BLACKPOOL, FYLDE & WYRE COUNCILS




Fylde Sub Region Employment Land Review: Summary Statement

2010

Blackpool Council
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1 Introduction

This document draws together the summary and conclusions of the respective Blackpool, Fylde and Wyre Employment Land Assessments to provide an agreed Fylde Sub Region Position Statement to support the coordinated development of future employment strategy across the Fylde Coast Sub-Region.

It provides an assessment of the existing portfolio of industrial and business sites and the future requirement for employment land. The employment land review is focused on industry, business and office development needs.

Information has been taken from;

- Lancashire Economic Partnership, Towards a Sustainable Employment Land Strategy, September 2006, completed by Genecon.

- Blackpool Employment Land Review, March 2008, completed by Blackpool Council Planning Department.

- Fylde Borough Council Employment Land and Economic Development Strategy, June 2006, completed by GVA Grimley, along with KPMG, L&R Consultants and Boreham Consulting Engineers.

- Wyre Borough Council Employment Land Review, February 2008, completed by Genecon and King Sturge.

- Blackpool, Fylde and Wyre respective 2009 and 2010 Employment Land Updates.

Structure of this document

The approach in each of the Local Authority's Employment Land Reviews has been consistent with the ODPM guidance on conducting Employment Land Reviews, and is reflected in this joint statement, comprising:

1. Existing employment land' (summary profile).

2. 'Future requirements' reviewing market trends and prospects for key employment sectors and their implications.

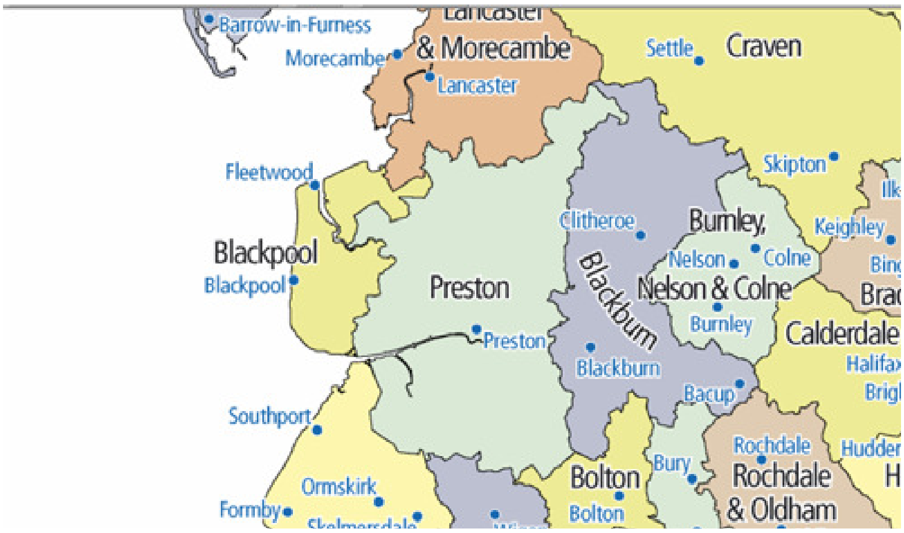
3. 'Identifying a new portfolio of sites', reflecting stages 1 and 2.

2 Existing Employment Land: Summary Profile

Spatial Context

The Fylde Coast Sub-Region Employment market includes Blackpool, Fylde and Wyre, extending along the coast from Fleetwood to Lytham and including the adjoining rural hinterlands. The main concentration of the Fylde Sub Region population of 327,400 in 2009 (ONS mid year estimates) is in this coastal urban belt. The Blackpool Travel to Work Area best approximates to a single functional employment market area. Garstang in Wyre, and other smaller settlements to the east of the Sub-Region lie within the Preston Travel to Work Area.

Figure 1: Blackpool Travel to Work Area (Blackpool TTWA)



The base dates of the latest available survey information vary slightly between the three local authority areas, but together the data provide a comprehensive overview of the existing employment land situation for the Fylde Sub-Region as a whole.

There are strong links between the Fylde Coast Authorities in terms of travel to work patterns and employment, which warrant the joint consideration of the future employment development strategy for the Sub-Region.

The main industrial concentration is in Fylde, with the presence of two major specialisms in aerospace and nuclear processing, accounting for almost half the industrial business lands in the Sub-Region. The chemical industry and port related industries contribute substantially to employment in Wyre.

Major national government office complexes are located in all three districts. Most other industrial/ business employment is concentrated in longstanding industrial estates and more modern business parks distributed across the Sub Region.

