

## **STRATEGIC SITES ASSESSMENT INDICATORS**

### **Introduction**

The portfolio of strategic sites is an iterative (living) document, which is based upon a set of measurements and indicators as they are NOW, not as they could be. The baseline date for this document is December 2015.

Each strategic site was assessed against a range of indicators (social, environmental and economic). Measurements were made from the access points along the site boundaries to the closest indicator, using Google maps, Map Zone and GGP mapping services. Vehicular access points were identified by black asterisks and pedestrian (footpath only) access points were identified by blue asterisks on the site maps. It is assumed that pedestrians will also use the vehicular access points.

For each indicator where a distance has been specified and the distance measured refers to people walking. Over and above those distances it should be assumed that the distance measured would be travelled by car.

A site could score really well (i.e. A, B or C), based upon the various social, environmental and economic indicators, however if it is not considered to be deliverable – i.e. there is no landowner or developer interest - then it has not been taken forward as an allocation. Deliverability has not been weighted or measured as an individual indicator, but it is of significant importance and it can override the sum of all the other indicators.

No sites in the Green Belt were assessed as part of this work. Sites in the Green Belt were considered to be ‘show stoppers’, as it has been established, no strategic review of the Green Belt within Fylde will be undertaken when preparing the Local Plan.

### **Social Indicators**

#### **Distance to railway stations**

This indicator was measured on google maps and an assumption was made that people would walk to the nearest railway station if it was less than 0.8 km away.

#### **Rail service frequency**

The Train line website was accessed for railway timetables. The number of trains were counted passing through the railway station going in both directions between the hours of 8.00am to 9.00am, Monday to Friday.

#### **Distance to nearest bus stop**

This indicator was measured on Lancashire County Council’s (LCC) Map Zone (highways) and an assumption was made that people would walk regardless of distance.

#### **Bus service frequency**

This indicator was measured on LCC’s Map Zone to access bus timetable data. The number of buses were counted travelling in both directions between the hours of 8.00am to 9.00am, Monday to Friday.

#### Distance to cycle route

This indicator was measured on LCC's Map Zone (Environment) and the calculation included 'on road', 'off road' and 'proposed cycle routes'.

#### Existing road access

This indicator was measured on google maps to identify the existing road access to the site and if the site touched an adopted road.

#### Distance to A Road junction

This indicator was measured on both google maps and LCC's Map Zone (highways) and an assumption was made that people would travel by car to the nearest A road junction.

#### Distance to motorway junction

This indicator was measured on both google maps and LCC's Map Zone (highways) and an assumption was made that people would travel by car to the nearest motorway junction.

#### Distance to town centre

This indicator was measured on google maps, using the adopted Local Plan (GGP) and an assumption was made that people would walk to the nearest town centre if it was less than 0.8 km away.

#### Distance to District and Local centre where closer than a town centre

This indicator was measured on google maps, using the adopted Local Plan (GGP) and an assumption was made that people would walk to the nearest District and / or Local centre if it was less than 0.4 km away.

#### Distance to supermarket

This indicator was measured on google maps and an assumption was made that people would travel by car to the nearest supermarket.

#### Distance to convenience store

This indicator was measured on google maps and an assumption was made that people would walk to the nearest convenience store if it was less than 0.4 km away. If a supermarket was nearer than the nearest convenience store, then the distance to the supermarket was measured as described above.

#### Distance to Post Office

This indicator was measured on LCC's Map Zone (District) and an assumption was made that people would walk to the nearest Post Office if it was less than 0.8 km away.

#### Distance to Primary School

This indicator was measured on LCC's Map Zone (Education) and an assumption was made that people would walk to the nearest Primary School if it was less than 0.4 km away.

#### Distance to Secondary School

This indicator was measured on LCC's Map Zone (Education) and an assumption was made that people would walk to the nearest Secondary School if it was less than 0.8 km away.

#### Distance to further / higher education

This indicator was measured on LCC's Map Zone (Education) and an assumption was made that people would travel by car to the nearest further / higher education college.

#### Distance to doctors' (GP) surgery

This indicator was measured on LCC's Map Zone (General) and an assumption was made that people would walk to the nearest doctors' surgery if it was less than 0.4 km away.

#### Distance to NHS general hospital

This indicator was measured on LCC's Map Zone (General) and google maps and an assumption was made that people would travel by car to A&E at either Blackpool Victoria or Royal Preston hospitals.

#### Distance to public open space /park

This indicator was measured on google maps, using the adopted Local Plan (GGP) and an assumption was made that people would walk to the nearest public open space (in accordance with FBLP policy TREC13).

### **Environmental Indicators**

#### Within named settlement or other Designation

This indicator was identified as defined by the settlements in the Local Plan policy SP1 of the adopted Fylde Borough Local Plan.

#### SSSI / SPA / SAC / Ramsar

This indicator was measured on LCC's Map Zone (Nature) and the distance was calculated as crows fly.

#### Biological / Geological Heritage Site

This indicator was measured on LCC's Map Zone (Nature: BHS and GHS) and the distance was calculated as crows fly.

#### Local or National Nature Reserve

This indicator was measured on Natural England's map (Nature) and the distance was calculated as crows fly.

