

*Plan for Fylde - Plan for the Future*

Fylde Council  
**Site Assessments Background Paper**

2016





# **SITES ASSESSMENTS BACKGROUND PAPER**

**Assessment of Strategic and Non-strategic Sites  
for inclusion in the Publication version of the  
Fylde Local Plan to 2032**

**May 2016 (Base date: 31 March 2015)**

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# SITES ASSESSMENTS BACKGROUND PAPER

## Assessment of Strategic and Non-strategic Sites

### 1.0 Introduction

The purpose of this Background Paper is to set out the assessment of the strategic and non-strategic development sites for inclusion in the Publication version, 2016 and previously in the Revised Preferred Option (RPO) version, 2015 of the emerging Fylde Local Plan. All reasonable alternatives are included as well as sites which were not selected (i.e. the rejected options).

The starting point for the allocation of land for development for the RPO and the Publication version were the four Strategic Locations for Development (comprising Lytham and St Annes; Fylde-Blackpool Periphery; Warton; and Kirkham and Wesham), identified in the Preferred Option version of the Local Plan, which was issued for consultation in 2013. This site selection process will ensure that sufficient land is available for development throughout the lifetime of the Local Plan, which runs from 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2032. It is intended that the Local Plan will be adopted in 2017 and have a 15 year plan period following adoption.

### The Amount of Land Required for Development up to 2032

The amount of land required for inclusion in the Local Plan is made up of two elements:

- The delivery of a minimum of **7,768** new homes - Housing Land (the amount of land to be allocated is determined by the number of homes to be built); and
- A minimum amount of Employment Land of **60.6 Ha**.

Development sites may be solely for new homes or employment or they could be made up of mixed uses. The Framework encourages the mixed use development approach. Mixed use development will be encouraged on strategic sites in order to provide local retail centres and access to employment, commercial, leisure and recreational opportunities close to where people live and work. The proportions of mixed use development will depend on the particular site and the character of the surrounding area.

In considering the amount of housing land required for development, the council must take account of paragraph 47 of the Framework, which requires councils to boost significantly the supply of housing. Councils are also required to develop an understanding of the employment requirements of their areas (the Framework, paragraphs 160 and 161), and to use this evidence to assess the need for land for economic development.

## 2.0 Strategic Sites Selection for the Publication version of the Local Plan

The Fylde Coast Authorities Strategic Housing Land Availability Assessment (SHLAA) demonstrates that the Borough does not have enough land within the existing settlements to meet its housing requirements. The council's Employment Land and Premises Study, (2012) also demonstrates that some sites outside the urban settlements will be required for employment uses. Therefore, the council had no choice but to identify sites outside, but adjacent to, settlement boundaries for future development (i.e. the creation of urban extensions).

The plan must be deliverable to be found 'sound'. Therefore it is important to include sites that are deliverable in the plan period.

The starting point for the RPO and the Publication version of the Local Plan was existing planning permissions (commitments). Many sites have gained planning approval since the start of the plan period in April 2011. These are listed in the housing trajectory which is set out in Appendix 2 in the Publication version of the Local Plan, and the numbers approved could be subtracted from the total required. These commitments include parts of the strategic sites from the Preferred Option for example at the Kirkham Triangle and smaller sites within settlement boundaries.

**Sites which have planning permission were included in the RPO and Publication versions of the Local Plan as commitments, rather than allocations.**

The same density has been applied across the sites without planning permission, but where planning applications have been submitted, density proposed in the planning application(s) has been projected forward across the whole site.

The Land North of Dowbridge, Kirkham (former site **H7** in the Preferred Option version in 2013) has been deleted because of constraints, namely flood risk and sub-surface archaeology.

At Warton, the proposed number of homes required during the plan period has been increased from **650** in the RPO version to **840** in the Publication version (i.e. by including Highgate Park plus Blackfield End Farm, Riversleigh Farm, Nine Acres Nursery on Harbour Lane, George's Garage, and Oaklands' Caravan Park on Lytham Road, Warton).