The majority of recent new development and remaining available employment land is located in the business parks – most particularly on lands around Blackpool Airport and at the end of the M55 within Fylde Borough but close to the boundary with Blackpool.

Fylde Sub-Regional Employment Land Requirements

Previously, the statutory development plan industrial land requirements for Blackpool, Fylde and Wyre were established in the Joint Lancashire Structure Plan 2001 -2016. The requirements are shown in the table below – a combined Fylde Sub Regional requirement for 210 hectares to meet needs 2001-2016. Much of the current allocated land in Wyre is within the Thornton/ Fleetwood 'strategic location for development' and will be rationalised in future for wider mixed use.

Table 1: Joint Lancashire Structure Plan Fylde Sub-Regional Employment Land Requirements

Authority	Requirement (hectares) 2001-2016
Blackpool	40
Fylde	45
Wyre	125
Total	**210**

Blackpool

The Blackpool Local Plan (2006) identified 13 main industrial/business locations which are safeguarded for employment use. These locations, their size and the remaining available employment land on each estate are set out below. All of the sites are established business areas.

There were no new industry/business employment locations identified in the Blackpool Local Plan. The existing locations and limited lands available within them were determined to provide a sufficient supply of land to meet Blackpool's development needs for 40 hectares of land (2001 – 2016).

The two largest concentrations of industrial/ commercial uses are on the three adjoining south Blackpool employment estates (Blackpool Business Park, Squires Gate Estate and Sycamore Estate) and on the Clifton Road Estate (5 sites). There is substantial vacant and underused space on the Squires Gate Estate following the recent loss of two major employers, with the potential for regeneration and expansion in conjunction with the adjoining estates close to the airport. Elsewhere vacancy rates on the established employment estates within Blackpool are generally low.

There is a total of 23.5 hectares of remaining land available in 2010 concentrated on the Blackpool Business Park and the North Blackpool Technology Park). In addition there is a significant amount of back-street industry concentrated in the town's inner areas. Some such premises provide potential redevelopment sites, but many continue to provide important job opportunities.

Further details of the available lands are set out in Appendix Table 1.

Table 2: Available Employment Land in Blackpool (March 2010)

Blackpool Local Plan Defined Industry/Business Estates	Estate Size (Ha)	Land Available (Ha)
Blackpool Business Park	23.7	5.2
Nth Blackpool Technology Park	8.1	3.5
Preston New Road	11.9	4.7
Clifton Road (5 sites)	47.1	3.7
Vicarage Lane	15.5	0.8
Kincraig Estate	17	0.4
Mowbray Drive	16.4	0.3
Chiswick Grove	4.6	
Devonshire/ Mansfield Road	3.4	
Squires Gate Estate	19	1.9
Sycamore Estate	5.2	
Warbreck Hill	8.6	
Blackpool Fylde Estate (Part)	1.5	
Warren Drive	3.0	3.0
Total	**178**	**23.5**

Fylde

The Fylde Local Plan (2005) similarly identifies 24 main industrial/business locations safeguarded for employment use. These locations, their size and the remaining available employment land on each estate are set out below.

The aerospace and nuclear processing industries will continue to be important to the future success of the economy. The aerospace industry at Warton is affected by government policy in relation to the future procurement of jet fighters and also by plans for wider defence co-operation with European partners. There is likely to be a reduction in the activity at the Warton complex over a number of years, although it is difficult to define this precisely. Again the future of the nuclear fuels industry at Salwick will be determined by government policy and other external decisions in relation to where new fuel cells will be manufactured. A large proportion of other supporting employment is concentrated in industries linked to these two sectors,

Further employment opportunities exist in relation to the potential development of Blackpool Airport, although the expansion strategy will also be dependent on wider trends in the aviation, fuel and energy industries.

Most of the remaining available lands in Fylde are focused on the newer business park locations, including the Whitehills Park, close to the M55. High quality sites and deliverable development opportunities are considered essential to compete to provide for the development needs of expanding local firms and to compete for footloose economic activity. The majority of smaller sites are in long established business areas.