#### Agricultural classification

This indicator was measured on GGP.

#### Conservation Area

This indicator was measured on LCC's Map Zone (Environment) and considered the impact on significance of a heritage asset.

#### Ancient Monument on site

This indicator was measured on LCC's Map Zone (Environment) and considered the impact on significance of a heritage asset.

### Undiscovered Archaeology

This indicator was measured based on a report from County Archaeology on potential undiscovered remains.

### Registered Park or Garden

This indicator was measured on GGP and considered the impact on significance of a heritage asset.

### Listed Building

This indicator was measured on LCC's Map Zone (Historic) and GGP and considered the impact on significance of a heritage asset.

### Current / former land use

This indicator was based on whether the site was either greenfield or previously developed land.

### Flood Zone area

This indicator was identified on GGP and considered if the site was located in Flood Zones 2 and 3.

### Mineral Safeguarding Area (MSA)

This indicator was identified on GGP.

### Contaminated land

Information on the location of contaminated land in Fylde and if any site was contaminated was provided by the Environmental Health Officer.

### At risk from hazardous installations

This indicator was identified on GGP and included sites within the following: HSE Consultation Zones for BNFL, F2 Chemicals, Marton Holders Station and Salwick; Shell North Western Ethylene Pipeline; Trans Pennine Ethylene Pipeline; and Major Accident Hazard High Pressure Gas Pipelines.

### Within 3km of a congestion spot

LCC Highways provided a map of the locations of 'congestion spots' in Fylde and each site was assessed to see whether or not it was located within 3km.

## **Economic Indicators**

### Distance to employment site

This indicator was measured on google maps, using the adopted Local Plan (GGP) and an assumption was made that people would walk to the nearest existing employment site if it was less than 0.8 km away.

### Distance to Lancashire AEM Enterprise Zone at BAE Systems, Warton

This indicator was measured on google maps to the crossroads of Lytham Road and Church Road, in Warton, and an assumption was made that people would travel by car to the Enterprise Zone.

	Indicator	Comment	Source
Social Indicators	Distance to rail station	Walking if less than 0.8km	Google maps
	Rail service frequency	Number of trains which pass through station, can go either way e.g. East 4 per hour and West 2 per hour = 6 Number of trains per hour between 8-9am Monday to Friday (8.01 - 9.00)	Train line website
	Distance to nearest bus stop	Walking regardless of distance	Map Zone - highways
	Bus service frequency	Click on "I" then on bus stop to get timetable data, looking at bus which go in both directions and the number of buses between 8 – 9 am Monday to Friday	Map Zone
	Distance to cycle route	Include 'proposed cycle routes'. Include 'on road' and 'off road'.	Map Zone - Environment
	Existing road access	Existing road access to site – does the site touch an adopted road	Google maps
	Distance to A Road junction	car	Map Zone/Google maps
	Distance to motorway junction	car	Map Zone/Google maps
	Distance town centre	Walking if less than 0.8km	Adopted Local Plan – GGP – measure using google maps
	Distance to District and Local centre where closer than town centre	Walking if less than 0.4km	Adopted Local Plan – GGP – measure using google maps
	Distance to supermarket	Car	Google maps
	Distance to convenience store	Walking if less than 0.4km	Google maps
	Distance to Post Office	Walking if less than 0.8km	Map Zone - District
	Distance to Primary School	Walking if less than 0.4km	Map Zone - Education
	Distance to Secondary School	Walking if less than 0.8km	Map Zone - Education
	Distance to further/higher education	Car distance to further/higher education	Map Zone - education
	Distance to doctors' (GP) surgery	Walking if less than 0.4km	Map Zone - General
Distance to NHS general hospital	Driving route to A&E – Blackpool Victoria or Royal Preston	Map Zone – General Measure on Google maps	
Distance to public open space/park	Distance to nearest public open space in accordance with FBLP policy TREC 13. Walk to	Adopted Local Plan GGP – measure using google maps	
Environmental Indicators	Within named settlement or other Designation	As defined by Local Plan policy SP1	Adopted Fylde Borough Local Plan
	SSSI SPA/ SAC / Ramsar	Distance as crows fly	Map Zone Nature on the map
	Biological/ Geological Heritage Site	Distance as crows fly GHS – LERN agreement from LCC	BHS – Map zone GHS - LCC – (following LERN agreement payment?)
	Local or National Nature Reserve	As above for AONB	Nature on the Map (Natural England)
	Agricultural classification	Loose Best and Most Versatile classification, detail not available	GGP
	Conservation Area	Impact on significance of heritage asset	Map Zone - environment
	Ancient Monument on site	Impact on significance of heritage asset	Map Zone