The total number of homes that would be delivered by the strategic sites at the Strategic Locations for Development during the plan period was calculated and subtracted from the minimum requirement of **7,768**, all other planning approvals for housing were also subtracted from the total. This gave an amount to be delivered via additional allocations at the Fylde-Blackpool Periphery and non-strategic allocations at the Strategic Locations for Development and some of the **Tier 1 Larger Rural Settlements**. This is covered in more detail in Section 12 of this Background Paper.

Certain strategic Sites have not been taken forward in the Revised Preferred Option and the Publication version for a number of reasons including unsustainable location, Green Belt designation, flood risk, access, multiple ownership, biodiversity interest. These sites and the reasons for their exclusion are summarised in the tables included in this document.

A review of employment land was undertaken which assessed the following:-

- Land previously designated as business and industrial land under policy **EMP1** of the adopted Fylde Borough Local Plan (as altered), 2005;
- Land within the defined existing business and industrial areas under policy **EMP2** of the adopted Fylde Borough Local Plan (as altered), 2005; and
- Additional areas of land and premises which have been developed for business and industrial purposes outside of the two previously mentioned areas.

The assessment checked the validity of these previous designations in terms of them being carried forward, so as to form the basis for policy **EC1** in the RPO and the Publication version of the Local Plan. On some of the policy **EMP1** and policy **EMP2** sites there were areas of land which have not actually been developed and are still available for development. In other instances the longstanding protection of land for business and industrial use was considered and a judgment was made as to what percentage, if any, could be lost to other uses, in accordance with the National Planning Policy Framework (i.e. the Framework).

**Twenty three** strategic sites have been identified by the council in the Publication version (including Blackfield End Farm, Warton and Land off Willow Drive, Wrea Green), and previously **twenty one** strategic sites were identified in the RPO document, to meet development requirements throughout the plan period. Sites have been included on the edge of larger settlements and are well distributed throughout the Borough. All twenty three strategic sites are assessed in sections 8 to 11 of this Background Paper. There are **ten** strategic housing sites, **four** strategic mixed use development sites and **eight** strategic employment sites identified in the Publication version. A number of sites received planning permission in the previous plan period, but will continue to deliver in this current plan period. The reasons for taking these sites forward are set out in the tables that follow on pages **11** to **35**.

In summary, the strategic sites which are being included in the Publication version, are set out below:

**Housing Sites** (see map at the back of this Background Paper)

**HSS1:** Queensway, St Annes

**HSS2:** Blackfield End Farm, Warton

**HSS3:** Lytham Quays, Lytham

**HSS4:** Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor

**HSS5:** Cropper Road West, Whitehills

**HSS6:** Land at Lytham St Annes Way, Whitehills

**HSS7:** Highgate Park, Lytham Road, Warton

**HSS8:** The Pastures, Fleetwood Road, Wesham

**HSS9:** Land North of Blackpool Road, Kirkham

**HSS10:** Willowfields, Derby Road, Wesham

**HSS11:** Land off Willow Drive, Wrea Green

**Employment Sites** (see map at the back of this Background Paper)

**ES1:** Queensway Industrial Estate, Snowden Road, St Annes

**ES2:** Dock Road, Lytham

**ES3:** Boundary Road, Lytham

**ES4:** Blackpool and Fylde Industrial Estate, Whitehills

**ES5:** Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor

**ES6:** ITSA, Brunel Way, Whitehills

**ES7:** Whitehills Business Park

**ES8:** Naze Lane, Freckleton

**Mixed Use Development Sites** (see map at the back of this Background Paper)

**MUS1:** Cropper Road East, Whitehills

**MUS2:** Whyndyke Garden Village, Preston New Road, Whitehills

**MUS3:** Mill Farm Sports Village, Fleetwood Road, Wesham

**MUS4:** Heyhouses Lane, St Annes

Part of site **MUS1** (Cropper Road East, Whitehills) is identified in the Employment Land and Premises Study (2012) as a potential employment location. However, the council considered that land adjacent to this site could potentially be appropriate for housing, therefore site **MUS1** is identified as a potential mixed use site. Site **MUS2** (Whyndyke Garden Village, Whitehills) is identified in the Employment Land and Premises Study as a potential employment location. However, the council also considers that the site is appropriate for housing. The site was therefore identified as a potential mixed use site. Site **MUS3** (Mill Farm Sports Village, Fleetwood Road, Wesham) has been proposed as a mixed use site for employment, leisure and retail. Site **MUS4** (the former EDS site on Heyhouses Lane, in St Annes) has also been proposed as a mixed use site – this was formerly site **HSS2** in the RPO version of the Local Plan.

### 3.0 Strategic Sites not taken forward from the Preferred Option version to the RPO version and the Publication version of the Local Plan

The following strategic sites are not to be taken forward as proposed allocations from the Preferred Option version (2013) to the RPO version (2015) and the Publication version (2016) of the Local Plan. The reasons for not taking these sites forward are set out in the tables that follow on pages **11** to **35**.

**Housing Sites** (see map at the back of this Background Paper)

**H2:** Land West of North Houses Lane, St Annes

**H3:** Land North of Moss Hall Lane, Lytham

**H6:** Land at Peel, Whitehills

**H7:** Land North of Dowbridge, Kirkham

**H8:** Land West of Warton

**H9:** Land North of Warton

**H10:** Land East of Warton

**H11:** Land North East of Warton

**H14:** Land South of Weeton Road, Wesham

**H15:** Land North of Weeton Road, Wesham

**H16:** Land at and adjacent Pitfield, Fleetwood Road, Wesham

**H17:** Land East of Wesham

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**Employment Sites** (see map at the back of this Background Paper)

**E1:** Land adjacent Poulton-le-Fylde Industrial Estate, Poulton-le-Fylde

**E3:** Land South of Junction 3 of the M55, Greenhalgh

**Additional Strategic Sites** - submitted during the consultation into the Preferred Option version of the Local Plan - no use specified (see map at the back of this Background Paper):

The prefix **AD** stands for additional site.

**AD1:** Land north and west of Clifton

**AD2:** Land east of Kirkham Road, Freckleton (*non-strategic site*)

**AD3:** Former Campbells Caravans, Blackpool Road, Kirkham (*non-strategic site*)

**AD4:** Sunny Bank Mill, Kirkham (*non-strategic site*)

**AD5:** Land at Peel Road, Peel, Whitehills

**AD6:** Land North of Freckleton

**AD7:** Land adjacent HM Kirkham Prison, south of A583, Kirkham

**AD8:** Land at Blackpool Airport, south of runway, Blackpool Airport Corridor

**AD9:** Blackpool FC Training Ground, Martin Avenue, Squires Gate (*non-strategic site*)

**AD10:** Land opposite Kirkham Trading Park, Freckleton Road, Kirkham

**AD11:** Great Birchwood, Lytham Road, Warton

NB: The prefixes used above in Section 3 are site references from the Preferred Option version of the Local Plan, which was issued for consultation in 2013.



## 4.0 Impact on the Vision and Strategic Objectives of the Local Plan

To accord with the Local Plan Vision and Strategic Objectives, development of the housing sites included in the Publication version, and previously in the RPO version would improve access to well-designed, good quality, affordable and resource efficient homes. The sites would contribute towards the development of dynamic and prosperous communities through the delivery of sustainable housing, in line with the Vision. The sites would also contribute towards a flexible and responsive supply of housing land in sustainable locations to meet housing requirements, in line with the Strategic Objectives.

Development of sites at the edge of settlements will contribute towards the objective of protecting, enhancing and restoring the quality and character of the landscape of the Borough, because the sites will be appropriately landscaped. Whilst the Vision states that the release of countryside for development will be minimised, the SHLAA (2015) demonstrates that there is not enough land within the existing settlements to meet the Borough's housing requirement. Therefore, some sustainable settlement extensions will need to be considered for allocation. These will be landscaped so that the quality of views, in particular the views from the countryside, are protected.

