



Areas of Separation Review Background Paper

June 2026

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1. Introduction

- 1.1 This document provides a review of the existing Areas of Separation policy included in the Adopted Fylde Local Plan to 2032 (Incorporating Partial Review). The document has been prepared in support of the preparation of the Fylde Local Plan to 2042.
- 1.2 The Areas of Separation policy GD3 in the existing Local Plan was supported by the Areas of Separation Background Paper 2014. The result was the designation of two areas. This review does not revisit all of the original candidate areas set out in the original background paper: the review is restricted to:
 - An assessment of whether the sites designated in the Adopted Fylde Local Plan to 2032 (incorporating Partial Review) are appropriate to be taken forward for continued protection in the new Fylde Local Plan to 2042;
 - Whether their boundaries should be modified;
 - Whether any newly raised candidate sites should be given similar protection.
- 1.3 In the interest of legibility, rather than incorporate the review fully into the original background paper of 2014, the review is set out as a discrete study, with the complete original Area of Separation Background Paper provided in Appendix 2.

2. Definition and Purpose of the Areas of Separation

- 2.1 An Area of Separation is designed to preserve the character and distinctiveness of individual settlements by restricting inappropriate development that would result in the coalescence of two distinct and separate settlements. Areas of Separation are areas outside settlements where development is restricted to a greater degree than would be the case in standard “countryside” areas, but to a lesser extent than would be the case under a designation of green belt.
- 2.2 The definition of Areas of Separation in Fylde followed identification of a policy gap, whereby the general policy applying to countryside areas was considered not to provide sufficient protection to relatively narrow gaps between settlements, leading to development pressure threatening incremental coalescence of the settlements and loss of their character as distinct settlements.
- 2.3 Fylde Council undertook an assessment of areas that would require protection through an Area of Separation policy in the Area of Separation Background Paper 2014. The paper considered a number of areas that had been put forward in consultations as candidate areas for designation. The 2014 background paper is attached as Appendix 2.
- 2.4 The Area of Separation Background Paper 2014 considered areas against a series of criteria. The criteria were:
- distance between settlements at the narrowest point
 - current land use
 - landscape character
 - topography
 - development pressure
 - planning application history
 - local plan designation
 - other designations
- 2.5 The conclusion of the background paper was that two areas should be designated: between Wrea Green and Kirkham and between Kirkham and Newton.

3. Existing Policy

- 3.1 The current adopted Local Plan for Fylde is the Fylde Local Plan to 2032 (Incorporating Partial Review) which was adopted in December 2021. It incorporates policy GD3 which has text as follows:

Strategic Policy GD3

Areas of Separation

Areas of Separation shown on the **Policies Map** are designated between:

- **Kirkham and Newton;** and
- **Wrea Green and Kirkham.**

Development will be assessed in terms of its impact upon the Area(s) of Separation, including any harm to the to the effectiveness of the gap between the settlements and, in particular, the degree to which the development proposed would compromise the function of the Area(s) of Separation in protecting the identity and distinctiveness of settlements. Development will be limited to:

- a) that needed for purposes of agriculture, horticulture or forestry; or other uses appropriate to a rural area, including uses which would help to diversify the rural economy, of a type and scale which would not harm the effectiveness of the gap between the settlements in protecting the identity and distinctiveness of settlements;
- b) the re-use or rehabilitation of existing permanent and substantial buildings;
- c) extensions to existing dwellings and other buildings in accordance with Policy H7;
- d) development essentially needed for the continuation of an existing enterprise, facility or operation, of a type and scale which would not harm the effectiveness of the gap between the settlements in protecting the identity and distinctiveness of settlements;
- e) isolated new homes in the countryside which meet the criteria set out in Policy H6.
- f) minor infill development, of a scale and use that does not have a material impact on the rural character of the area and does not conflict with the provisions of policy ENV3, providing that it would not result in any harm to the effectiveness of the gap between the settlements or compromise the function of the Area(s) of Separation in protecting the identity and distinctiveness of settlements.

Development that is needed for uses appropriate to a rural area situated within the Area of Separation should be sited carefully to avoid harm to the effectiveness of the gap between the settlements in protecting the identity and distinctiveness of settlements.

- 3.2 This policy was not part of the Partial Review of the Local Plan, and was therefore unchanged from the text of the original Fylde Local Plan to 2032 adopted in October 2018.
- 3.3 Policy GD3 was considered by the Inspector¹ who examined the Fylde Local Plan to 2032 in 2017-18. The Inspector considered the circumstances of the two areas individually and concluded that the designation of both as Areas of Separation was justified.
- 3.4 The Inspector noted that the text provided at publication stage did not set out development types that would be acceptable and lacked clarity. The Inspector invited modifications to address this, with an overarching principle that the three policies that restricted development outside of settlements- those for green belt, areas of separation and countryside, should result in a clear hierarchy of protection, with green belt as the most restrictive, and countryside the least. The policy set out above is the result of these modifications.

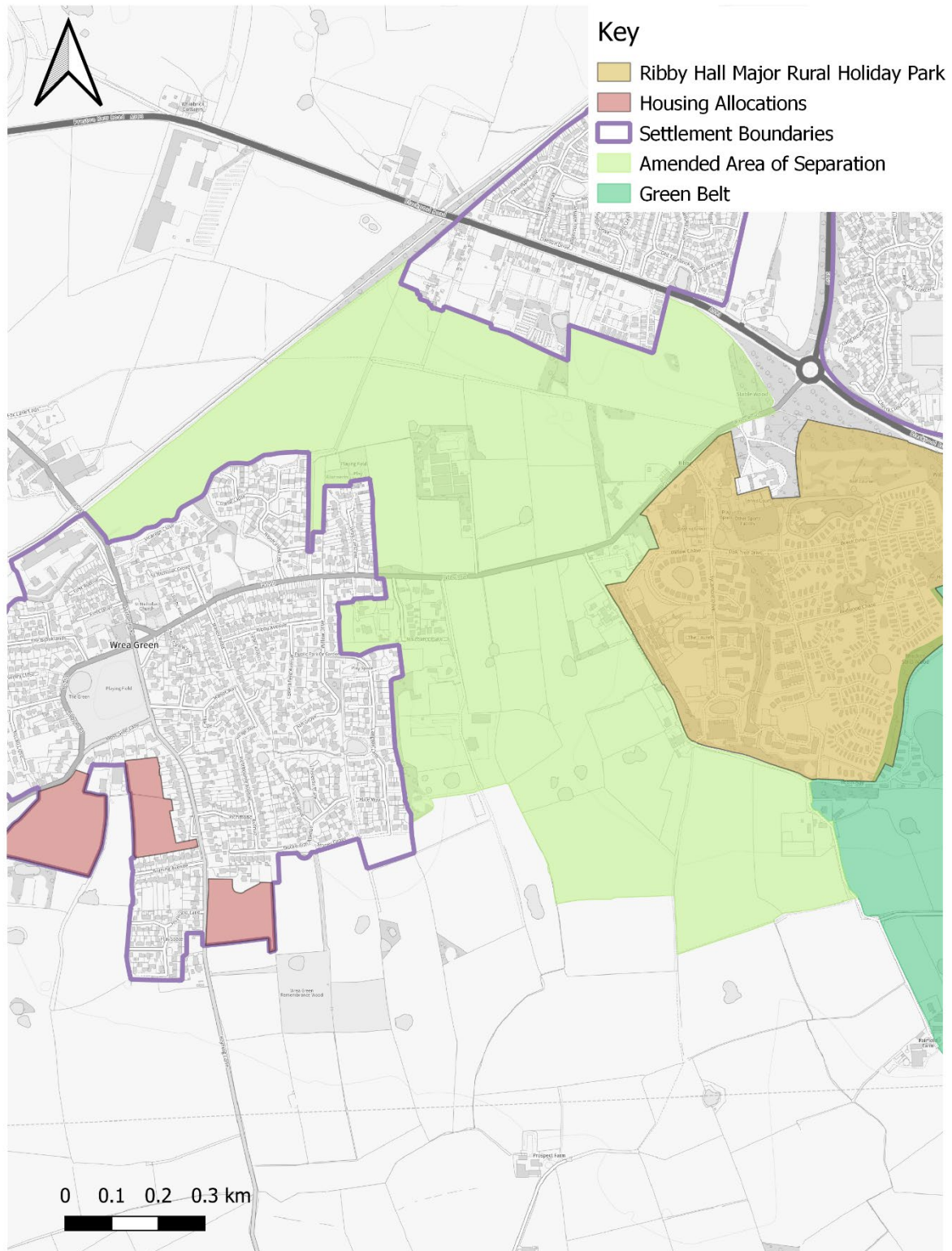
¹ See the Inspector's Report: <https://new.fylde.gov.uk/wp-content/uploads/2019/09/5-Fylde-Local-Plan-to-2032-Inspector-s-Final-Report-including-Appendix.pdf>

4. Review: Kirkham and Wrea Green

4.1 This area protected in the existing Local Plan lies between the Key Service Centre of Kirkham and the Tier 1 Larger Rural Settlement of Wrea Green.

Distance between settlements or built up areas	There is a distance of 313 metres between Wrea Green and Kirkham at the narrowest point. Between settlement boundaries the distance is 390 metres.
Current Land Use	Predominantly agricultural land with some farm buildings.
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges towards the North East.
Topography	There is no significant variation in height of the land in the Area of Separation.
Development pressure	There has been significant development pressure. There have been call for sites submissions for land in the area, on both sides of Ribby Road
Planning application History	19/0343 6 dwellings refused, appeal dismissed 17/0138 8 dwellings was approved before the policy was adopted whilst the Council did not have a five year housing land supply, and was built out subsequently.
Local Plan Designation	Area is designated as an Area of Separation in Policy GD3 of the adopted Fylde Local Plan to 2032 (incorporating Partial Review)
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	Yes
Are any changes needed to the designated area?	Previously an area remained between the settlement boundary of Wrea Green and the western boundary of the Area of Separation. This was previously designated as Countryside. This seems to have been an error and it is recommended that the Area of Separation be extended to the settlement boundary.
Summary:	The area meets the sequential assessment criteria. There is significant development pressure in this proposed Area of Separation and the gap between the settlements is narrow (313 metres) leading to a risk of the settlements merging.
Recommendation:	To take forward as an area of separation.

Area of Separation: Wrea Green and Kirkham



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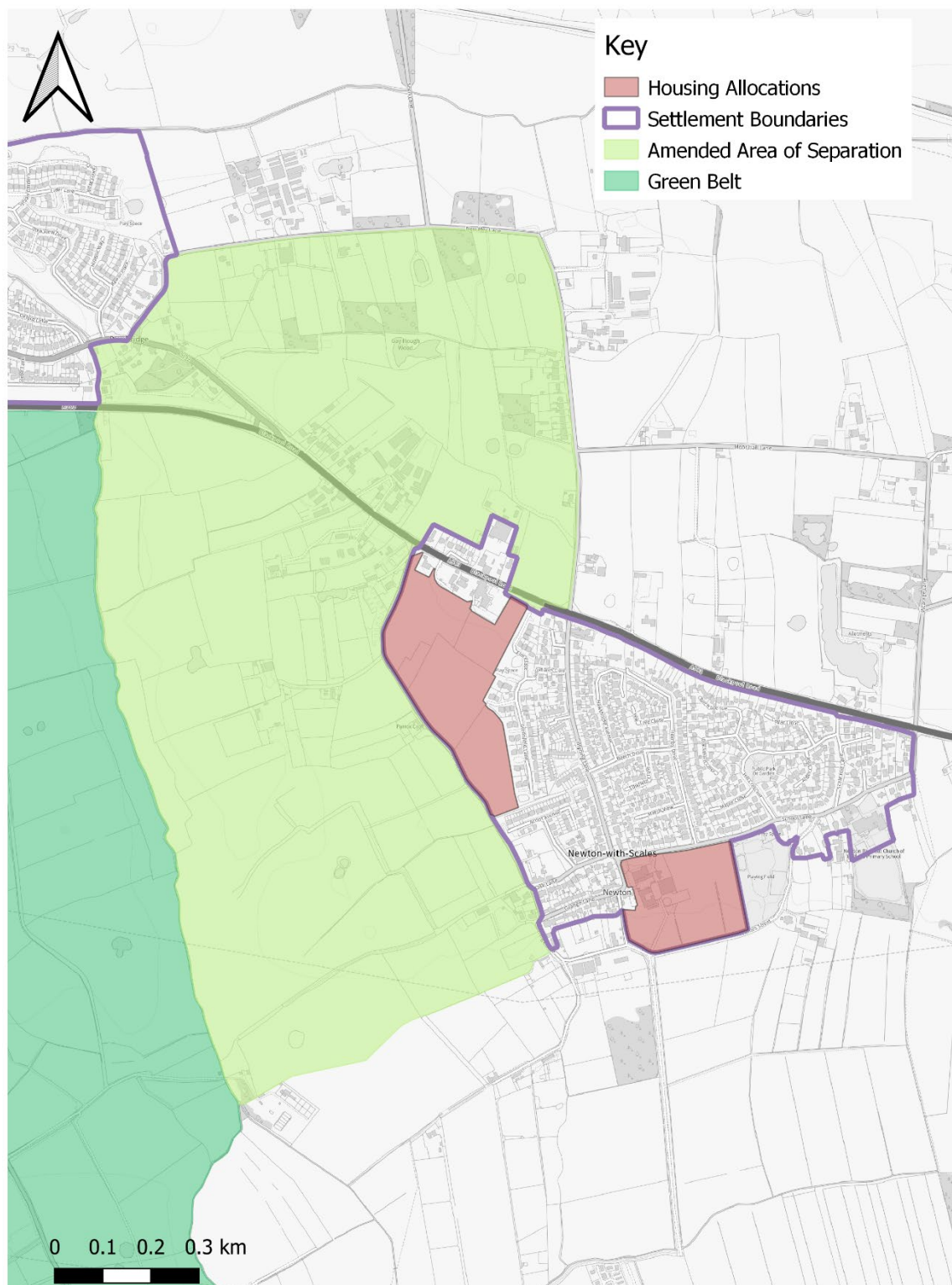
5. Review: Kirkham and Newton

5.1 This area protected in the existing Local Plan lies between the Key Service Centre of Kirkham and the Tier 1 Larger Rural Settlement of Newton.