Table 3: Available Land in Fylde (March 2010)

Existing Industrial Sites (EMP2)	Estate Size (Ha)	Land Available (Ha) *
Queensway, St Annes (Scafell Road/Snowdon Road/Everest Road) (EMP2)	9	0
Blackpool Airport, Squires Gate	11.9	0
Dock Road/Preston Road, Lytham	13.1	0
Boundary Road, Lytham	5.2	0
Naze Lane, Freckleton	5	0
Kirkham Trading Park	4.8	0
Progress Mill, Orders Lane, Kirkham	2.2	0
Marquis Street/Richard Street, Kirkham	2.6	0
Whitworth Street, Wesham	3.6	0
BNFL Site, Salwick	86.7	0
British Aerospace, Warton	241.7	0
Blackpool & Fylde Industrial Estate	23.6	4.9
Whitehills Park, Blackpool	20.3	0
Former Stocks & bonds Office, Heyhouses Lane, St Annes	11.9	0
AXA/Aegon Offices, Ballam Road, Lytham	4.9	0
Land Registry, Lytham	1.1	0
St Georges Park, Kirkham	7.4	0
Fairfield Research Station, Greenhalgh	6.2	0
Former RAF Camp, Hillock Lane, Warton	6.4	0
Land Registry, Warton	5.2	0
Brook Mill, Station Road, Wrea Green	1.7	0
Clifton Marsh depot, Clifton	1.2	0
Industrial Land Allocations (EMP1)		
Blackpool Fylde Industrial Estate	2.4	2.4
Whitehills Park, Blackpool (Phase 2)	14.0	1.4
Naze Lane Freckleton	1.8	1.8
Queensway, St. Annes	3.8	2.9
Total	**497.7**	**13.4**

* Land Available does not include land with Planning Permission or under construction.

Further details of the available land in Fylde is set out in Appendix Table 2.

Wyre

In total there are 26 industrial/business development allocations safeguarded for future development with 18 still having land available for new take up. These comprise of 6 sites in the Fleetwood-Thornton Area Action Plan (AAP), 11 sites in the Adopted Local Plan and 1 further site in the 1st Deposit Draft. Their locations, the original size of the allocation and the remaining available employment land for each site is set out in the table below. Further details of the available land in Wyre are set out in Appendix Table 3.

Table 4: Available Employment Land in Wyre (March 2010)

Site Name	Allocation size	Available for take up
Fleetwood-Thornton AAP		
Fleetwood Docks Mixed Use Development Area	3.3	3.3
Fleetwood Docks Employment Area	10.97	10.97
Hillhouse Secure Site	59.5	52.69
Red marsh Industrial Estate	0.2	0.2
Burn Hall Industrial Estate	26.1**	0
Lancashire Waste Technology Park		12.8
Land East of Fleetwood Road	12.5	7.6
Sub-Total	**112.57**	**87.56**
Wyre Borough Adopted Local Plan		
Copse Road, Fleetwood	0.6	0.6
West of A585, Fleetwood	0.4	0
Off Denham Way, Fleetwood	0.7	0.26
Station Road, Poulton-le-Fylde	0.3	0.3
Aldon Road, Poulton Industrial Estate	2.5	0.89
Clarke Street, Poulton Industrial Estate	0.8	0
Furness Drive, Poulton Industrial Estate (three sites)	0.9	0.16
Cocker Avenue, Poulton Industrial Estate (three sites)	2.7	1.77
Beacon Road, Poulton Industrial Estate (two sites)	0.8	0
SE of Wyrefields, Poulton Industrial Estate (two sites)	3.3	0.56
Taylors Lane, Pilling	0.7	0
West of A6, Kirkland	0.8	0
Land at Longmoor Lane, Nateby	0.9	1.3
Garstang Creamery, Garstang	1.0	0
Catterall Gates Lane, Catterall (North)	3.8	3.76
Lancaster Old Road, Claughton (two sites)	3.9	0.38
Land South of ICI, Thornton	3.3	0
Land at Catterall Gates Lane, Catterall (South East)	2.5	2.5
Sub-Total	**29.9**	**12.98**
Wyre Borough 1st Deposit Draft		
Land at Catterall Gates Lane, Catterall (South West)	2.2	2.2
Total	**144.67**	**102.74**

**EMPL1/16 (1st Deposit Draft) was split to form 2 allocations within the AAP

Wyre Employment Land Review (February 2008) identified an over-supply of employment land in the borough, with an allocation of 120 hectares of land, much of it relating to redundant former industrial lands. The report concluded that some lands have little or effectively no value for employment purposes, with recommendations for re-allocation. The report concluded that there was 83 hectares of developable employment land in Wyre, with most of the available land concentrated in two main locations – the disused former Thornton Power Station site, and the former ICI and related use lands.