	Undiscovered Archaeology	Report from LCC Archaeology on potential undiscovered remains	Report from County Archaeology on potential undiscovered remains, this covers all SHLAA sites but presume we can contact them for a update on sites not covered in SHLAA  LERN agreement – update from LCC
	Registered Park or Garden	Impact on significance of heritage asset	GGP
	Listed Building	Impact on significance of heritage asset	GGP or Map Zone – historic
	Current/former land use		Greenfield / previously developed land
	Flood Zone area		GGP Flood Zones 2 and 3
	Minerals Safeguarding Area (MSA)		GGP
	Contaminated land		Phil Dent – Environmental Health Officer
	At risk from hazardous installations	HSE Consultation Zone – BNFL HSE Consultation Zone – F2 Chemicals HSE Consultation Zone – Marton Holders Station HSE ONR Consultation Zone – Salwick Shell North Western Ethylene Pipeline Trans Pennine Ethylene Pipeline Major Accident Hazard High Pressure Gas Pipelines Is the site within any of the above	GGP
Within 3km of a congestion spot		Neil Stevens, LCC – Map of the locations of “congestion spots” in Fylde	
Economic Indicators	Distance to employment site	Employment Sites in adopted Local Plan - Existing only. Walking if less than 0.8km	Adopted Local Plan Layers - GGP – measure using Google maps
	Distance to BAE Systems Warton - Enterprise Zone	Enterprise Zone measured to cross road in Warton - Lytham Road/Church Road junction	Google maps

	Indicator	Site Performance & Band				
		A	B	C	D	E
Social Indicators 19	Distance to railway station	Up to 0.8km	0.81 to 1.6km	1.61 to 2.4km	2.41 to 3km	Over 3km
	Rail service frequency	4 or more/hour	2-3 per hour	Hourly	Less than hourly	No service
	Distance to nearest bus stop	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.61km	Over 1.6km
	Bus service frequency	6 or more/hour	2-5 per hour	Hourly	Less than hourly	No service
	Distance to cycle route	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.61km	Over 1.6km
	Existing road access	All Yes	N/A	N/A	N/A	Any No
	Distance to A Road junction	Up to 0.4km	0.41 to 0.8km	0.81 to 1.6km	1.61 to 3km	Over 3km
	Distance to motorway junction	Up to 1.6km	1.61 to 3km	Over 3km	NA	N/A
	Distance to town centre	Up to 0.8km	0.81 to 1.6km	1.61 to 2.4km	2.41 to 3km	Over 3km
	Distance to District or Local centre where closer than town centre	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.61km	Over 1.6km
	Distance to supermarket	Up to 0.8km	0.81 to 1.6km	1.61 to 2.4km	2.41 to 3km	Over 3km
	Distance to convenience store	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	N/A	Over 1.2km
	Distance to Post Office	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km
	Distance to Primary School	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km
	Distance to Secondary School	Up to 0.8km	0.81 to 1.6km	1.61 to 3.2km	3.21 to 5 km	Over 5km
	Distance to further/higher education	Up to 1.6km	1.61 to 3.2km	3.21 to 5km	Over 5km	N/A
	Distance to GP surgery	Up to 0.4km	0.41 to 0.8km	0.81 to 1.6km	1.61 to 3km	Over 3km
	Distance to NHS general hospital	Up to 2km	2.1 to 5km	5.1 to 10km	Over 10km	N/A
	Distance to public open space/park	Up to 0.4km	0.41 to 0.8km	0.81 to 1.2km	1.21 to 1.61km	Over 1.6km
Environmental Indicators 16	Within named settlement or other Designation	Lytham and St Annes; Squires Gate, or Normoss	Warton; Kirkham and Wesham	Wrea Green; Freckleton Elswick; Newton; Clifton; Staining	Little Eccleston; Treales; Weeton; Wharles; and Singleton	Green Belt / Countryside
	SSSI/ SPA/ SAC/ Ramsar	Over 0.4km	N/A	0.001-0.4 km	N/A	Within
	Biological/ Geological Heritage Site	Over 0.4km	N/A	0.001-0.4 km	N/A	Within
	Local or National Nature Reserve	Over 0.4km	N/A	0.001-0.4 km	N/A	Within
	Agricultural classification	None/5	4	3	2	1
	Conservation Area	None	N/A	Potential impact on setting	N/A	Within
	Ancient Monument on Site	None	N/A	Potential impact on setting	N/A	Within
	Undiscovered Archaeology	None known	N/A	Assess	N/A	Known
	Registered Park or Garden	None	N/A	Potential impact on setting	N/A	Within
	Listed Building on Site	None	N/A	Potential impact on setting	N/A	On site
	Current/former land use	Previously developed land	N/A	Part previously developed land/Greenfield	Greenfield	Urban Greenspace
	Flood Zone area	All Zone 1	Part Zone 2	All Zone 2	Part Zone 3	All Zone 3
	Minerals Safeguarding Area	Outside	N/A	Part outside/within	N/A	Within
	Contaminated land	No known issues	N/A	Site investigation and remediation required	N/A	Highly contaminated – development of the site is impossible
	At risk from hazardous installations	No	N/A	N/A	N/A	Yes
	Within 3km of a congestion spot	No	N/A	Yes	N/A	N/A
Economic Indicators 2	Distance to employment site	Up to 0.8km	0.81 to 1.2km	1.21 to 1.6km	Over 1.6km	N/A
	Distance to BAE Systems, Warton - Enterprise Zone	Up to 2km	2.1 to 5km	5.1 to 10km	Over 10km	N/A

Total 37 Indicators