Distance between settlements or built up areas	There is a distance of 990 metres between Kirkham and Newton (existing settlement boundaries).
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains a major road (A583) and significant numbers of houses that form a ribbon development along the A583 between the two settlements.
Topography	The area slopes downwards from Newton to Kirkham.
Development pressure	Several sites have been submitted to the call for sites for the new Local Plan. Many general enquiries and applications have been received. There is believed to be significant developer interest.
Planning application History	25/0224 PIP for 2 dwellings refused. 23/0713 9 dwellings refused. 22/0658 PIP for 1 dwelling refused. 22/0328 1 dwelling refused. 21/0667 demolition of existing buildings and erection of 4 dwellings approved. 21/0159 1 dwelling refused. 19/0486 5 dwellings approved (same site as 21/0667).
Local Plan Designation	Area is designated as an Area of Separation in Policy GD3 of the adopted Fylde Local Plan to 2032 (incorporating Partial Review)
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	Yes
Are any changes needed to the designated area?	In view of both the amount of development pressure the area receives and the difficulty posed by the ribbon development close to the Newton settlement boundary, the Council has considered the sites submitted through the call for sites exercise and whether a more defensible boundary could be achieved. The allocation of the Land South of Blackpool Road, Newton site will be taken forward as it more effectively rounds off the settlement of Newton on the western side and results in the defensible boundary of Parrox Lane. The Area of Separation has therefore been reduced to exclude this parcel of land, the existing developed parcels on Blackpool Road enclosed within it,

	and the dwellings and businesses on the opposite site of Blackpool Road at that point.
Summary:	The two settlements are within 1200 metres of each other; in addition there is a significant amount of ribbon development between the two settlements. There is development pressure in the area as there have been significant submissions to the call for sites within the designated area, and there have been significant numbers of planning applications and enquiries relating to those existing built sites within the gap. Therefore, there is a risk of the settlements merging if the ribbon development between the two settlements is allowed to expand.
Recommendation:	To take forward as an Area of Separation.

Area of Separation: Kirkham and Newton



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6. Review: suggested addition: Clifton and Preston

- 6.1 The suggestion has been made in the Options, Issues, Vision and Scope (Regulation 18) consultation that an area between Clifton and Preston should be considered for policy protection as an Area of Separation. Concern has arisen that development on the Preston side of the Borough boundary will encourage similar substantial development to occur within Fylde.

Distance between settlements or built up areas	There is a distance of 1.96 km between Clifton and the nearest developed part of Preston. The emerging Central Lancashire Local Plan allocates further land that would make the distance approx 1.65 km. In both cases the developed area of Preston is and will be separated from Clifton by the A582 Edith Rigby Way which provides the limits to the developing area of Preston and is 1.6 km away. There is also the village of Lea Town 0.92 km away to the north east. Much of the area between Clifton and Preston lies within the Preston City Council area, but the undeveloped belt within Fylde is of minimum 600m width.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains a major road (A583) and significant numbers of houses that form a ribbon development along the A583 between the two settlements.
Topography	Gently undulating.
Development pressure	None apparent in Fylde. To the immediate east of Clifton is the listed Clifton Hall in its substantial parkland curtilage which would preclude any development to the immediate east of the village. Further south the land is in flood zones 2 and 3 which would not be developable.
Planning application History	22/0939 39 dwellings refused, appeal dismissed
Local Plan Designation	A small area to the east of the village is an allocation for development in the existing local plan, but which has proved impossible to deliver.
Other relevant designations	Substantial areas are within flood risk zones
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The settlements of Clifton and Preston will become closer as the Central Lancashire Local Plan is delivered over the coming 15 years. However there will remain an undeveloped area 1.6 km wide, so the

	settlements are not within 1200m of one another. Whilst part of this is in Preston, there is not justification through development pressure for the designation of the 600m wide area of Fylde between Clifton and the Borough boundary.
Recommendation:	Not to take forward as an Area of Separation.

Candidate Area of Separation: Clifton and Preston



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7. Conclusion

7.1 This review has demonstrated that

- Designation of the area between Kirkham and Wrea Green, with minor revisions to the designated area, is supported.
- Designated of a revised area between Newton and Kirkham, with the boundary on the eastern side altered to make a more effective long-term defensible boundary, is supported.
- The proposed designation of the area between Clifton and Preston would not meet the criteria for designation.

Appendix 1

Areas of Separation Background Paper November 2014



Plan for Fylde - Plan for the Future

Area of Separation

Background Paper November 2014

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1. WHAT IS AN AREA OF SEPARATION?

Definition of an Area of Separation

1.1 An Area of Separation is:

“An area of Countryside separating existing settlements and associated built up areas that contributes to preserving the openness of the area and protects the distinctive identity of the individual settlements. Development within an Area of Separation is restricted to that appropriate within an area of Green Belt in order to prevent the merging of settlements and the loss of the individual identity of each settlement.”

Purpose of Area of Separation and appropriate uses

1.2 An Area of Separation (AOS) is designed to preserve the character and distinctiveness of individual settlements by restricting inappropriate development that would result in a coalescence of two distinct and separate settlements.

1.3 An example of inappropriate development in an AOS would be a large scale housing scheme that contributes to the coalescence of two settlements. An example of appropriate development in an AOS would be Green Infrastructure that is consistent with the open character of the area.

1.4 Green infrastructure is defined by Planning Practice Guidance Paragraph 16 as:

“Green infrastructure is a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure includes parks, open spaces, playing fields, woodlands, street trees, allotments and private gardens.”

Difference between Area of Separation and Green Belt

1.5 An AOS is different to Green Belt, AOS tend to be significantly smaller scale and located between settlements that are relatively close and at risk of merging whereas the Green Belt operates to prevent urban sprawl and often completely surrounds settlements and comprises of large areas of countryside.

2. POLICY JUSTIFICATION

National Planning Policy Framework

2.1 An AOS Policy is consistent with the National Planning Policy Framework and the presumption in favour of sustainable development that is its core principle.

The identification of land where development would be inappropriate is supported by Paragraph 157 of the NPPF:

“Crucially, Local Plans should:

- *identify land where development would be inappropriate, for instance because of its environmental or historic significance; “*

2.2 An AOS policy identifies that development that would contribute to the merging of settlements should be avoided within the AOS as it would be inappropriate. It also conforms to the NPPF’s presumption in favour of sustainable development as appropriate development with the AOS will be supported provided it does not undermine the open character of the area.

2.3 An Area of Separation policy is supported by paragraph 156 of the NPPF

*“Para 156-Local planning authorities should set out the **strategic priorities** for the area in the Local Plan. This should include strategic policies to deliver:*

- *climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.”*

An AOS policy will conserve the individual character of different settlements as well as the natural environment (including Landscape) as inappropriate development will not be permitted in the AOS.

2.4 Fylde Councils emphasis on an AOS as an area for Green infrastructure is supported by Paragraph 114 of the NPPF.

“Para 114- Local planning authorities should:

- *set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure;”*

An AOS policy takes a positive attitude towards the development of Green Infrastructure provided it is consistent with the open and undeveloped nature of the area. An AOS policy is a positive measure to develop the Green Infrastructure assets of the borough, it will also prevent unsustainable development which would be located away from public transport services whilst at the same time safeguarding the distinctiveness of settlements.

3. FYLDE AREA OF SEPARATION POLICY BACKGROUND

Local Plan Part 1 Preferred Options

3.1 No strategic review of the Green Belt within Fylde Borough will be undertaken when preparing the Local Plan, although minor alterations may be required to accommodate the precise boundaries of some site allocations and to amend minor anomalies.

3.2 The AOS policy first appeared in Fylde in the Local Plan Part 1: Preferred Options document which was issued for consultation between the 27th June and the 22nd August 2013. There was one proposed AOS between Wrea Green and Kirkham. The proposed AOS between Wrea Green and Kirkham was significantly smaller than the area of Green Belt Land between Freckleton and Kirkham and was proportionate to the objective of preventing the merging of settlements. Policy GD2 sought to restrict inappropriate development that would contribute to the coalescence of the two settlements or diminish the open character of the land between them. In addition the area of separation was proposed to be a focus for Green Infrastructure provided it was consistent with the openness and undeveloped nature of the area.

Local Plan Part 1 Preferred Options AOS Policy Extract

“The Green Belt and Areas of Separation

Context

8.7 The Green Belt helps to ensure that settlements do not coalesce. No strategic review of the Green Belt within Fylde Borough will be undertaken when producing the Local Plan, although minor alterations may be required to accommodate the precise boundaries of some site allocations or to amend minor anomalies. Inappropriate development in the Green Belt will be resisted unless there are special circumstances which justify an exception. Paragraph 89 of the NPPF sets out these special circumstances and Policy ENV2, relating to Green Infrastructure, sets out the positive community benefits the Green Belt provides in terms of landscape, amenity and open space.

8.8 Within Fylde there is a narrow strip of land between the settlement boundaries of Wrea Green and Kirkham measuring 1052m at its narrowest point. In order to help maintain the openness of this area and the identity and distinctiveness of these two settlements, Policy GD2 proposes that an Area of Separation is defined. The policy will apply to all forms of development, including that considered appropriate in the Green Belt.

Policy GD2

Area of Separation

The character and local distinctiveness of the narrow strip of open land between Wrea Green and Kirkham (as identified on the inset map) will be maintained by the definition of an Area of Separation.

Appropriate development within the Area of Separation will be permitted provided it does not contribute to the coalescence of the two settlements or diminish the open character of the land between them.

The Area of Separation will be a focus for Green Infrastructure. So far as is consistent with the predominantly open and undeveloped character of the area, opportunities to improve public access and recreation uses will be encouraged. Similarly, opportunities to conserve, enhance and restore its biodiversity and geodiversity value will be a priority.

Justification

8.9 The narrow strip of open land between the settlement boundaries of Wrea Green and Kirkham is recognised as an area valued locally as part of the local green infrastructure. Policy GD2 defines an Area of Separation between these two settlements, where appropriate development will be permitted provided it does not contribute to the merging of the settlements or diminish the open character of the land. In particular public access, enhancement of biodiversity and recreation uses will be encouraged. “

3.3 There were 159 objections to the policy, with other Areas of Separation suggested at:

- North of Warton between Warton and Wrea Green;
- Dow Brook/Spen Brook, Kirkham, to Treales;
- Moorside, Treales, to Wesham, including Mowbreck Lane, Church View Farm and the countryside either side of Mowbreck Lane down to Dow Brook, Kirkham;
- Land between Dowbridge, Kirkham and Newton;
- Land west of Westby between Westby and Whitehills;
- Land between Wesham and Greenhalgh;
- Land between Poulton and Singleton;
- Land between Clifton village, and Salwick toward Lea and Bartle/Preston
- Land to the west of Kirkham to Westby;
- Land to the north of Kirkham to Wesham;
- Land around Kirkham, Wesham and Greenhalgh
- Whyndyke Farm

3.4 A number of residents and other organisations supported the AOS policy, however one respondent suggested that the policy is unsound and not satisfactorily justified.