These two sites represent major opportunities for future specialist employment related development – both at the Hillhouse secure site and at Fleetwood in terms of port and fishing related industries – both of which are crucial to the economic functioning of the area. However, the scale of Local Plan allocated land on these sites, amounted to an over-supply when compared against past take-up rates. The Fleetwood-Thornton AAP, adopted 17th September 2009, re-allocated 19.25 hectares out of employment use to mixed-use and residential. Wyre's employment portfolio now has a total 102.74 hectares available.

3 Future Requirements

Economic and Strategic Policy Context

The Fylde Sub-Region has traditional major strengths related to its resort and coastal economy, and is a regionally and nationally significant location for advanced manufacturing and public sector administration.

The key issue facing the Fylde Sub-Region, given its somewhat more peripheral location within the North West, is how can it compete with and complement its larger neighbours located on the central M6 and M62 north –south and east-west growth corridors. It is critical for the Fylde Sub-Region to generate a portfolio of sustainable employment land provision to improve its economic performance.

The Central Lancashire City Region Development Programme has provided a strategic focus for driving up productivity levels and economic performance, comprising a wider network of urban centres focused on the Greater Blackpool, Greater Preston, and East Lancashire conurbations.

Central Lancashire City Region Development Plan

The Lancashire Economic Partnership (LEP) led preparation of Central Lancashire's City-Region Development Plan, the key features of which in employment terms for the Fylde Coast Sub-Region are:

- The sustainable development of urban centres, promoting a network of well connected, complementary towns/cities which are diverse and vibrant providing high value employment opportunities and quality housing.

- The provision of regionally significant, high quality locations for business. Locations close to areas of greatest economic need can, via the right investment in infrastructure, enhance employment opportunities and rates of economic activity.

- The growth of advanced manufacturing is critical to creation of higher value economic activity. Seeking to become the 'UK hub' for the development of this cluster, aerospace is identified as particularly critical to economic growth within the sub-region. The City Region has the largest cluster of advanced manufacturing and specialist engineering outside the south east which includes BAE and BNFL based on the Fylde Coast.

- Capitalising on opportunities provided by the Fylde Sub-Region as an important administrative centres accommodating large national and regional office headquarters such a the Bonds and Stock Office and the Dept of Works and Pensions, as well as banking insurance and commercial services.

- The implementation of resort regeneration proposals for Blackpool complemented by the resort assets of Fylde and Wyre are a key building block in strengthening the region's tourism profile and present a unique opportunity to release the economic potential for the re-invigoration of the Fylde Coast economy.

The Central Lancashire City Region Development Plan sets out that sub-regional employment land strategies must seek to support growth, with a focus on:

- Large, prestigious sites with good connections on the edge of urban areas capable of attracting inward investment.

- Smaller more centrally located employment sites including town centres within close proximity to a range of employee amenities and public transport networks.

Sustainable employment land provision should support growing indigenous advanced manufacturing businesses and attracting new activities to the sub-region by providing appropriate sites. A successful employment land strategy needs a range of employment sites to provide a ladder of accommodation for indigenous and new businesses.

Despite an economic structure heavily dependent on its service sector and the resort economy, the Programme recognised that on the Fylde Coast there remain key sectors which display a very strong base for potential industrial/ business growth, alongside the growth of the Airport and the important role of tourism.

Fylde Coast Sub-Region: Economic and Market Overview

Most employment land enquiries in all three Boroughs are generated by existing businesses. Most enquiries are for freehold premises, with good access by road vital to the success of employment sites. Good public transport links and adequate parking are also key influences.

Decline in GVA (Gross Value Added) and employment between 1990 and 2005 has been a shared experience across the Fylde Coast districts, but the area continues to show a strong base for potential growth based on aerospace, chemical manufacture, Blackpool airport and coastal tourism. In order to optimise city region growth opportunities it is critical for the Fylde Sub-Region to generate a portfolio of sustainable employment land provision.

Blackpool represents the key service centre for the Fylde Sub-Region where Talbot Gateway (a 12.8 ha site) is a key development opportunity to support town centre regeneration.

Public sector employment is very significant within the Fylde Sub-Region, accommodating nearly double the regional and UK proportion of public administration and defence jobs.

Leading modern business park developments are St. Georges Court at Kirkham; Whitehills Business Park in Fylde on the edge of Blackpool, and Blackpool Business Park adjoining the Airport.