There is limited capacity within existing settlements for new employment development. The Employment Land and Premises Study, 2012, indicates that the allocation of some employment sites adjacent to settlement boundaries will be necessary. The study considered sustainable locations for employment, having regard to accessibility, public transport, planning policy, environmental impact and viability. Again, sites on the edge of settlements will need to be landscaped to protect the quality of the surrounding area.

The employment sites identified in the Publication version, and previously in the RPO version of the Local Plan will contribute towards diversifying the Borough's economic base, making provision for high quality and readily available sites in sustainable locations and developing a distinctive image of the Borough based on existing assets.

The best and most versatile agricultural land will be protected. In terms of protecting and enhancing the natural environment, development would need to protect and enhance features of nature conservation value, such as field ponds, hedgerows and trees, or if their loss is unavoidable, seek to replace such features.

## 5.0 Consultation with Infrastructure Providers

The availability of infrastructure is a key aspect of deliverability. There are infrastructure issues in parts of the Borough, such as the capacity of the wastewater system and capacity of the local road network. The Framework says that such barriers to investment should be overcome wherever possible, and that the Local Plan should be positively prepared so that the plan meets objectively assessed needs and infrastructure requirements. Nevertheless, sites need to be sequentially assessed to take account of the availability of infrastructure.

The draft Local Plan, together with the draft Infrastructure Delivery Plan (IDP) and the maps of the strategic sites have been circulated to infrastructure providers throughout the plan making process, ensuring that all of the requisite infrastructure is in place to deliver the level of development proposed. Infrastructure providers have been asked throughout the plan making process to make any necessary amendments to update the text in emerging Local Plan and the IDP. Comments were invited from

infrastructure providers on the schedule of sites, checking that the details were accurate; adding the details of infrastructure projects that had not been included; filling in any gaps if possible; and making observations on the maps of all of the homes, employment and mixed use development sites. All of the information supplied by the infrastructure providers has been incorporated into the site assessments, the RPO and Publication versions of the Local Plan, the draft Infrastructure Delivery Plan (the IDP) and the associated Infrastructure Delivery Schedule (IDS).

Discussions have taken place with Natural England, United Utilities, Highways England, LCC (Highways) and LCC (Education) to resolve issues raised during the RPO consultation in October to December 2015, including the adequacy of the strategic highway network and the wastewater infrastructure, so as to accommodate the quantum of development, together with secondary school provision in the borough to the end of the plan period in 2032.

## 6.0 Outputs

The sites proposed to be taken forward as allocations in the Local Plan include land within the four Strategic Locations for Development, which are:

- Lytham and St Annes;
- Fylde-Blackpool Periphery;
- Warton; and
- Kirkham and Wesham.

The four Strategic Locations will accommodate the majority of the planned new development throughout the plan period to 2032. A housing trajectory, included in **Appendix 2** of the draft Local Plan, shows the numbers of homes anticipated to come forward each year in relation to both the strategic and non-strategic development sites, from both committed and allocated strategic and non-strategic sites.

## 7.0 Assessment of Strategic Sites for inclusion in the Local Plan

The following strategic sites assessment evaluates all of the strategic sites within the four Strategic Locations for Development, and includes those that are being taken forward for development and those that are not being taken forward as allocations in the Publication version of the Local Plan.

## 8.0 Lytham and St Annes Strategic Location for Development

### Strengths

- Lytham (including Ansdell) and St Annes are Key Service Centres, providing a range of services and facilities.
- St Annes is the primary retail centre in the Borough and Lytham provides a complementary role with its variety of independent specialist shops.
- Lytham and St Annes are the focus for business activity and there is potential for the creation of new jobs and training opportunities.
- Lytham and St Annes are the main focus for infrastructure and services, including three secondary schools, four supermarkets, shops, doctors' surgeries and dental practices.
- Access to the motorway network will be improved with the construction of the M55 (Junction 4) to Heyhouses (St Annes) Link Road.
- Construction of the M55 (Junction 4) to Heyhouses (St Annes) Link Road will also reduce traffic congestion on the local road network.
- There are railway stations at Lytham, St Annes, Ansdell and Squires Gate (on the South Fylde Line).
- Tourism and leisure in the Borough are concentrated at Lytham and St Annes, providing tourism-related employment.
- The beach and The Island Seafront Area provide access to extensive areas of public open space suitable for leisure and recreational activities.
- The character of existing rural settlements will be more likely to remain unchanged if development is focused at the Strategic Location for Development.