3.5 In response to this the council set out the following recommendation for change.

- *“Prepare a background paper, including a map of all of the suggested areas of separation, to justify policy approach. The background paper will also go through each of the suggested further areas of separation and explain whether or not they are being taken forward in the Local Plan (Part 1). “(Response Report July 2014-Page 103)*

Inspector’s decisions

3.6 The concept of an Area of Separation was supported in the Central Lancs Core Strategy Examination, the Inspector referred to it having a worthy purpose to ensure that those places at greatest risk of merging will be protected from doing so. In addition the inspector noted that in practice the Area of Separation Policy may well be more restrictive than Greenbelt.

“95.Policy 19: Areas of Separation and Major Open Space is drafted to protect the identity and local distinctiveness of certain settlements and neighbourhoods by these 2 types of designation. The worthy purpose is to ensure that those places at greatest risk of merging will be protected from doing so. The Policy can be compared to Green Belt policy, although the construction of new buildings for, for example, agriculture and essential facilities for outdoor sport and outdoor recreation, which may be acceptable in a Green Belt, may not be acceptable in an Area of Separation or a Major Open Space. To that extent it would appear that Policy 19 may in practice be more restrictive than Green Belt policy.”

3.7 The concept of the Area of Separation was also supported in the Appeal Decision: (Date 9-11 January 2013) The proposal consisted of 143 dwellings.

Appeal Ref: APP/N2345/A/12/2182325 Land north of The Hills, Longridge Road, Grimsargh, Preston PR2 5BF

"23. Although the proposal would secure the provision of housing, together with a range of other benefits, I consider that the harm to the Core Strategy policy objective of maintaining an AOS between Grimsargh and Preston would be harmed and that this is the overriding consideration in this case. "

The sites location in an Area of Separation was the key consideration in the decision to dismiss the appeal.

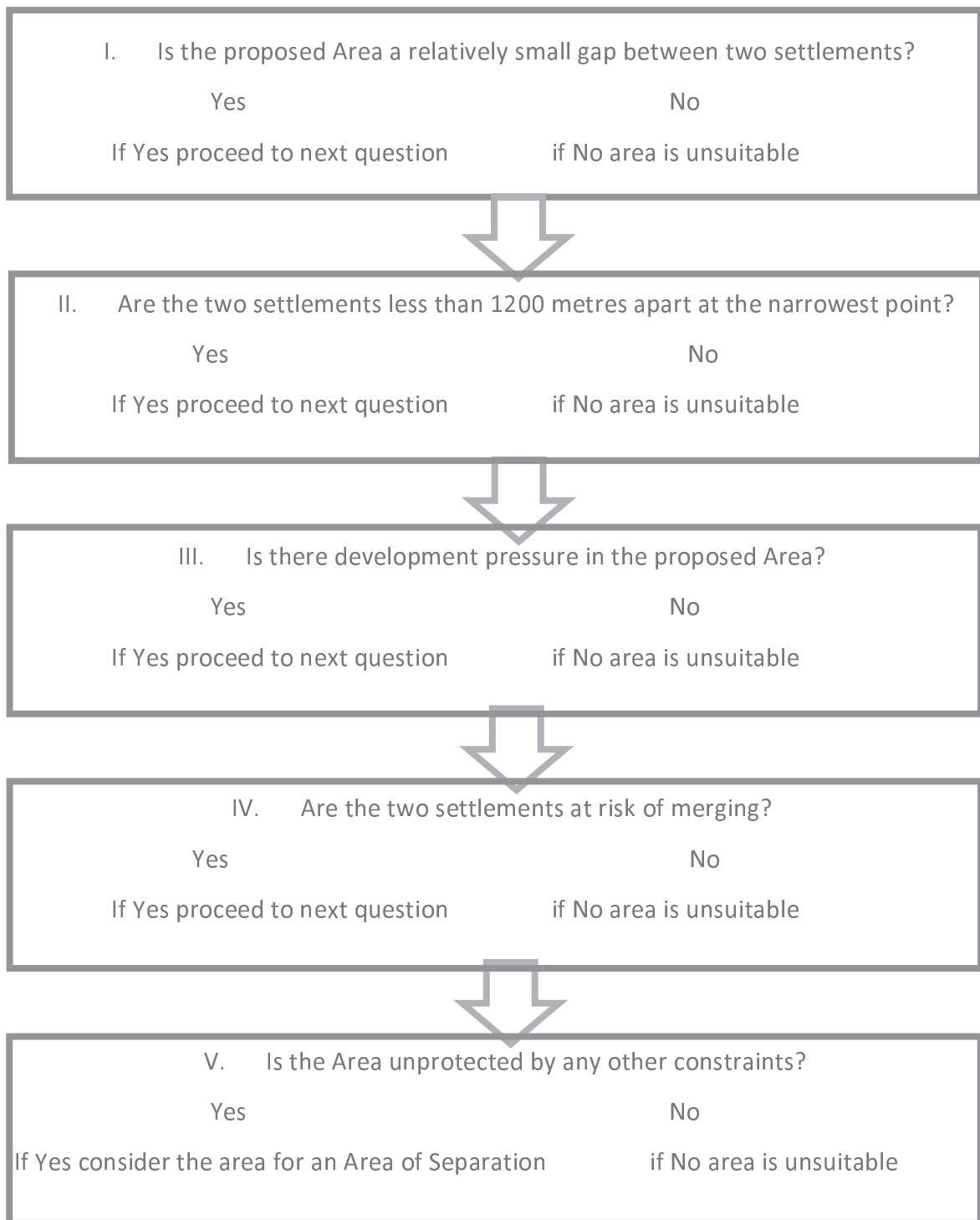
3.8 Following this the appellant was unsuccessful in a legal challenge to the decision (Judicial Review Case No: CO/4310/2013)

3.9 Later in the year an amended scheme was submitted that was also rejected at appeal (APP/N2345/A/12/2182325.) The proposal was for a reduced number of dwellings. (100) Though the Inspector acknowledged the impact of the scheme would be less severe than the previous scheme they concluded that the proposal would undermine the Area of Separation and lead to a risk of the settlements merging.

(Para 21 extract)"I conclude therefore that if the proposed development was constructed there would no longer be an effective Area of Separation between Grimsargh and Preston, as the gap would be insufficient to protect the identity and local distinctiveness of Grimsargh. The proposal is therefore contrary to CS Policy 19. It is also contrary to draft Policy EN4 as its impact on the Area of Separation would be significant and it would lead to a risk of settlements merging."

4. CRITERIA REQUIRED TO ESTABLISH AREAS OF SEPARATION

Sequential Assessment Criteria



Distance between settlements or built up areas (at narrowest point)	A distance of less than 600 metres between settlements would mean an AOS policy would normally be appropriate if the area is otherwise unprotected. A distance of between 600 and 1200 metres would mean that an AOS could be appropriate. A distance of over 1200 metres would mean that an AOS would not be appropriate.
Current Land Use	What particular uses is the proposed area currently used for?
Landscape Character	Is the proposed area populated by trees, hedges, or is relatively open farmland,
Topography	Does the proposed area have significant variation in height levels? Does the site slope in one direction?
Development pressure	Is the proposed area under significant development pressure? Is the gap between settlements at risk of being filled?
Planning application History	Has the area had a planning application, and if so what were the basic details and outcome?
Local Plan Designation	What is the area designated as in the adopted Fylde Borough Local Plan (As altered 2005) and in the emerging Local Plan?
Other relevant designations	Is the proposed area already protected by other constraints? Such as Green Belt or Flood Risk Zone 2 or 3?
Does the proposed Area of Separation meet the sequential assessment criteria?	Yes/No
Summary:	Summary of the main issues
Recommendation:	Take forward/Not take forward in the Local Plan

5. ASSESSMENT OF SUGGESTED AREAS OF SEPARATION AGAINST CRITERIA

Assessment

5.1 This chapter will assess the 12 suggested Areas of Separation in addition to the draft Area of Separation between Wrea Green and Kirkham (identified in Policy GD2 of the preferred options version of the Local Plan), against the criteria contained in chapter 4.

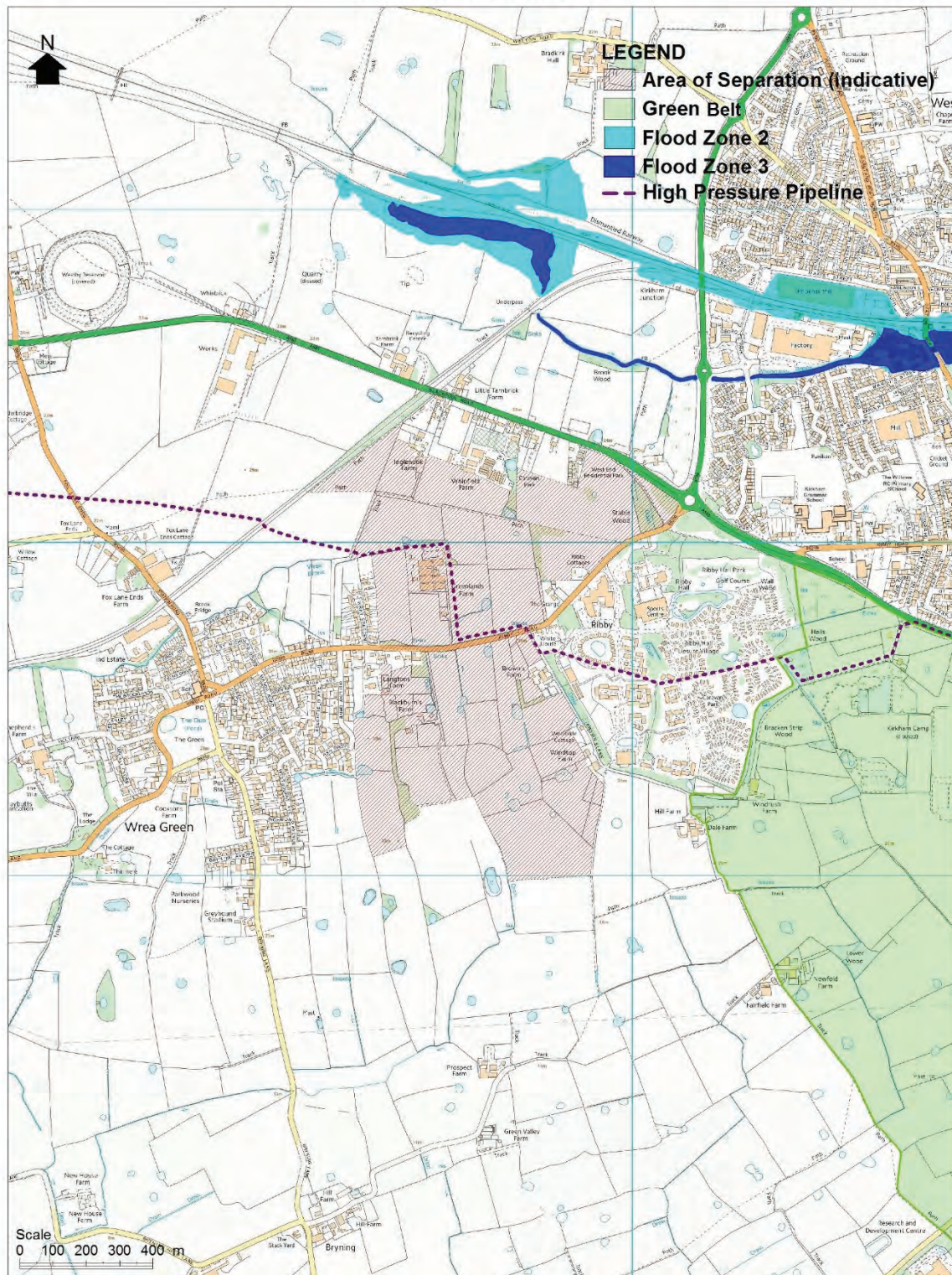
The following areas will be assessed:

- A. Wrea Green and Kirkham (Policy GD2- Local Plan Preferred Options)
- B. North of Warton between Warton and Wrea Green;
- C. Dow Brook/Spen Brook, Kirkham, to Treales;
- D. Moorside, Treales, to Wesham, including Mowbreck Lane, Church View Farm and the countryside either side of Mowbreck Lane down to Dow Brook, Kirkham;
- E. Land between Kirkham and Newton;
- F. Land west of Westby between Westby and Whitehills;
- G. Land between Wesham and Greenhalgh;
- H. Land between Poulton and Singleton;
- I. Land between Clifton village, and Salwick toward Lea and Bartle/Preston
- J. Land to the west of Kirkham to Westby;
- K. Land to the north of Kirkham to Wesham;
- L. Land around Kirkham, Wesham and Greenhalgh;and
- M. Whyndyke Farm

*It should be noted that the maps are indicative and the boundaries of any proposed Area of Separation may be amended in the next version of the Local Plan.