Wyre, and Fleetwood in particular, has suffered from structural economic collapse with the loss of approximately 8000 jobs in the fishing industry and 4500 jobs in the closure of the ICI plant at Hillhouse. However, fishing remains an important industry to Fleetwood and the port continues to operate for freight traffic. The development of a chemical cluster at Hill House is seeking to capitalise on the historic chemical industry and the existing skills base of Wyre’s workforce, and has been successful in attracting major new investment.

The need is for the development of complementary sustainable sub-regional employment land strategies for the Sub-Region which promote opportunities for development to a wide range of size and type of businesses to maximise the prospects for business start up and existing business growth.

The future prospects of the Fylde Sub-Region's key sectors is considered in detail in the three individual employment land reports for Blackpool, Fylde and Wyre and is critical to understanding likely business requirements, growth and take up rates, which can be used to inform the process of identifying a suitable package of sites.

In addition future priorities for the Fylde Coast are being coordinated through the preparation of an integrated Fylde Coast Economic Strategy which is being prepared by the Blackpool, Fylde & Wyre Economic Development Company. The strategy will focus on effective business support and the need to develop the core assets and skills of the area, as well as to maximise the benefits from key employment sites.

4 Identifying A New Portfolio Of Sites

Industrial/Business land Take Up

Recent Industrial/ Business Land Take-up in the Fylde Sub-Region is summarised below. Details of individual site take-up are set out in the respective Blackpool, Wyre and Fylde Employment Land reports, with later figures to April 1st 2010 in subsequent annual monitoring reports.

Blackpool

Within Blackpool past take-up of employment land 1991-2010 was 1.6 hectares per annum, reflecting a longstanding severe problem of providing sufficient employment opportunities. Since 2001 a higher take-up of 2.2 hectares per annum has been achieved, reflecting increased availability of new business park lands. The 23 hectares of business/ industrial land currently available to meet needs, although limited, represents a reasonable level of provision against Blackpool's recent level of take-up. However, only around 9 hectares (concentrated on the Blackpool Business Park and North Blackpool Technology Park) are considered genuinely, much of which is already subject to firm developer interest.

The local authority's tight knit boundary and demonstrable lack of future development land, means opportunities for further employment expansion within the Borough are extremely limited. Optimising opportunities afforded by redevelopment such as on the Squires Gate Estate can effectively also help further expand the importance of the south Blackpool employment hub close to the Airport, but there are no significant available lands to meet Blackpool's longer term development needs.

Blackpool's needs are integrally linked with the wider employment market area. Most specifically, there are substantial areas of land immediately on the edge of Blackpool in neighbouring Fylde, both close to the Airport and the M55 junction, which help complement and support Blackpool's economic growth.

Fylde

Past take up of employment land was 2.6 hectares per annum, reduced to 2.1 hectares p.a. (1991 – 2010), excluding exceptional land take-up in 1994, and take-up 2001-10 of 1.8 hectares has been at a similar recent level.

Fylde figures include take-up of 23 hectares of business and industrial land developed in Fylde on lands on the Blackpool- Fylde boundary – either on the Blackpool Business Park or around the M55 Junction 4 on the Blackpool Fylde Estate and the expanding Whitehills

Park. Just below half of Fylde take-up 1991-2010, and 61% of total take-up post 2001 has been on lands on the Blackpoo/ Fylde boundary.

Their availability was the result of the past cooperation of both Councils in seeking to support economic growth and these locations, close to the Airport and the M55, are seen as attractive future growth hub sites which will play a key role in helping to diversify and expand the sub-regional economy. The aerospace industry will continue to play a pivotal role in the local economy, but generally their own requirements will continue to be met within their existing sites.

The Fylde Employment Land Strategy concluded that some 28 hectares of employment land will be required in the period 2005-2015 in order to successfully retain and attract investment and employment at the levels forecast. Taking this forward this would represent a requirement of 60 hectares to 2027.

Wyre

Wyre's contribution to future employment development remains significantly dependant on the potential for further growth in its specialist port and energy related industrial sectors. Total take-up for the 9 year period (2001-2010) was 10.7 hectares, equating to recent annual take-up rate of 1.2 hectares, slightly below the figure of 1.5 hectares (1991- 2010).

For the period 2010-2021 (11 years), the estimated take up rate if current rates (1.2 ha) are maintained is 13.0 hectares, totalling 23.6 hectares (2001-2021). This figure falls significantly short of the 102.7 hectares available. However, it is considered that a lack of quality of sites has affected take up.

Any reduction/modifications to the remaining Adopted Local Plan and 1st Deposit Draft allocations will be a matter for future review of the Local Development Framework (LDF), with future requirements focused on higher quality sites to meet local business needs.