### Challenges

- Development at Lytham and St Annes is constrained by Green Belt, flood risk, golf courses, Registered Historic Parks and Gardens and the coastline.
- The wastewater network at Lytham and St Annes is close to capacity.
- Lytham and St Annes are projected to have a significant shortfall of primary school places within the next five years.
- Whilst there is good rail access, rail services are infrequent and unreliable.
- Lancashire County Council and Fylde Council are considering the need for and the location of a new secondary school in Fylde.

<b>Lytham and St Annes Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>HSS1 –</b> Queensway, St Annes (housing).	This site has outline planning permission for 1,150 homes.	<p>Adjacent to settlement of St Annes, which is a Key Service Centre.</p> <p>St Annes town centre and other services are readily accessible by public transport.</p> <p>Public park provision (comprising of 34Ha) forms part of the planning permission on the site.</p>	<p>The M55 (Junction 4) to Heyhouses link road will be provided as part of this development.</p> <p>A new primary school forms part of the planning permission, and this will accommodate the primary school pupils generated by the development.</p> <p>The M55 (Junction 4) to Heyhouses Link Road has planning permission as part of the development of 1,150 homes at Queensway. An East-West bypass forms part of the planning permission, and this will improve accessibility to the site and reduce traffic congestion.</p>	That the site be included in the Local Plan as a commitment.	Development could start on site in 2016, but it will be completed beyond the plan period..

<b>Lytham and St Annes Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>HSS3</b> – Lytham Quays, Lytham (housing)	This site has planning permission which will deliver 120 homes in the plan period.	<p>Within Lytham, which is a Key Service Centre.</p> <p>Lytham town centre and other services are readily accessible by public transport.</p>	Good access to the services and facilities in Lytham.	That the site be included in the Local Plan as a commitment.	This site had completions in 2011 and is expected to be completed in 2016.
<b>MUS4</b> – Heyhouses Lane, St Annes (housing).	Approximately two thirds of the site has planning permission for 250 homes. This site is now a mixed use development with the provision of a public house, a supermarket and a care home.	<p>Within St Annes, which is a Key Service Centre.</p> <p>St Annes town centre and other services are readily accessible by public transport.</p> <p>Previously developed land.</p> <p>The provision of a supermarket and and public house make the site more sustainable.</p> <p>Small part of site fronting Heyhouses Lane is within a SSSI (geological interest).</p>	Good access to the services and facilities in St Annes.	That the site be included in the Local Plan as a commitment.	Development commenced in 2014 and is expected to be completed in 2022.

<b>Lytham and St Annes Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>ES1 –</b> Queensway Industrial Estate, Snowden Road, St Annes (employment)	The site, comprising 3.8 Ha of land, is included in the Employment Land and Premises Study and is currently advertised for sale.	Adjacent to St Annes, which is a Key Service Centre.  St Annes town centre and other services are readily accessible by public transport.	Good access to the services and facilities in St Annes.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
<b>ES2 –</b> Dock Road, Lytham (employment)	The site, comprising 0.9 Ha of land, is included in the Employment Land and Premises Study.	Within Lytham, which is a Key Service Centre.  Lytham town centre and other services are readily accessible by public transport.	Good access to the services and facilities in Lytham.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
<b>ES3 –</b> Boundary Road, Lytham (employment)	The site, comprising of 0.7 Ha of land, is included in the Employment Land and Premises Study.	Adjacent to Lytham, which is a Key Service Centre.  Lytham town centre and other services are readily accessible by public transport.	Good access to the services and facilities in Lytham.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
Land West of North House Lane, St Annes (housing) –	There is developer interest in the site.	Adjacent Lytham St Annes, which	Good access to the services and facilities in St Annes.	This site is <b>NOT</b> included in the Local Plan because the majority of the site	N/A