A. Wrea Green and Kirkham (From Local Plan: Part 1 Preferred Options)

AREA OF SEPARATION



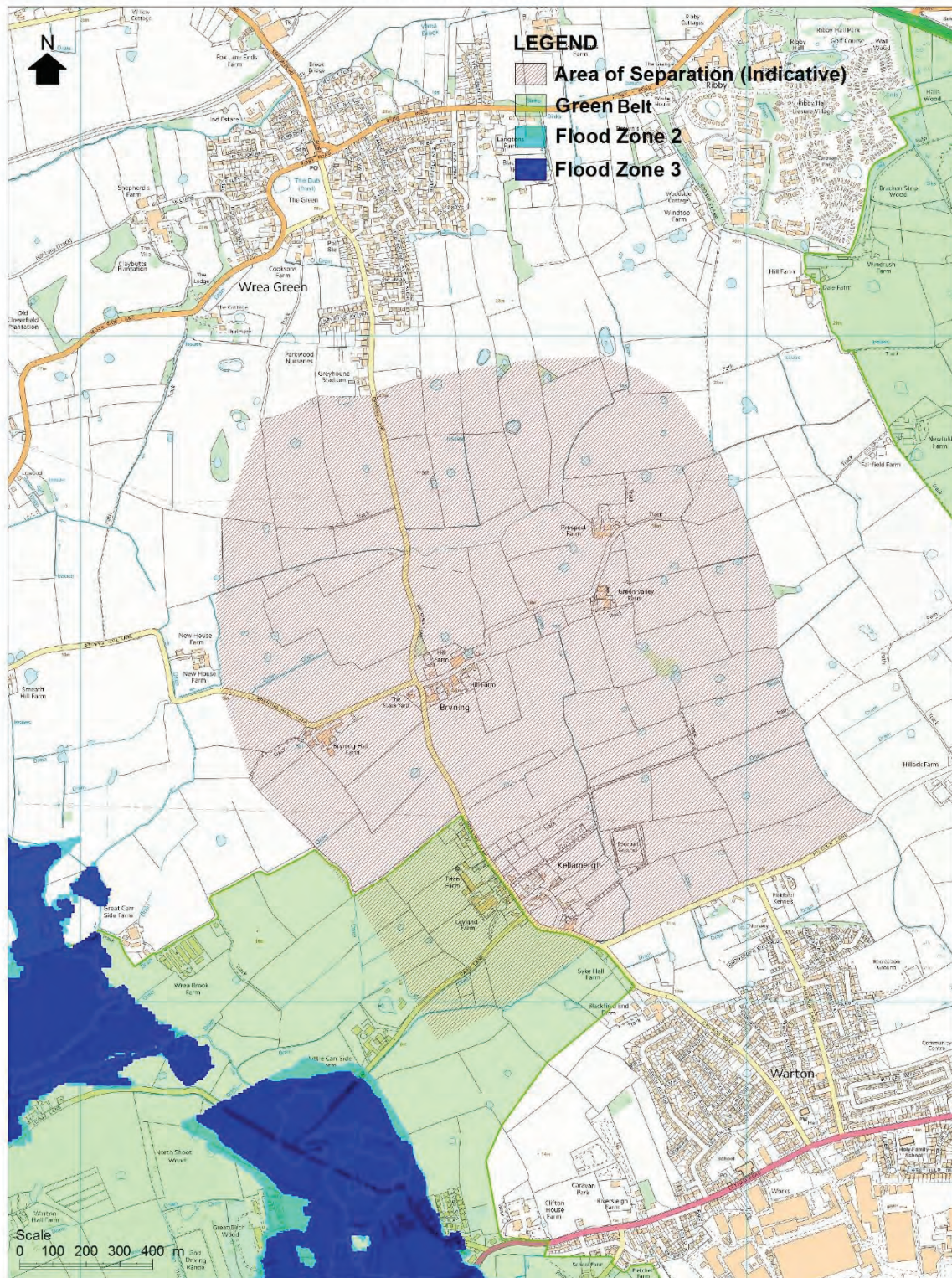
A. Wrea Green to Kirkham

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Distance between settlements or built up areas	There is a distance of 313.21 Metres between Wrea Green and Kirkham at the narrowest point. However between settlement boundaries the distance is 1064 metres.
Current Land Use	Predominantly agricultural land with some farm buildings.
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges towards the North East.
Topography	There is no significant variation in height of the land in the Area of Separation.
Development pressure	There has been significant development pressure particularly in the area of Wrea Green where 4 planning appeals were determined in 2014, 2 of which were dismissed and 2 upheld.
Planning application History	Planning permission for sports facility on part of area was refused. (11/554) Planning permission was granted 12/35 (land adjacent West end Residential park.) Outline Planning application for up to 100 dwellings (14/302) was refused at Planning Committee 3/9/14.
Local Plan Designation	Area is designated SP2 Countryside in the Adopted 2005 as altered Local Plan. Area designated as an Area of Separation in the Local Plan Preferred Options version.
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	Yes
Summary:	The area meets the sequential assessment criteria. There is significant development pressure in this proposed Area of Separation and the gap between the settlements is narrow (313.21 metres) leading to a risk of the settlements merging.
Recommendation:	To take forward as an area of separation.

B. North of Warton between Warton and Wrea Green

AREA OF SEPARATION



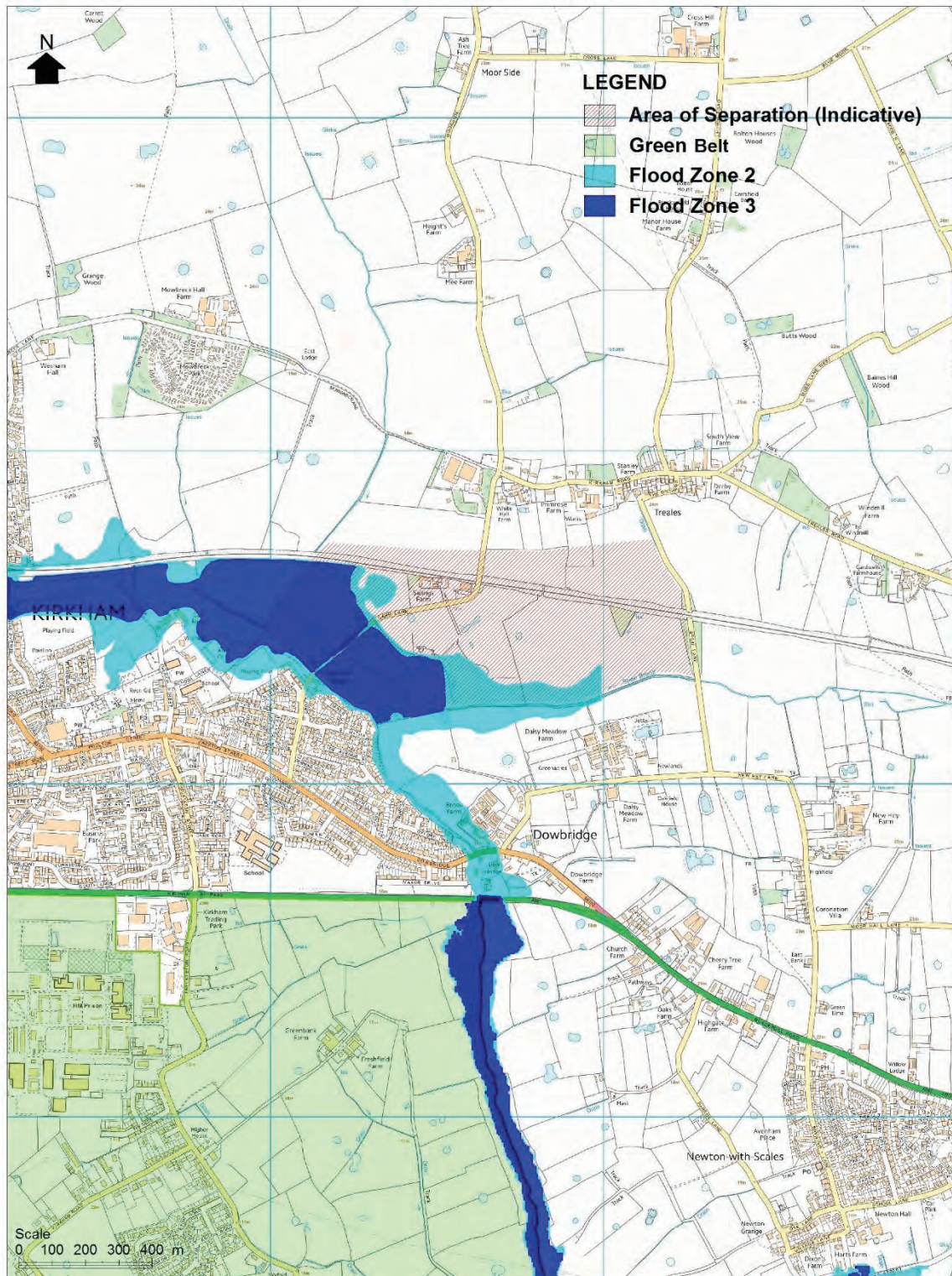
B. North of Warton between Warton and Wrea Green

Fylde Council. (c) Crown Copyright and database right (2014). Ordnance Survey (100006084).

Distance between settlements or built up areas	There is a distance of 2148.98 Metres between Warton and Wrea Green.
Current Land Use	Predominantly agricultural.
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges, the area contains several unclassified minor roads.
Topography	Land slopes slightly downhill from Wrea Green to Warton.
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	Existing industrial area North East of further Hillock Farm in the Adopted 2005 as altered Local Plan. The rest of the area is designated Policy SP2 countryside. In the Local Plan Preferred Options just north of Warton sites H9 and H10 are designated as housing.
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and there is over 2000 metres between the two settlements. In addition there is little development pressure in between the two settlements and no risk of the settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

C. Dow Brook/Spen Brook, Kirkham, to Treales

AREA OF SEPARATION



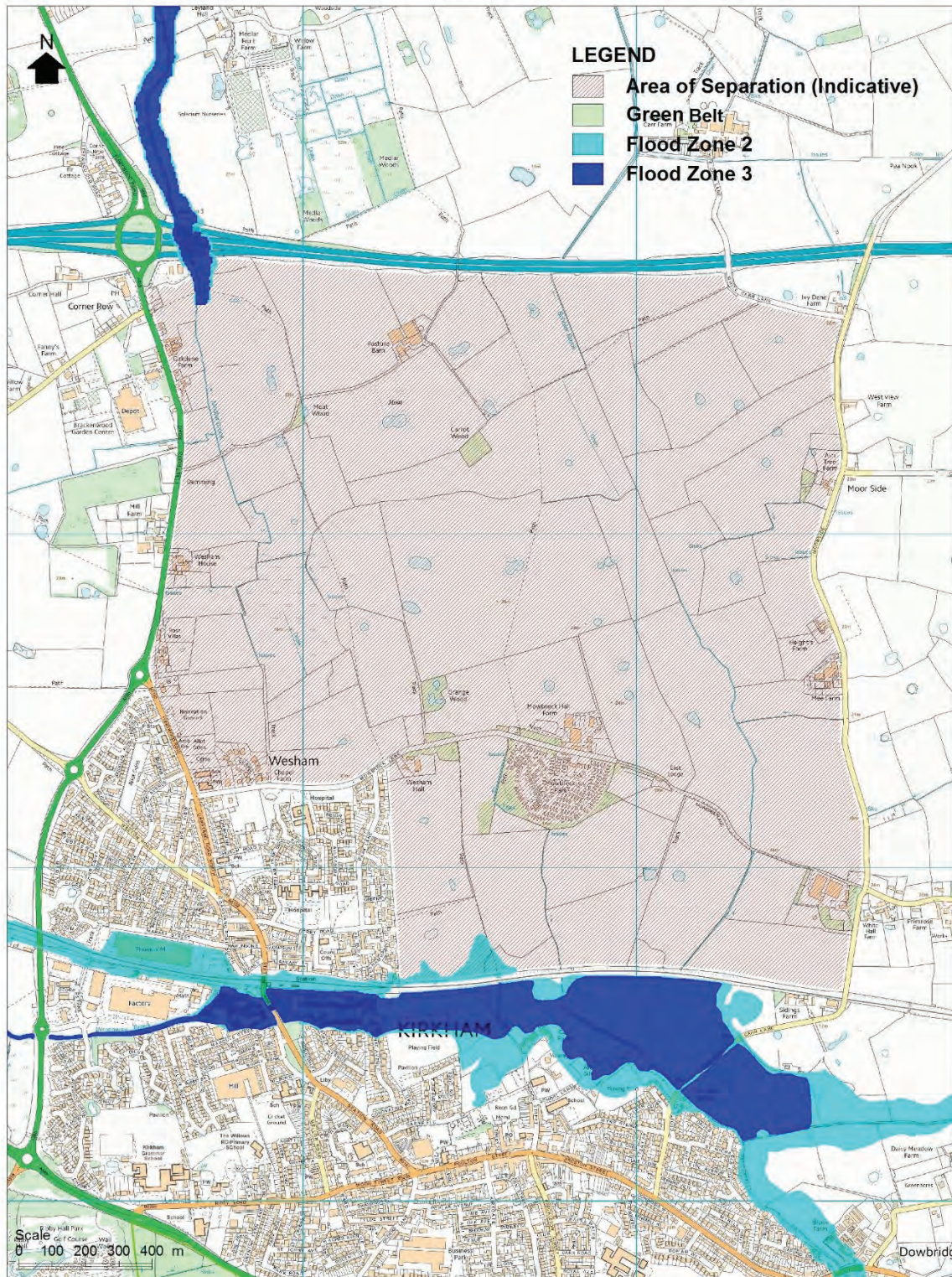
C. Dow Brook/Spen Brook, Kirkham to Treales