Fylde Sub-Region

Key Future Sites

The sub-regional economy is undergoing structural change with the relatively high levels of low skilled/low pay employment regarded as unsustainable. If the economy is to diversify and develop more towards a higher skilled/high pay economy this process will be best facilitated by an appropriate employment land strategy focused on opportunities for growth.

The focus of sites to meet future needs is on the following key sites:

Talbot Gateway

This site forms a critical component of the wider regeneration of Blackpool town centre. It is well related to all town centre amenities and is located at an important transport gateway to the town with Blackpool rail station at the centre of the site, offering the opportunity to deliver a high quality mixed use scheme.

Blackpool Airport Business Area

Blackpool airport will be a key driver in supporting the sub-regional economic growth with major interest generated by the profile of the location. Lands around the airport will be critical in capitalising on this asset, on the adjoining Blackpool Business Park and within nearby older existing employment estates,

Whitehills Park, Preston New Road, Westby

Whitehills Park is an existing mixed use employment development focus, well located site at the end of the M55 on the edge of Blackpool. It has good road access and is of a sufficient scale to promote longer term larger scale development. With a shortage of well located available employment sites close to Blackpool, this is an important future growth hub site to diversify and expand the sub-regional economy.

Fleetwood/Thornton Corridor

This area is covered by an approved Action Area Plan (adopted 2009) defining its future role and function. Future economic development is critical to the sustainability of the wider district, and the area is well located to capitalise on projected economic growth, but must seek to diversify its offering and enhance its general image and environment in order to attract private sector investment.

The site has potential for development around the port and to attract interest from local occupiers, but improvements to transport connections to the national road network along the A585 are needed to enhance its future prospects of substantial employment growth.

Hill House, Thornton

Capitalising on the historic association with the chemicals industry and the local labour skills, Wyre Borough Council seek to establish a chemicals, plastics and energy cluster on site. Interest is from local users and potentially from other companies seeking a link to existing businesses. There are a range of ad hoc current and emerging planning applications coming forward for B1 and B2 uses. Owners NPL have indicated an intention to brand and market the site as a “business and technology park”. Current poor access to the site along the A585, 10 miles from the M55, is likely to limit growth, but the site benefits from good security which will be attractive to some occupiers.

British Aerospace, Warton

A special site of sub-regional significance based on BAEs continued occupation of the site and the potential to build an aerospace cluster around the company. The site will remain dominated by BAE but may have long term potential for wider supporting uses and development.

Dock Road, Lytham

The estate provides a substantial redevelopment opportunity where units have been demolished. The market for both industrial and office accommodation in this location is mostly for local occupiers, with pressure also for residential redevelopment.

Longer Term Needs

Looking beyond this, in Wyre the longer term focus remains for the required rationalisation of existing industrial lands, as part of the development of a new portfolio. Within Blackpool, there will be increased dependence on decisions in Fylde for the allocation of new employment land.

There is no district based planning policy requirement setting out the amount of additional employment land required to be allocated in each area through their respective plans. The North West Regional Spatial Strategy set out a figure of 294 hectares requirement for Lancashire as a whole for the shorter period 2005 - 2021. This requirement specifically relates to the identification of new sites (and is over and above sites yet to be developed, but already previously identified and allocated in existing Local Plans). The Fylde Sub-Region's needs would in the current market potentially be met by a pro-rata level of provision for 3 of Lancashire's 14 Local Authorities, comprising around a fifth of this total. The identification of appropriate lands to meet future development needs will be essential to create confidence, improve the economy, and provide the right conditions and opportunities for growth.

While future employment expansion in terms of the allocation of any new lands required may focus on Fylde, the three authorities recognise the potential which exists for the development of new business hubs must capitalise on the particular strengths and opportunities of the Sub Region as a whole, and its assets and opportunities.

The success of efforts to diversify the local economy will also remain dependent on the success of proposals for the regeneration of the coastal resorts and wider economy of the various centres across the Fylde Sub Region.

The impact of the current credit crunch and recession reduces confidence and may undermine some new development in the short term, and further emphasises the importance of developing a sustainable and realistic sub-regional employment land strategy concentrated in attractive locations with real potential for future growth.

