need to protect countryside land with the need to provide a critical mass of development that will pay for the new infrastructure required. The suggested allocation of 14 Ha would be sufficient for this and could be reduced by around 4Ha (to 10 Ha) to protect key environmental features, if required.
- *Suitable uses* – Property here would have the dual functions of providing a motorway employment area and meeting local needs. The development would therefore be a mix of larger B1 (a-c)/B2 units, to meet sub-regional/regional requirements for motorway related property, and smaller B1 (a-c) and B8 accommodation aimed at local firms. This would also be a good location for larger B8 logistics units although, as discussed previously, there is no evidence of strong demand for distribution warehousing in Fylde at the moment.

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

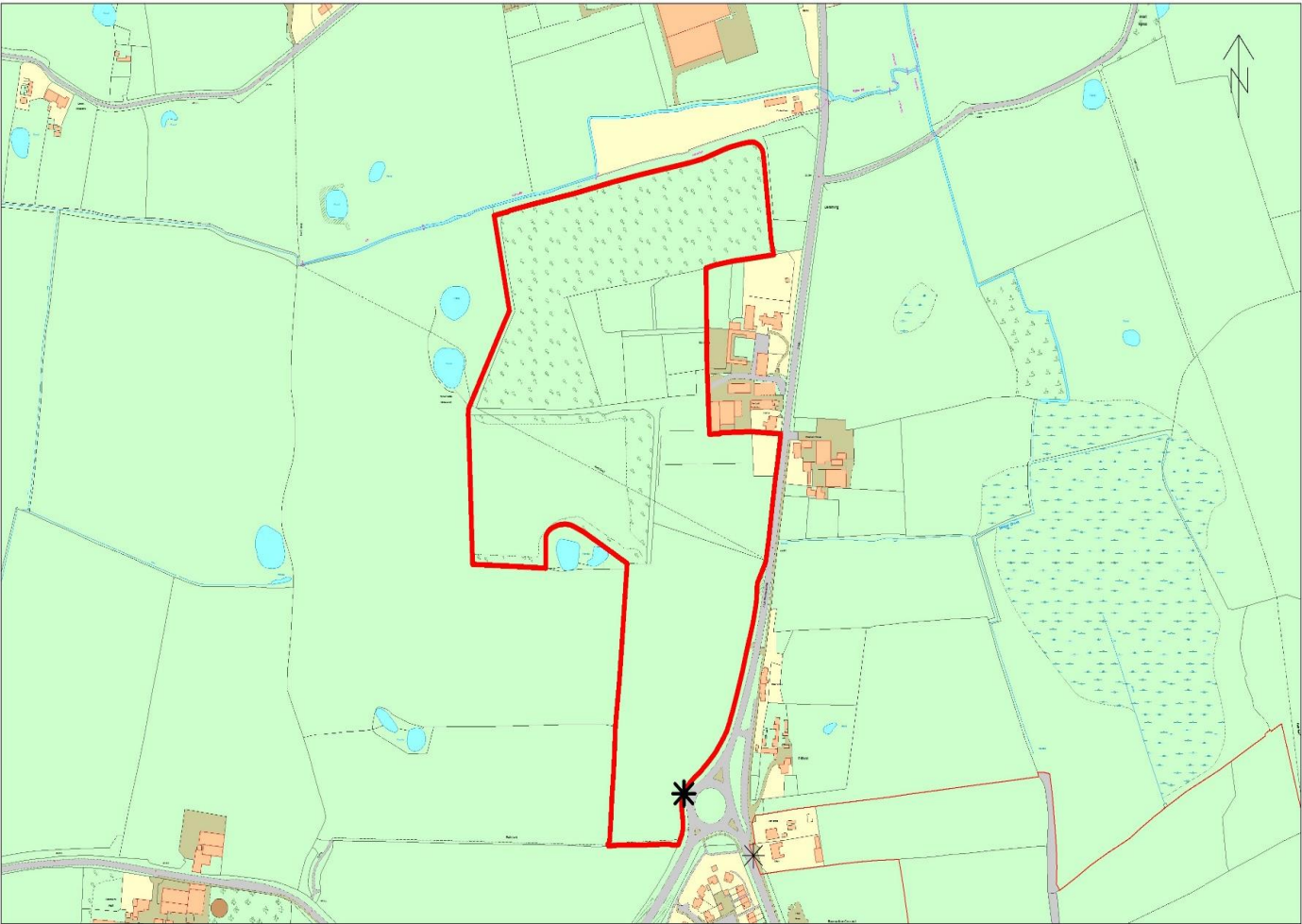
Please see the separate Sustainability Appraisal and the Habitats Regulations Assessment.

Indicators and Performance

Objective	Indicator	Site Performance	Comments
Social Indicators	Distance to railway station	0.81 to 1.6km	The site scores very well with 13 of the 19 indicators in bands A and B. Site scores very well for public transport. Access to social infrastructure is good.
	Rail service frequency	4 or more 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	Up to 1.6km	
	Distance to town centres	1.61 to 2.4km	
	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	0.41 to 0.8km	
	Distance to Post Office	0.41 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	1.61 to 3.2km	
	Distance to GP surgery	1.61 to 3km	
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 very 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	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	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	0.81 to 1.2km	Both indicators are in band C or above.
	Distance to Enterprise Zone	5.1 to 10km	

Overall banding for site	B
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Site Plan



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FYLDE COUNCIL
DEVELOPMENT SERVICES

MUS4 - LAND WEST OF FLEETWOOD ROAD, WESHAM

Date : 22/07/2014

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

Scale
0 25 50 75 100 125 m