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Distance between settlements or built up areas	There is a distance of 990.79 meters between Kirkham and Treales.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges, the area contains several unclassified minor roads and a railway line that separates the area.
Topography	Land slopes down from Dowbridge and Treales towards Dow Brook/Spen Brook.
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	In Existing Local Plan the area is designated SP2 Countryside.
Other relevant designations	A significant part of the area is designated as Flood Risk Zone 2 or 3.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	Despite the settlements being less than 1000 metres apart, there is little development pressure in the area. In addition the area is already significantly protected by the Flood Risk Area and the railway line, these together already prevent any merging of the settlements.
Recommendation:	Not to take forward as an Area of Separation.

D. Moorside, Treales, to Wesham, including Mowbreck Lane, Church View Farm and the countryside either side of Mowbreck Lane down to Dow Brook, Kirkham

AREA OF SEPARATION



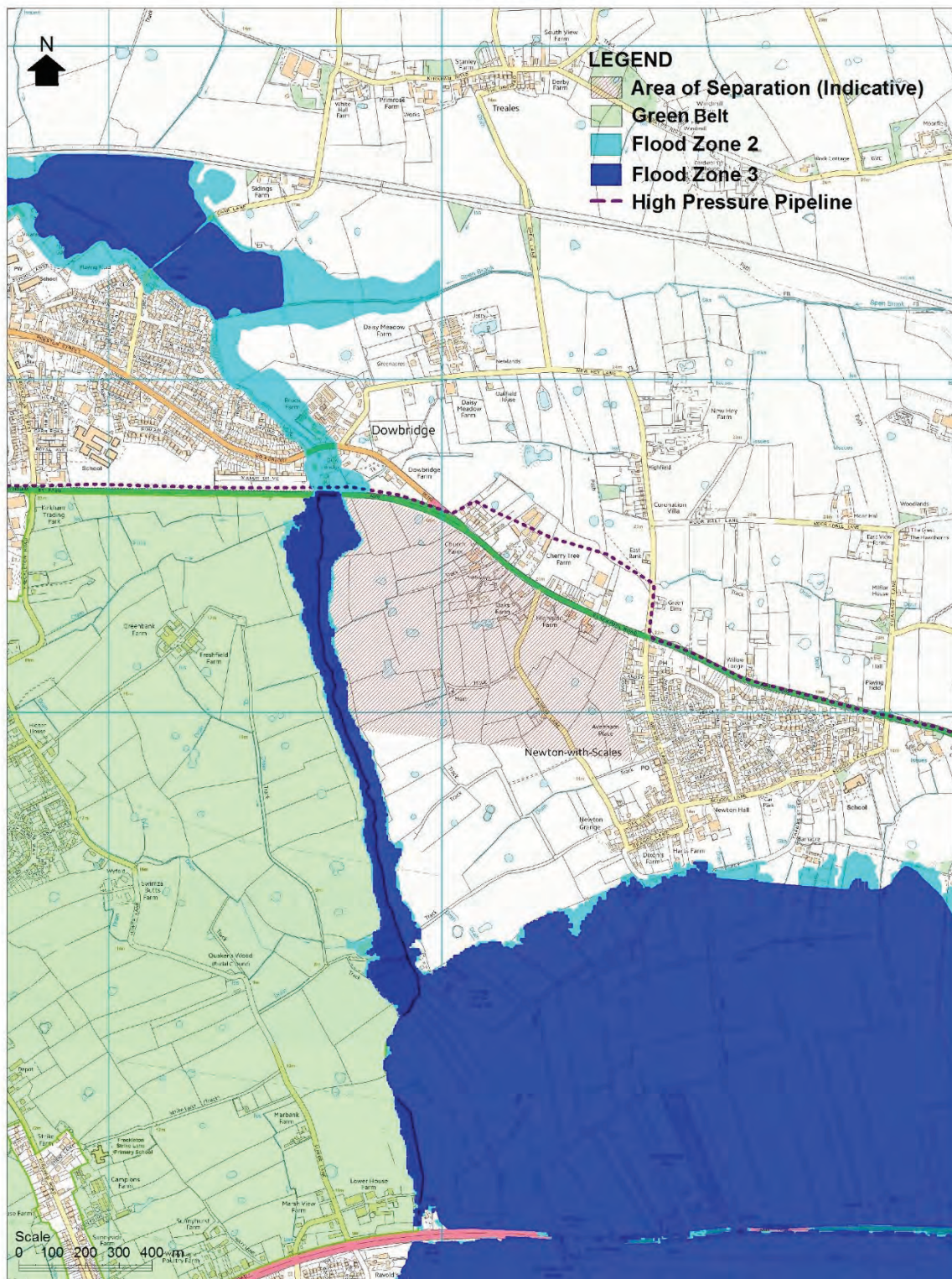
D. Moorside, Treales to Wesham including countryside either side of Mowbreck Lane

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Distance between settlements or built up areas	There is a distance of 1719.85 Metres between Treales and Wesham.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains a minor road to the north.
Topography	The site slopes from the north down towards the railway.
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	In Existing Local Plan the area is designated SP2 Countryside. In Local Plan Preferred Options Land East of Wesham was assessed for development but not taken forward due to topography and landscape impact of development.
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The settlements are over 1700 metres apart and there is little development pressure in the area. There is no risk of the two settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

E. Land between Kirkham and Newton

AREA OF SEPARATION



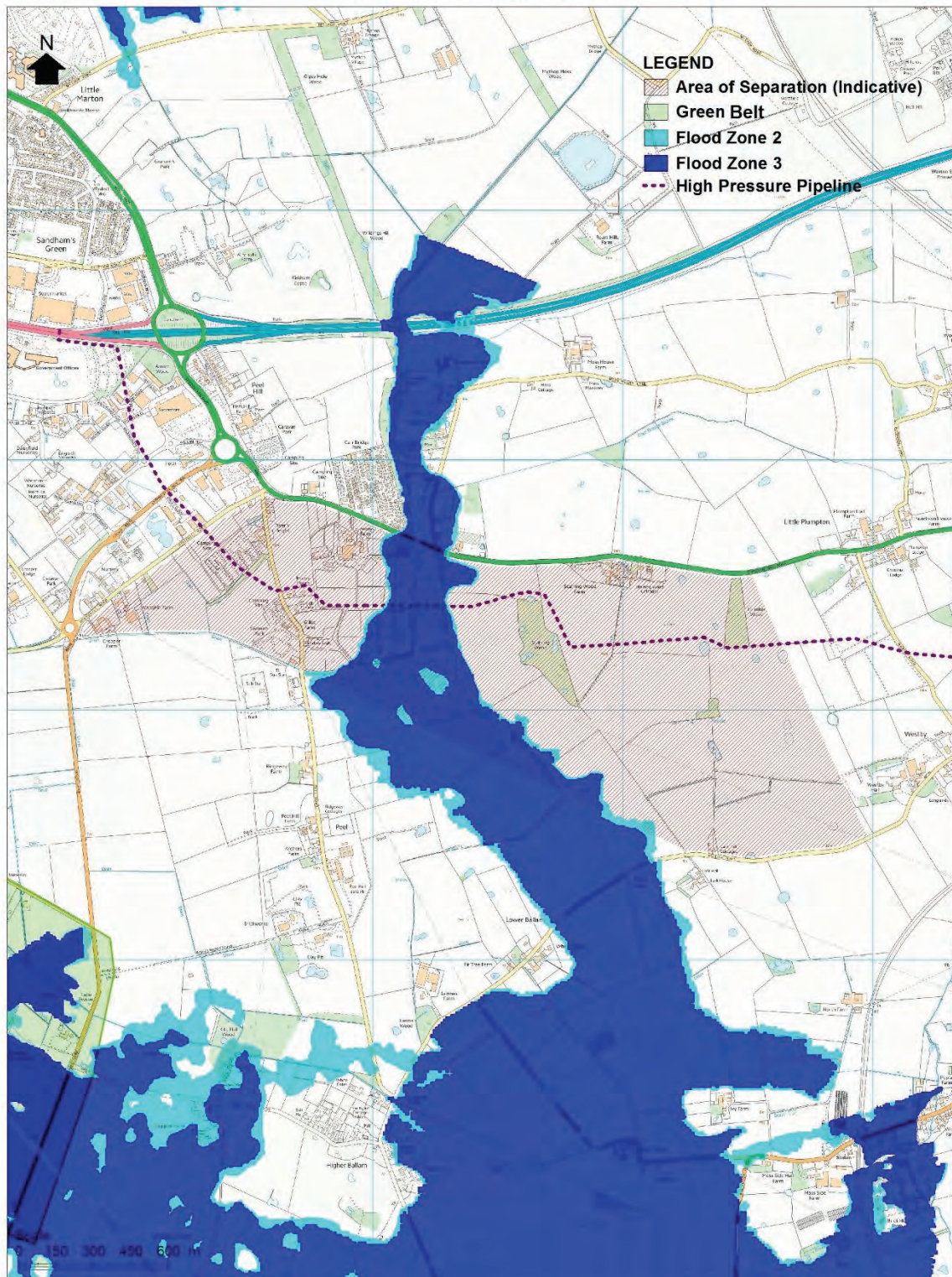
E. Land between Dowbridge, Kirkham and Newton

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Distance between settlements or built up areas	There is a distance of 1013.81 metres between Kirkham and Newton.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains a major road (A583) and significant numbers of houses that form a ribbon development along the A583 between the two settlements.
Topography	The area slopes downwards from Newton to Kirkham.
Development pressure	There have been enquiries regarding development on Land east of Newton.
Planning application History	N/A
Local Plan Designation	In adopted Local Plan (2005), the area is designated as SP2- Countryside.
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	Yes
Summary:	The two settlements are within 1200 metres of each other, (1023.39 metres) in addition there is a significant amount of ribbon development between the two settlements. There is development pressure in the area as there have been enquiries regarding land east of Newton, there is a risk of the settlements merging if the ribbon development between the two settlements is allowed to expand.
Recommendation:	To take forward as an Area of Separation.