Appendix 1: Blackpool Employment Land Availability (March 2010)

Estate Name	Local Plan Allocation	Site Area (Ha)	Brownfield/ Greenfield	Environmental Status
Blackpool Business Park	Industrial/Business Development Land	5.2	Brownfield	Modern Business Park
Squires Gate Industrial Estate	Industrial/Business Development Land	1.9	Brownfield	Hardstanding from former use
Blackpool North Technology Park	Industrial/Business Development Land	3.5	Greenfield	Fully serviced plots
Blackpool North Technology Park (Kincraig)	Industrial/Business Development Land	0.4	Greenfield	Undeveloped Land, abuts ecological site
Vicarage Lane	Industrial/Business Development Land	0.2	Brownfield	Hardstanding from former use
Vicarage Lane	Industrial/Business Development Land	0.6	Brownfield	Hardstanding from Former use
Clifton Road Industrial Estate (Cornford Road)	Industrial/Business Development Land	3.4	Greenfield	Undeveloped Land
Clifton Road Industrial Estate (Mitcham Road)	Industrial/Business Development Land	0.3	Brownfield	Hardstanding from former use
Mowbray Drive (Chorley Road)	Industrial/Business Development Land	0.3	Greenfield	Undeveloped Land
Preston New Road	B1 Office Development	4.7	Brownfield	Within wider National Savings Site
Warren Drive	Urban Greenspace With Permission for Office Use	3.0	Greenfield	Undeveloped former grazing land
Total		**23.5**		

Appendix Table 2: Fylde Employment Land Availability (March 10)

2a) Land Available on Allocated Sites : Adopted Local Plan

Estate Name	Local Plan Allocation	Site Area (Ha)	Brownfield/ Greenfield	Environmental Status
Land Available*				
Blackpool & Fylde Industrial estate (inc Whitehills)	Allocated Land (EMP1) Existing Industrial site	2.4 4.9	Greenfield	Existing Industrial site With amount of underused land
Naze Lane, Freckleton	Allocated Land (EMP1)	1.8	Greenfield	Extension to extension
Queensway, St. Annes	Allocated Land (EMP1)	2.9	Greenfield	Extension to existing Industrial Site
Blackpool Fylde Industrial Estate (incl. Whitehills Park, Phase 2)	Allocated Land (EMP1)	1.37	Greenfield	Existing Industrial Site
Total		**13.37**		

2b) Land with planning permission on Allocated Sites: Adopted Local Plan

Fylde Borough Council
Business and Industrial Land Schedule

Land with Planning Permission

Site No	LAND WITH PLANNING PERMISSION - ALL SITES Site address	Hectares	Changes since 1/4/09
Designated and allocated sites			
1V	Whitehills of Blackpool, Preston New Road, Westby	0.46	No Change
1W	Site 2, Hallam Way, Whitehills Park	0.98	New App.
2Fa	Land off Hallam Way, Site D	0.31	No Change
2K	Land off Graceways, Lytham St. Annes Way, Site 11/A	0.48	No Change
5	Kirkham Trading Park	0.20	No Change
	Kirkham Trading Park, 5/05/263	0.20	No Change
9	Land at Dock Road, Lytham, 5/04/933	3.40	No Change
10	Land off Queensway Industrial Estate, Snowden Road, St Annes, 5/02/219	0.90	No Change
	Total of Land with Planning Permission on Designated/Allocated Sites	6.93	

Table 2b excludes land under construction.

Total land available (allocated industrial sites) thus comprises 13.37 + 6.93 = **20.3 hectares**

Appendix Table 3: Wyre Employment Land Availability (March 2010)

Site Name Fleetwood-Thornton AAP	Allocated Reference	Available for take up	Greenfield/ Brownfield	Environmental Status
Fleetwood Docks Mixed Use Development Area	E1	3.3	Brownfield	Existing employment area with some poor buildings and estate roads.
Fleetwood Docks Employment Area	E2	10.97	Brownfield	Large areas of vacant scrub land.
Hillhouse Secure Site	E3	52.69	Brownfield	Environmental condition likely to vary across site. Brownfield, former ICI/chemicals site, contamination likely in some areas
Red marsh Industrial Estate	E4	0.2	Greenfield	Small flat Greenfield site, partly taken up.
Lancashire Waste Technology Park	E6	12.8	Brownfield	Existing employment area with some buildings and estate roads.
Land East of Fleetwood Road	E7	7.6	Brownfield	Large area of vacant scrub land.
Wyre Borough Adopted Local Plan		**87.56**		
Copse Road, Fleetwood	EMP2/2	0.6	Greenfield	Flat maintained grass site, mainly Greenfield which narrows towards northern end with some hardstanding at southern end. Site is newly fenced off.
Off Denham Way, Fleetwood	EMP2/4	0.26	Brownfield	Good sized, flat site adjacent to existing employment operations. Currently overgrown and fenced off.
Station Road, Poulton-le-Fylde	EMP2/6	0.3	Brownfield	Thin, flat site, Brownfield with some derelict hardstanding
Aldon Road, Poulton Industrial Estate	EMP2/7	0.89	Brownfield	Flat site in two parts. Western site appears to be used by Tarmac for light surface storage. Site fenced off.
Furness Drive, Poulton Industrial Estate (three sites)	EMP2/9	0.16	Greenfield	Small overgrown Greenfield site located in between existing buildings
Cocker Avenue, Poulton Industrial Estate (three sites)	EMP2/10	1.77	Brownfield	Large flat overgrown site
SE of Wyrefields, Poulton Industrial Estate (two sites)	EMP2/12	0.56	Brownfield	Site has small sections of available hardstanding in