Lytham and St Annes Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
Formerly Site <b>H2</b> in Preferred Option version - summer 2013	Planning application on part of the site (at Valentines Kennels) for up to 53 homes is currently being considered.	<p>is a Key Service Centre.</p> <p>St Annes town centre and other services are readily accessible by public transport.</p> <p>Most of this site is a Biological Heritage Site.</p>		is designated as a Biological Heritage Site.	
Land North of Moss Hall Lane, Lytham (housing) – Formerly Site <b>H3</b> in the Preferred Option version - summer 2013	There is developer interest in the site.	<p>The site is adjacent to the settlement of Ansdell, which is part of Lytham Key Service Centre.</p> <p>There is the opportunity for landscaping within the flood plain to provide a landscaped buffer to minimise impacts on the countryside.</p> <p>Half the site is situated in a Mineral Safeguarding Area.</p>	Good access to the services and facilities in Lytham.	This site is <b>NOT</b> included in the Local Plan because part of the site is designated as a Biological Heritage Site.	N/A

## 9.0 Fylde-Blackpool Periphery Strategic Location for Development

### Strengths

- Adjacent to the boundary with Blackpool, the Fylde-Blackpool Periphery (comprising land at the Blackpool Airport Corridor, in the vicinity of the Enterprise Zone and at Whitehills), has good access to services, as it is situated in close proximity to the main town of Blackpool and its services and facilities.
- There is good access to the motorway network and to existing employment areas around Junction 4 of the M55.
- New development would facilitate new local (retail) centres at Whitehills and Whydyke over the lifetime of the Local Plan.
- Development in this area will have less impact on the landscape than development in more rural areas.
- The character of existing rural settlements will be more likely to remain unchanged if development is focused at the Strategic Location for Development.

### Challenges

- There are issues with surface water in the vicinity of Whitehills.
- It is likely that existing residents and businesses within this area will continue to rely on Blackpool's infrastructure and services, therefore connectivity to local services and facilities in Blackpool will require improvement.
- Focusing housing in this area may not maximise affordable housing provision within the settlements of greatest local need.
- The Whitehills and Whyndyke areas have no rail links.



<b>Fylde-Blackpool Periphery Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>HSS4</b> – Coastal Dunes, Clifton Drive North, Blackpool Airport Corridor (housing). Formerly <b>site H5</b> in the Preferred Option version Summer 2013	This site has planning permission for 348 homes and development has commenced.	Previously developed land.  Blackpool and St Annes town centres, Blackpool Airport Enterprise Zone and other services are readily accessible by public transport.  In close proximity to important international areas of biodiversity interest.	Rail, tram and bus access.  Traffic congestion created by the development could be resolved with developer funded measures.	That the site be included in the Local Plan as a commitment.	Development commenced in 2015 and it is expected to be completed by 2022.
<b>HSS5</b> – Cropper Road West, Whitehills (housing).	There is strong developer interest in the site. A planning application is expected in the short term.	Good motorway access to Junction 4 of the M55.  Close proximity to employment at Whitehills.  The site is part greenfield, part previously developed land.  The site is detached from existing services in Fylde and is	Improvements to Junction 4 of the M55 will be required.  No rail access.  Development would contribute to a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.	That the site be included in the Local Plan as an allocation.	Development is anticipated to commence in 2020 and it is expected to be completed in 2028.