F. Land west of Westby between Westby and Whitehills

AREA OF SEPARATION



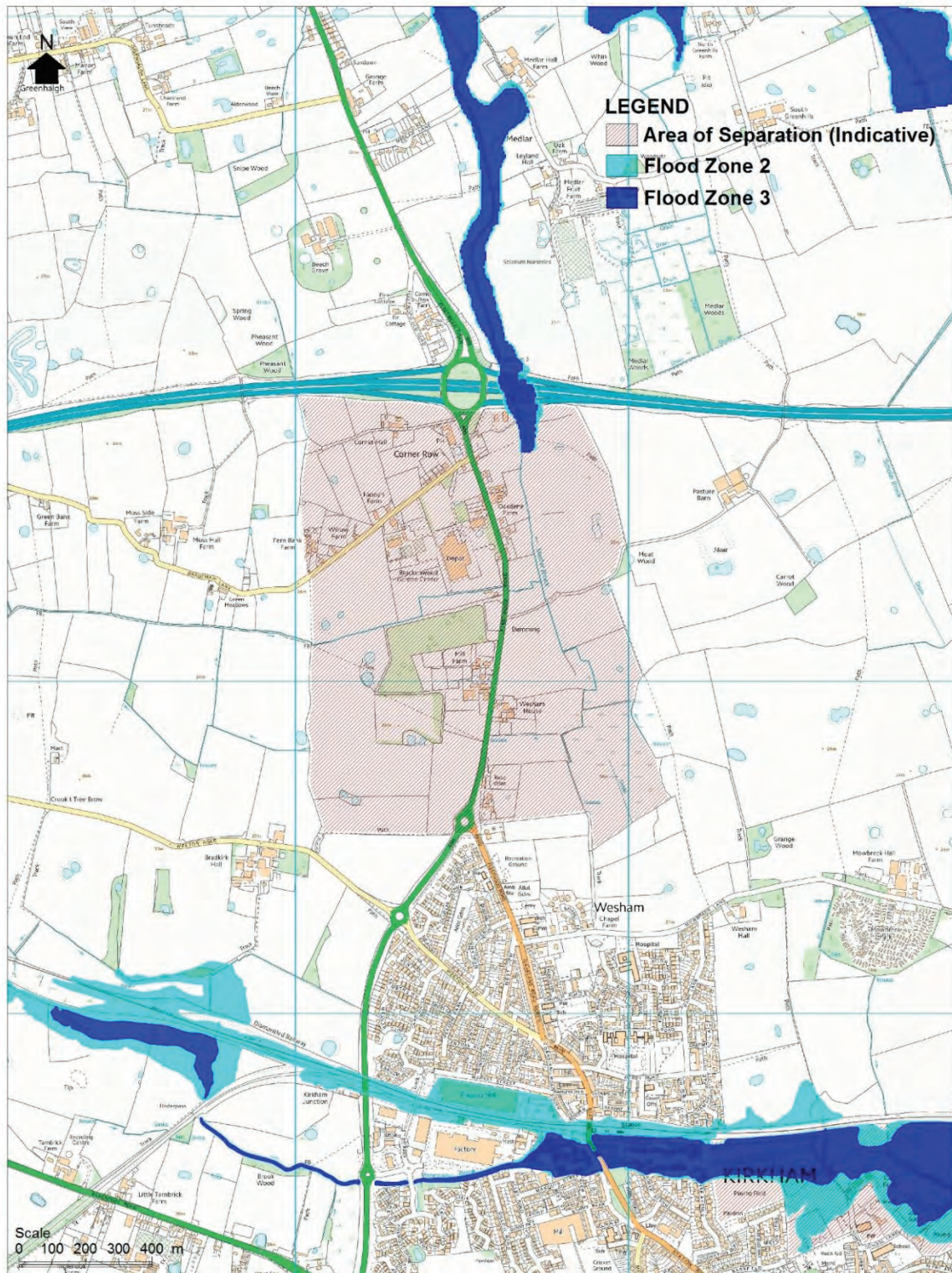
F. Land West of Westby between Westby and Whitehills

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Distance between settlements or built up areas	There is a distance of 3026.25 Meters between Westby and Whitehills.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains several minor roads.
Topography	Land slopes slightly from Westby east down to Whitehills
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	In Existing Local Plan (2005) the area is designated SP2 Countryside.
Other relevant designations	A significant part of the area is designated as Flood Risk Zone 2 or 3.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and there is over 3000 metres between the two settlements. There is little development pressure in between the two settlements, in addition there is a Flood Risk Area in between the two settlements that means there is no risk of the settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

G. Land between Wesham and Greenhalgh

AREA OF SEPARATION



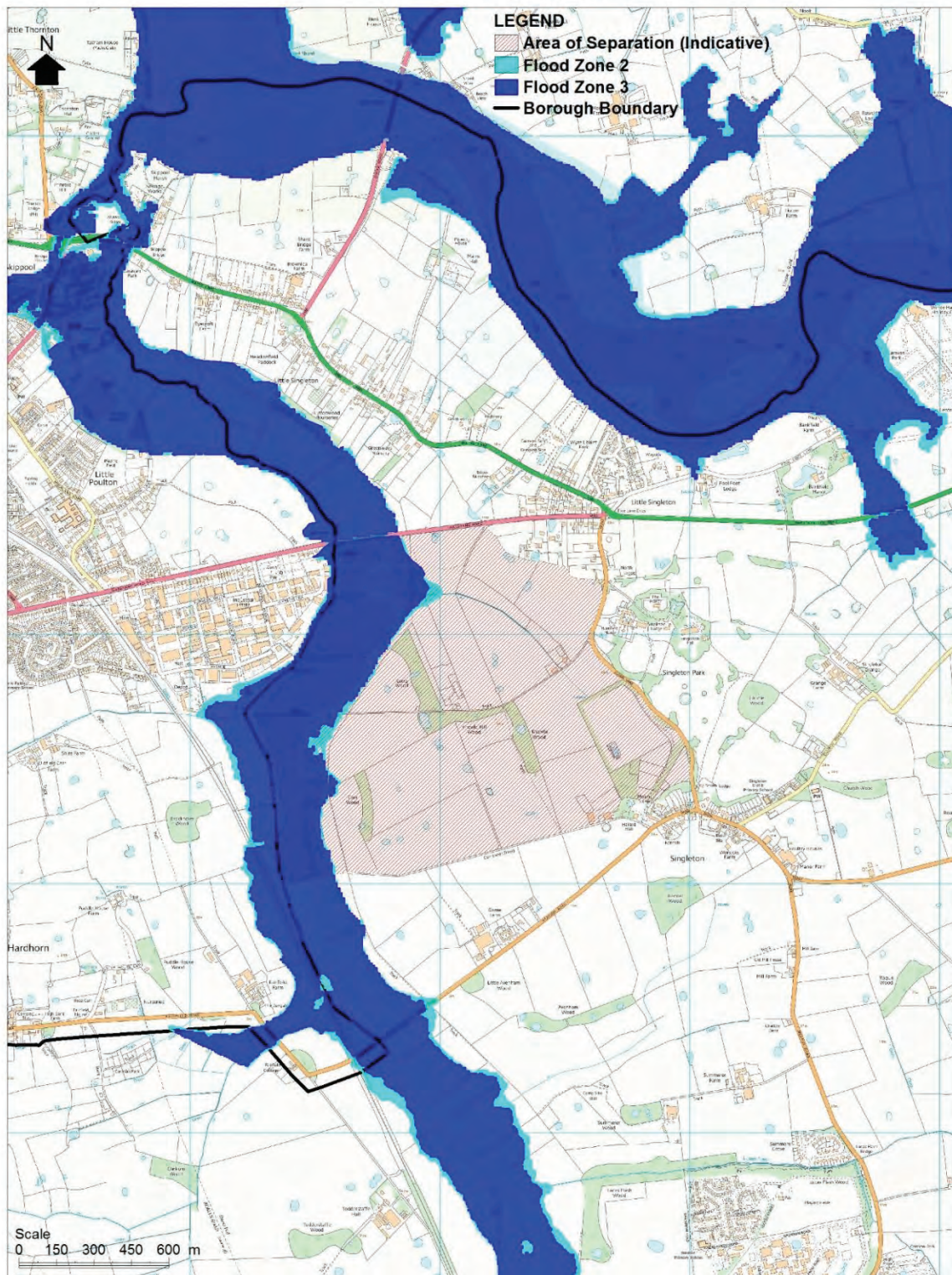
G. Land between Wesham and Greenhalgh

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Distance between settlements or built up areas	There is a distance of 2553.34 Meters between Wesham and Greenhalgh.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains a major motorway, the A585 and several minor roads.
Topography	There is no significant variation in height of the land in the area of separation.
Development pressure	There has been some development pressure slightly north of Wesham. However there has not been significant development pressure around Greenhalgh.
Planning application History	Planning Permission for a sports stadium and mixed use development was granted at Mill Farm in 2014.
Local Plan Designation	In Existing Local Plan (2005) area is designated SP2 Countryside, in addition a small area near Junction 4 is designated as EMP2 -existing employment site. Site H13 and E4 are allocated for Housing and employment respectively.
Other relevant designations	A small part of the area is designated as Flood Risk Zone 2 or 3.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and there is over 2500 metres between the two settlements. There is the M55 motorway separating the two settlements. In addition there is little development pressure in between the two settlements and no risk of the settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

H. Land between Poulton and Singleton

AREA OF SEPARATION



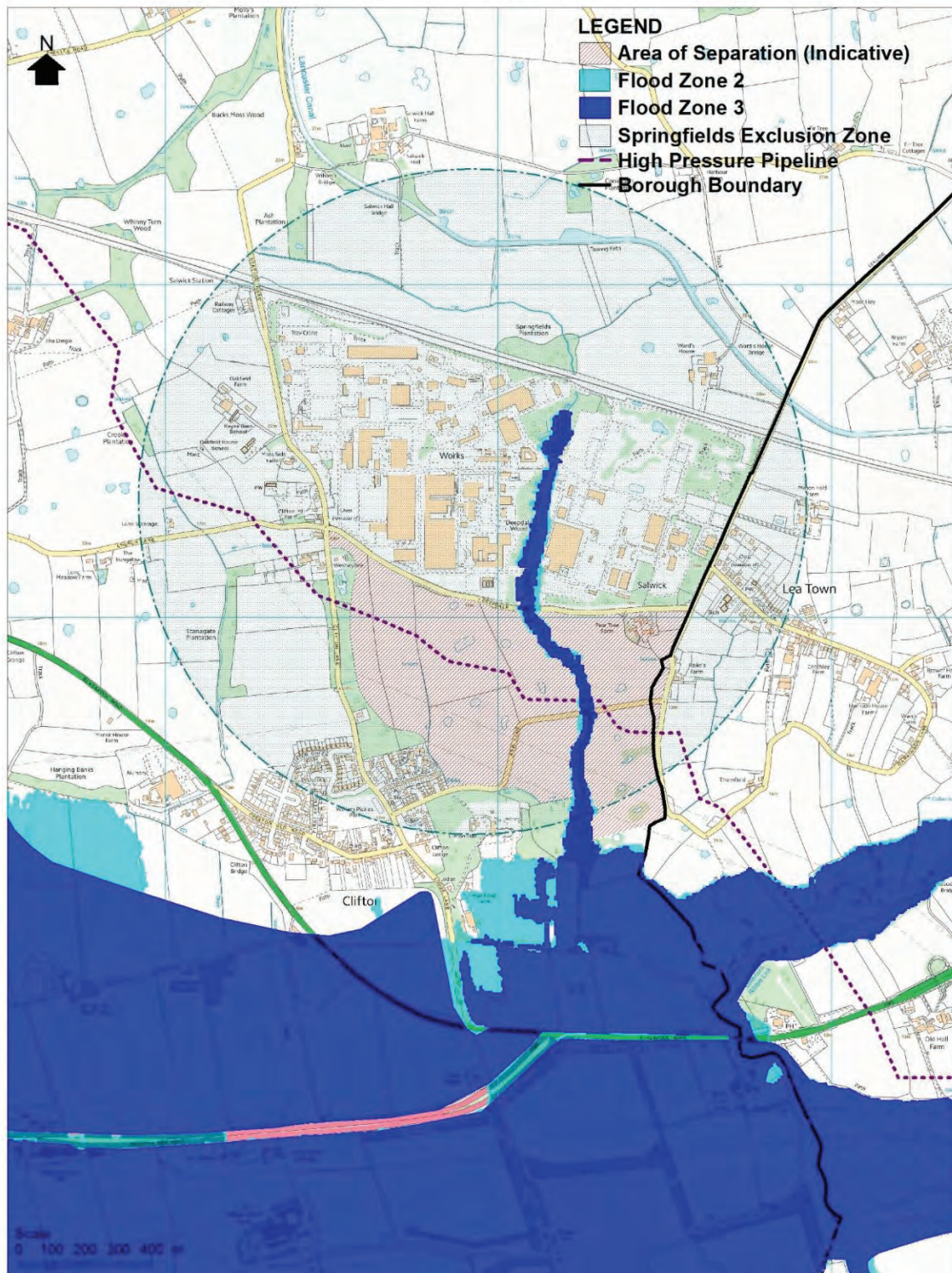
H. Land between Poulton and Singleton

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Distance between settlements or built up areas	There is a distance of 1566.47 Meters between Poulton and Singleton.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees, lines of hedges and small scale woodland. The area contains the A586 and several minor roads.
Topography	The land slopes down from Singleton east towards Poulton Le Fylde.
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	In Existing Local Plan (2005) area is designated SP2 Countryside.
Other relevant designations	A significant part of the area near the boundary with Wyre is designated as Flood Risk Zone 2 or 3.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. There is over 1500 metres between the two settlements. There is little development pressure in between the two settlements, in addition there is a Flood Risk Area in between the two settlements that means there is no risk of the settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