				between existing buildings. Realistically there is little room left for development
Land at Longmoor Lane, Nateby	EMP2/15	1.3	Greenfield	Vacant Greenfield site, partly taken up by surface storage
Catterall Gates Lane, Catterall (North)	EMP2/17	3.76	Greenfield	Large Greenfield meadow site adjacent to River Calder to the north with small industrial estate to the south. Site is part landfill
Lancaster Old Road, Claughton (two sites)	EMP2/18	0.38	Greenfield	Northern part of site is taken up with some light surface storage on hardstanding, southern part is overgrown Greenfield land
Land at Catterall Gates Lane, Catterall (South East)	EMP6	2.5	Greenfield	Large flat Greenfield site, bounded by Catterall Gates Lane to the north and small industrial estate. TPO on edge of site with large hedges between the site and the road.
Wyre Borough 1st Deposit Draft		**12.98**		
Land at Catterall Gates Lane, Catterall (South West)	EMPL1/13	2.2	Greenfield	Large flat Greenfield site, bounded by Catterall Gates Lane to the north and small industrial estate with large hedges between the site and the road.
		2.2		
	Total	**102.74**		

Appendix Table 4   Industrial/ Business land take-up (1991-2001-2010) Across the Fylde Sub-Region

	Blackpool	Fylde	Wyre	Fylde Sub-Region Total
1991-92	1.8 hectares	0.0 hectares	1.3 hectares	3.1 hectares
1992-93	2.3 hectares	6.0 hectares	0.3 hectares	8.6 hectares
1993-94	0.0 hectares	4.3 hectares	0.7 hectares	5.3 hectares
1994-95	0.0 hectares	9.3 hectares	2.5 hectares	12.5 hectares
1995-96	0.7 hectares	4.8 hectares	0.0 hectares	5.5 hectares
1996-97	0.0 hectares	0.4 hectares	1.1 hectares	2.5 hectares
1997-98	2.1 hectares	3.0 hectares	0.2 hectares	5.3 hectares
1998-99	1.0 hectares	1.4 hectares	1.4 hectares	3.8 hectares
1999-00	2.4 hectares	0.0 hectares	3.2 hectares	5.6 hectares
2000-01	0.8 hectares	4.0 hectares	7.8 hectares	12.6 hectares
2001-02	4.2 hectares	1.5 hectares	0.0 hectares	5.7 hectares
2002-03	1.6 hectares	0.9 hectares	0.2 hectares	2.7 hectares
2003-04	1.8 hectares	0.8 hectares	1.6 hectares	4.2 hectares
2004-05	2.3 hectares	0.5 hectares	0.1 hectares	2.9 hectares
2005-06	1.8 hectares	2.7 hectares	5.2 hectares	9.7 hectares
2006-07	4.2 hectares	0.9 hectares	2.1 hectares	7.2 hectares
2007-08	0.6 hectares	3.9 hectares	0.4 hectares	4.4 hectares
2008-09	3.0 hectares	2.9 hectares	0.0 hectares	5.9 hectares
2009-10	0.3 hectares	2.1hectares	1.0 hectares	2.5 hectares
Total 1991-2010	30.9 hectares	49.4 hectares	29.1 hectares	109.4 hectares
Average	**1.6 hectares pa.**	**2.6 hectares pa.**	**1.5 hectares p.a.**	**5.8 hectares p.a.**
Total 2001-2010	19.8 hectares	16.2 hectares	10.6 hectares	46.6 hectares
Average	**2.2 hectares pa.**	**1.8 hectares pa.**	**1.2 hectares p.a.**	**5.2 hectares p.a.**

Note all figures of take-up exclude car related uses