<b>Fylde-Blackpool Periphery Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
		closer to Blackpool.			
<b>HSS6</b> – Land at Lytham St Annes Way, Whitehills (housing).	The majority of the site has planning permission.	<p>Good motorway access to Junction 4 of the M55.</p> <p>In close proximity to employment at Whitehills.</p> <p>The surrounding roads, including the motorway, form barriers to movement, and the site is isolated from settlements and services.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p>	That the site be included in the Local Plan as a commitment.	Development commenced on site in 2014 and is expected to be completed in 2021.
<b>MUS1</b> – Cropper Road East, Whitehills (mixed-use development).	<p>Part of the site is included in the Employment Land and Premises Study.</p> <p>There is strong developer interest and planning permission has been granted for housing and employment on part of the site.</p>	<p>Good motorway access to Junction 4 of the M55.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services.</p> <p>The site is detached from existing services in Fylde and is closer to Blackpool.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Development would contribute to critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	That the site be included in the Local Plan as part commitment and part allocation.	<p>Development of 372 homes has started on site and it is expected to be completed by 2026.</p> <p>The Local Plan does not set out phasing for employment sites.</p>

<b>Fylde-Blackpool Periphery Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>MUS2</b> – Whyndyke Garden Village, Preston New Road, Whitehills (mixed-use development).	<p>The site is also identified in the Employment Land and Premises Study.</p> <p>Planning permission was granted in June 2015 for 1,310 homes, including 200 affordable homes), 20 Ha of B2 and B8 employment land, two local neighbourhood centres, a primary school and a health centre.</p>	<p>Good motorway access to Junction 4 of the M55.</p> <p>Adjacent to the built-up area of Blackpool.</p> <p>Whydyke has been identified as a demonstrator site in the Healthy New Towns initiative</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Close proximity to employment at Whitehills Business Park.</p> <p>Development would contribute to a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area. Whyndyke Garden Village will provide a new primary school (1.5 form entry), two Neighbourhood Centres including a public house / restaurant, hot food takeaway, a café, a foodstore, a health centre, shops and a community centre.</p>	<p>That the site be included in the Local Plan as an allocation.</p>	<p>It is anticipated that the housing element of this site could start in 2018 but it will be completed beyond the plan period.</p> <p>The Local Plan does not set out phasing for employment sites.</p>

<b>Fylde-Blackpool Periphery Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>ES4 –</b> Blackpool and Fylde Industrial Estate, Whitehills (employment)	The site is included in the Employment Land and Premises Study.	Good motorway access to Junction 4 of the M55.  The site is detached from existing services in Fylde and is closer to Blackpool.	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
<b>ES5 –</b> Blackpool Airport, Squires Gate Lane, Blackpool Airport Corridor (employment)	The site is included in the Employment Land and Premises Study and incorporates land designated as part of the Blackpool Airport Enterprise Zone.	Close to existing employment at the Blackpool and Fylde Industrial Estate.  Good connectivity to the Blackpool urban area.	Traffic congestion created by the development could be resolved with developer funded measures.  Good access to the services and facilities of Blackpool.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
<b>ES6 –</b> ITSA, Brunel Way, Whitehills (employment)	The site is included in the Employment Land and Premises Study.	Good motorway access to Junction 4 of the M55.  The site is detached from existing services in Fylde and is closer to Blackpool.	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>ES7</b> - Whitehills Business Park, Whitehills (employment)	The site is included in the Employment Land and Premises Study.	Good motorway access to Junction 4 of the M55.  The site is detached from existing services in Fylde and is closer to Blackpool.	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
Land at Peel (housing) - Formerly Site <b>H6</b> in the Preferred Option version - summer 2013	There is developer interest in the site.	Good motorway access to Junction 4 of the M55.  In close proximity to employment land and premises at Whitehills.  The surrounding roads, including the motorway, form barriers to movement, and the site is isolated from settlements and services.  Development of the site would have a detrimental effect on landscape character and visual impact, as the site rises	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service and there are no schools in this area.	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area would be unsustainable, development should be distributed throughout the borough in accordance with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, along with the physical barriers and visual impact, this site is the least sequentially preferable of the potential strategic sites in this area.	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		up and is prominent.			
<b>AD5</b> – Land at Peel Road, Peel, Whitehills – submitted during consultation into the Preferred Option version - summer 2013	There is developer interest in the site.	<p>The site does not relate well to existing settlements and services in Fylde, including distances to supermarkets, convenience stores, schools, railway stations or frequent bus services. The existing social infrastructure provision is based upon services in Blackpool. In sequential terms, the site is detached from existing services.</p> <p>The site is near to Junction 4 of the M55 and the strategic road network. The surrounding roads, including the</p>	<p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Too much development in this area would be unsustainable, development should be distributed throughout the borough in accordance with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, along with the physical barriers and visual impact, this site is the least sequentially preferable of the potential strategic sites in this area.</p>	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		motorway, form barriers to movement.			
<b>AD8</b> – Land at Blackpool Airport, south of runway – submitted during consultation into the Preferred Option version - summer 2013	The site is part greenfield and part previously developed land.	This site is sustainably located relative to the established settlement of St Annes, with its range of services and facilities to meet main and daily shopping needs.		This site is <b>NOT</b> included in the Local Plan because it is located in the Green Belt.	N/A
<b>AD9</b> – Blackpool FC Training Ground, Martin Avenue, Squires Gate - submitted during consultation into the Preferred Option version - summer 2013	The site is part greenfield and part previously developed land.	This site is sustainably located relative to the established settlement of St Annes, with its range of services and facilities to meet main and daily shopping needs.		This site is <b>NOT</b> included in the Local Plan because it is located in the Green Belt.	N/A