I. Land between Clifton village, and Salwick toward Lea and Bartle/Preston

AREA OF SEPARATION



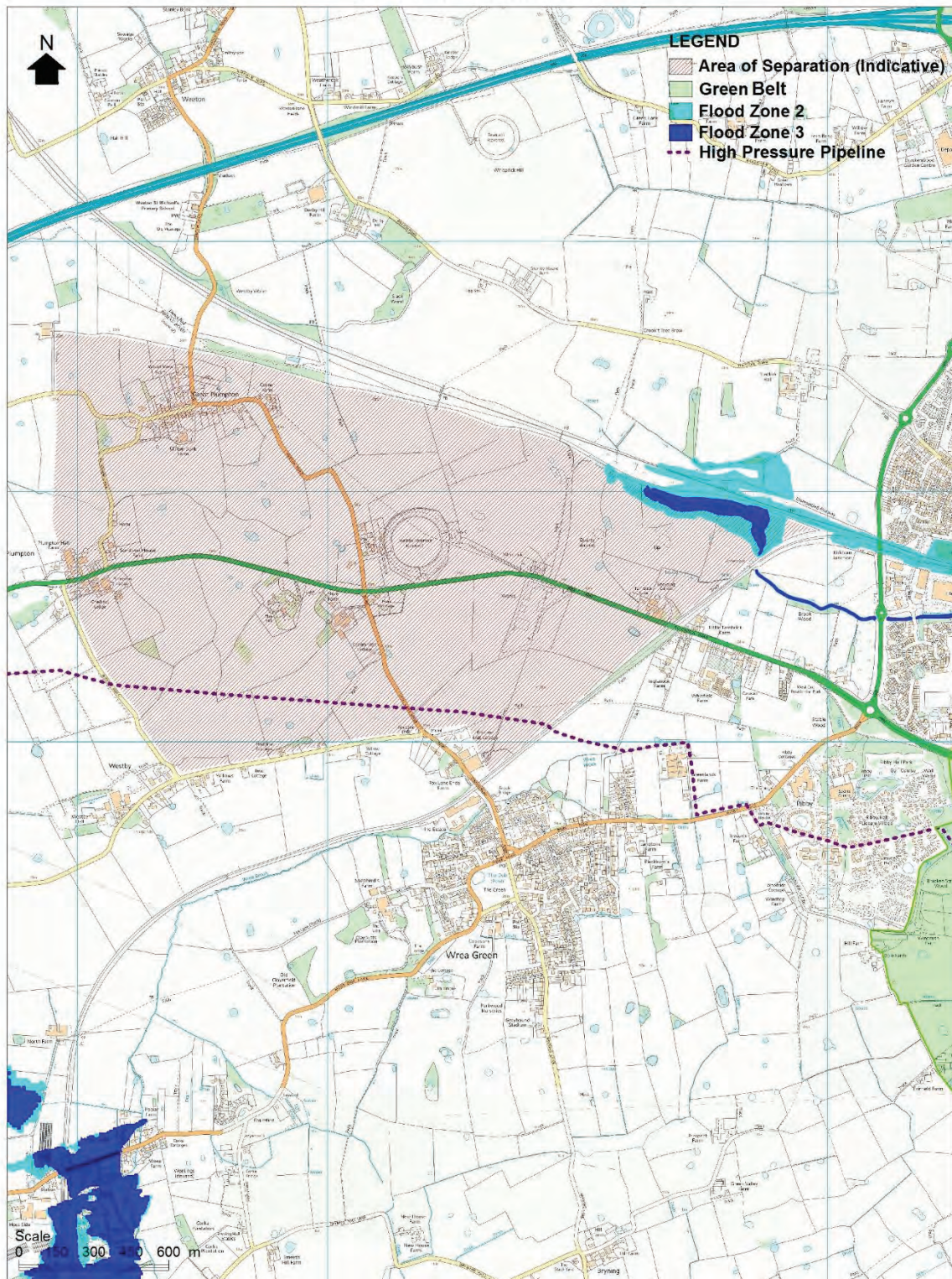
I. Land between Clifton Village and Salwick toward Lea and Bartle, Preston

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Distance between settlements or built up areas	There is a distance of 470.49 Metres between Clifton and Salwick.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. There is a prominent line of pylons north of Clifton. The area contains a minor road near to the Springfield employment site.
Topography	There is no significant variation in height of the land in the area.
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	In Existing Local Plan (2005) the area is designated SP2 Countryside.
Other relevant designations	There is a prominent line of pylons north of Clifton that separates Clifton from the Springfield's Employment area.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. Despite there being less than 500 metres between the two areas, there is little development pressure in between the two settlements. In addition there is a prominent line of pylons in between the two areas that means there is no risk of the settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

J. Land to the west of Kirkham to Westby

AREA OF SEPARATION



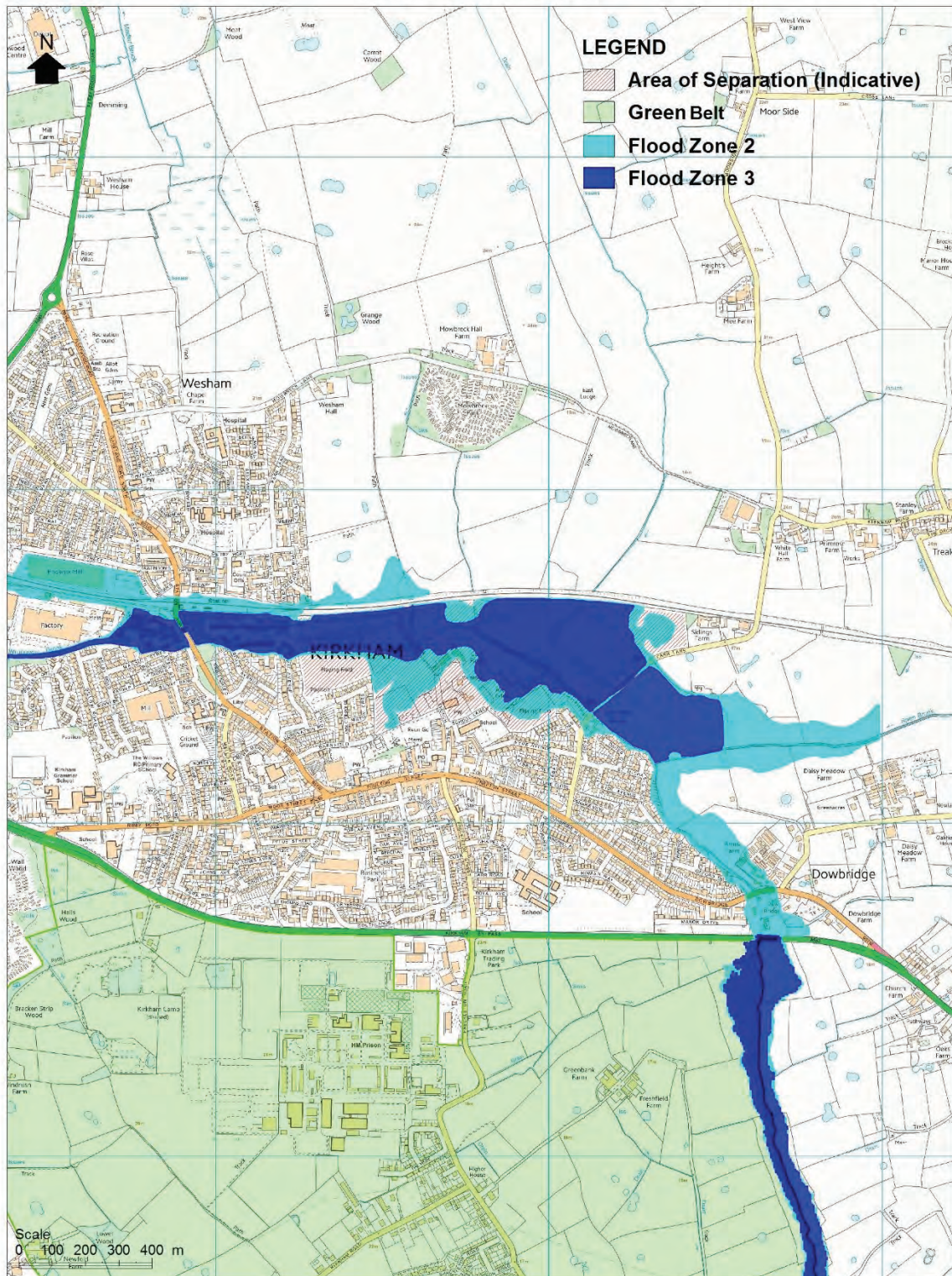
J. Land to the West of Kirkham to Westby

Fylde Council. (c) Crown Copyright and database right (2014). Ordnance Survey (100006084).

Distance between settlements or built up areas	There is a distance of 2664.63 Meters between Kirkham and Westby.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges. The area contains the A583, the B5260, a minor road and a reservoir.
Topography	There is no significant variation in height of the land in the area.
Development pressure	There has been some development pressure around the Kirham Triangle (M3) area. However towards Westby there not been significant development pressure.
Planning application History	Two applications for Housing were granted at site M3, another application is at the pre application stage.
Local Plan Designation	In Existing Local Plan (2005) the area is designated SP2 Countryside and a small area of site M3 is designated TREC14 School playing Fields.
Other relevant designations	There is a Flood Risk Area in between the two settlements.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. There is over 2500 metres between the two settlements. There is little development pressure east of site M3 in between the two settlements. In addition there is a Flood Risk Area in between the two settlements that means there is no risk of the settlements merging.
Recommendation:	Not to take forward as an Area of Separation.

K. Land to the north of Kirkham to Wesham

AREA OF SEPARATION



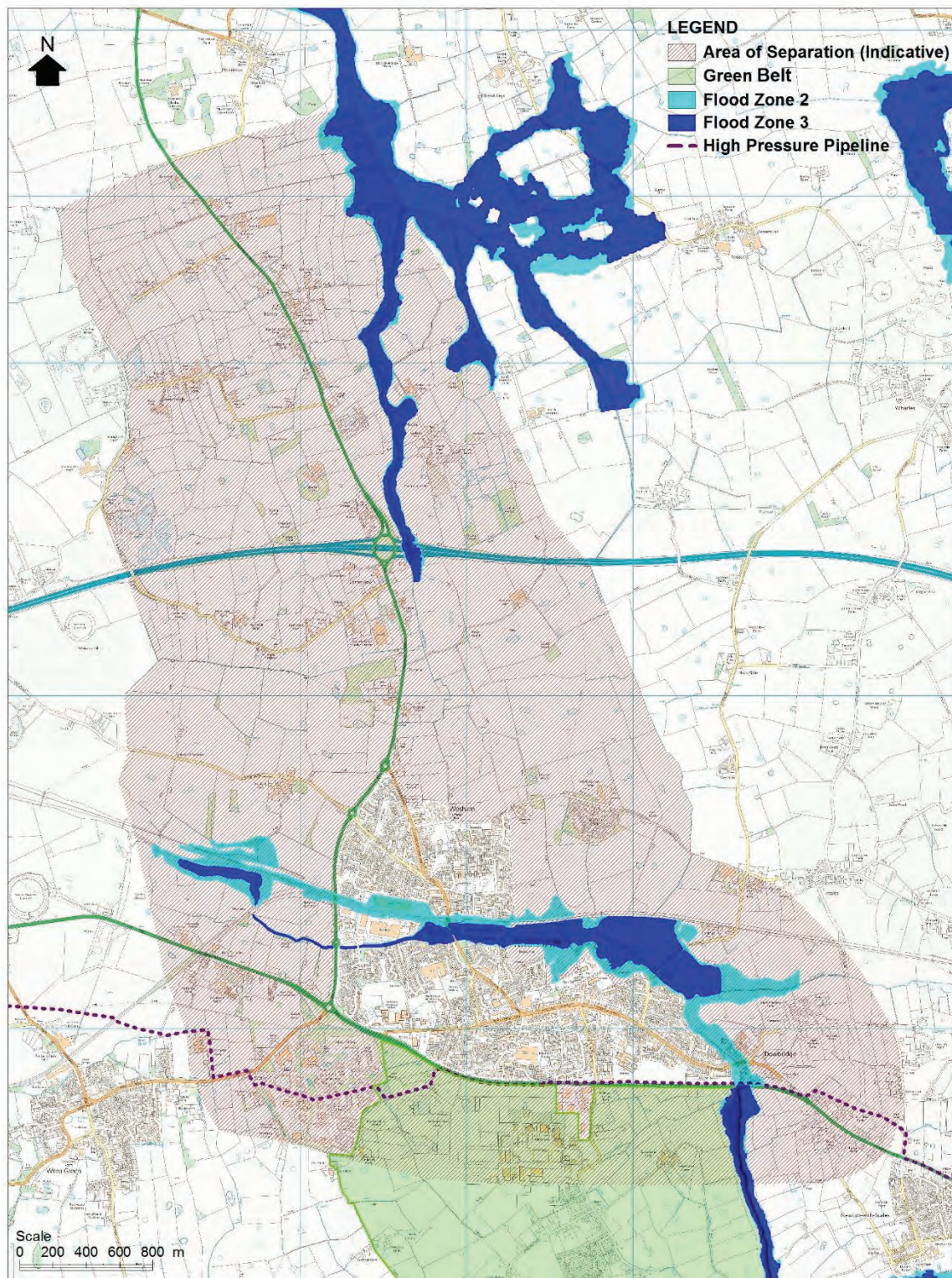
K. Land to the North of Kirkham to Wesham

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Distance between settlements or built up areas	The proposed area is not an area between settlements therefore the distance cannot be measured. In addition the settlements have already merged to the west of this area.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges including fields. The area contains a railway line that separates the area.
Topography	Land slopes downwards from Mowbreck Hall down towards Kirkham.
Development pressure	There has not been significant development pressure in the area.
Planning application History	N/A
Local Plan Designation	In Existing Local Plan (2005) the area is designated SP2 Countryside, two open spaces (TREC) 13 are designated just north of Kirkham. In Local Plan Preferred Options Land East of Wesham (H17) was assessed for development but not taken forward due to topography and landscape impact of development.
Other relevant designations	A significant part of the area is designated as Flood Risk Zone 2 or 3. In addition there is a railway separating the two settlements.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. The settlements have already merged to the west of this area. In addition there is a flood Risk Area in between the two settlements and railway line that prevents coalescence further east.
Recommendation:	Not to take forward as an Area of Separation.

L. Land around Kirkham, Wesham and Greenhalgh

AREA OF SEPARATION



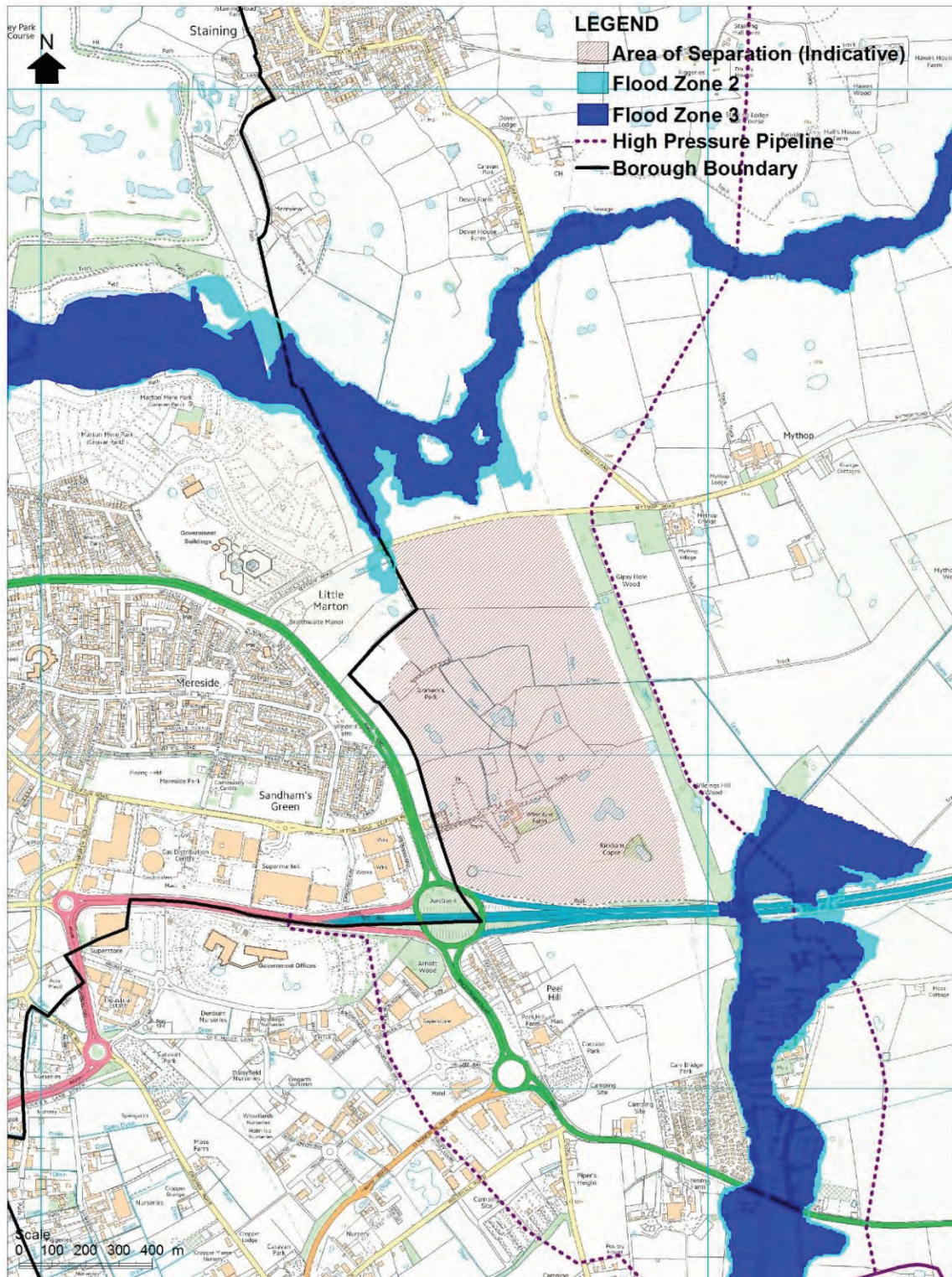
L. Land around Kirkham, Wesham and Greenhalgh

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Distance between settlements or built up areas	The proposed area is not an area between settlements therefore the distance cannot be measured.
Current Land Use	Predominantly agricultural
Landscape Character	Predominantly grassland for grazing interspersed with trees and lines of hedges including fields. The area contains a railway line that separates the area, a motorway, several A, B and unclassified roads.
Topography	The land slopes slightly from east to west.
Development pressure	Land around Kirkham and Wesham has had development pressure, however elsewhere there has not been significant development pressure.
Planning application History	Applications have been received for Mill Farm, land North of Mowbreck lane and site M3.
Local Plan Designation	In Existing Local Plan (2005) the area is designated SP2 Countryside, in addition in the Local Plan Preferred Options there are sites E4, M3 and HS13 that are housing or mixed use allocations.
Other relevant designations	A significant part of the area is designated as Flood Risk Zone 2 or 3. In addition there is a railway line running through the area.
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and it is not a defined area between settlements. In addition there is little development pressure outside of Kirkham and Wesham.
Recommendation:	Not to take forward as an Area of Separation.

M. Whyndyke Farm

AREA OF SEPARATION



M. Whyndyke Farm

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Distance between settlements or built up areas	The proposed area is not an area between settlements therefore the distance cannot be measured.
Current Land Use	Predominantly arable and grassland including petrol station, static caravan park, Paint Balling and temporary car boot/circus.
Landscape Character	Most of the site is open grassland. However the area is bounded by trees to the east and contains some trees in the southern part of the site. In addition the south western part of the site is more built up in character and contains a road and petrol station. The site is bounded by Junction 4 of the M55.
Topography	The site slopes slightly from the south west near junction 4 to the north and east.
Development pressure	The area has had significant development pressure however there is no gap between settlements at risk of being filled.
Planning application History	Outline Planning Application 11/221 no decision
Local Plan Designation	Area is allocated as Countryside SP2 and TR 11- Fylde Coast Easterly Bypass In the existing Fylde Local Plan (2005.) In the Local Plan: Preferred Options Part 1 the site is designated as a mixed use site for development.
Other relevant designations	N/A
Does the proposed Area of Separation meet the sequential assessment criteria?	No
Summary:	The area does not meet the sequential assessment criteria. The proposed area is not an area between nearby settlements that are at risk of merging. In addition the site is a Strategic Allocation in the Local Plan Preferred Options.
Recommendation:	Not to take forward as an Area of Separation.

6. SUMMARY OF AREAS TAKEN FORWARD/REJECTED

Area suggested during Preferred Options consultation	Recommendation	Summary
A. Wrea Green and Kirkham (From Local Plan Part 1: Preferred Options)	That the Area is included in the Local Plan	The area meets the sequential assessment criteria. There is significant development pressure in this proposed Area of Separation and the gap between the settlements is narrow (313.21 metres) leading to a risk of the settlements merging.
B. North of Warton between Warton and Wrea Green	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and there is over 2000 metres between the two settlements. In addition there is little development pressure in between the two settlements and no risk of the settlements merging.
C. Dow Brook/Spen Brook, Kirkham, to Treales	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. Despite the settlements being less than 1000 metres apart there is little development pressure in the area. In addition the area is already significantly protected by the Flood Risk Area and the railway line, these together already prevent any merging of the settlements.
D. Moorside, Treales, to Wesham, including Mowbreck Lane, Church View Farm and the countryside either side of Mowbreck Lane down to Dow Brook, Kirkham	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. The settlements are over 1700 metres apart and there is little development pressure in the area. There is no risk of the two settlements merging.
E. Land between Kirkham and Newton	That the Area is included in the Local Plan	The area meets the sequential assessment criteria. The two settlements are within 1200 metres of each other. (1013.81 metres) In addition there is a significant amount of ribbon development between the two settlements. There is development pressure in the

		area as there have been enquiries regarding land east of Newton. There is a risk of the settlements merging if the ribbon development between the two settlements is allowed to expand.
F. Land west of Westby between Westby and Whitehills	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and there is over 3000 metres between the two settlements. There is little development pressure in between the two settlements, in addition there is a flood risk area in between the two settlements that means there is no risk of the settlements merging.
G. Land between Wesham and Greenhalgh	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and there is over 2500 metres between the two settlements. There is the M55 motorway separating the two settlements. In addition there is little development pressure in between the two settlements and no risk of the settlements merging.
H. Land between Poulton and Singleton	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. There is over 1500 metres between the two settlements. There is little development pressure in between the two settlements, in addition there is a flood risk area in between the two settlements that means there is no risk of the settlements merging.
I. Land between Clifton village, and Salwick toward Lea and Bartle/Preston	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. Despite there being less than 500 meters between the two areas, there is little development pressure in between the two settlements, in addition there is a prominent line of pylons in between the two areas that means there is no risk of the settlements merging.
J. Land to the west of Kirkham to Westby	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. There is over 2500 metres between the two settlements. There is little development pressure east of site M3 in between the two settlements, in addition there is a flood risk area in between the

		two settlements that means there is no risk of the settlements merging.
K. Land to the north of Kirkham to Wesham	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. The settlements have already merged to the west of this area. In addition there is a flood risk area in between the two settlements and railway line that prevents coalescence further east.
L. Land around Kirkham, Wesham and Greenhalgh	That the Area is not included in the Local Plan.	The proposed area does not meet the sequential assessment criteria. The area is too large for an AOS and it is not a defined area between settlements. In addition there is little development pressure outside of Kirkham and Wesham.
M. Whyndyke Farm	That the Area is not included in the Local Plan.	The area does not meet the sequential assessment criteria. The proposed area is not an area between nearby settlements that are at risk of merging. In addition the site is a Strategic Allocation in the LPPO.

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Date: June 2026

Review Date: June 2031

Our Ref: AoSBP

Authorised by: Eddie Graves, Planning Policy Manager