## 10.0 Warton Strategic Location for Development

### Strengths

- BAE Systems at Warton is the largest employer in the Borough and part of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone is established at the BAE Systems Warton site. There is further employment at the Land Registry, close to the built-up area of Warton. It will be desirable to provide housing for this significant employment base.
- The Preston Western Distributor Road will improve the accessibility of Warton from the motorway network and the connectivity between the two locations of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone at Warton and Samlesbury.
- Development sites at Warton are sequentially preferable to some other strategic sites, due to their close proximity to the Clifton Marsh Wastewater Treatment Works.
- New development would facilitate a new local (retail) centre, as Warton currently has no recognised centre. Retail and community facilities are needed.
- New development will provide a better balance between housing provision and employment opportunities in the area.
- The character of existing rural settlements will be more likely to remain unchanged if development is focused at the Strategic Location for Developments.
- A Neighbourhood Development Plan is being prepared to accommodate planned development at Warton.

### Challenges

- There is traffic congestion at peak times and there are no rail links.
- Although it is acknowledged that most people commute into BAE Systems, Warton the allocation and delivery of homes at Warton would help to readdress the balance and provide opportunities for people who work at BAE Systems to live at Warton, although it is recognised that BAE Systems is an international business with workers travelling from across the UK and from all over the World. This is explored further in the Housing Requirement Paper, 2015.
- There are sufficient primary school places available in the Warton area within a five-year period. However, a number of schools are close to capacity, and should more housing come forward in this area and births continue to increase, more places will be required.
- Lancashire County Council and Fylde Council are considering the need for and the location of a new secondary school in Fylde.



Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>HSS7 –</b> Highgate Park, Lytham Road, Warton (housing).	This site has planning permission for 254 homes.	Previously developed land within the main urban area of Warton.	No major infrastructure issues.  The completion of the Preston Western Distributor Road in 2019 will enhance accessibility to the site.	That the site be included in the Local Plan as a commitment.	Development commenced in 2014 and it is expected to be completed by 2024.
<b>HSS2 –</b> Blackfield End Farm, Warton, comprising part of Land West of Warton (housing) - formerly Site <b>H8</b> in Preferred Option version; and comprising part of Land North of Warton (housing) – formerly Site <b>H9</b> in the Preferred Option version	There is strong developer interest in the site.  A planning application has been submitted for part of this site and an appeal for non-determination was allowed on 24 <sup>th</sup> September 2015.	The site is adjacent to the main urban area of Warton.  The site is in close proximity to the Enterprise Zone at BAE Systems, Warton.	The Preston Western Distributor Road will contribute towards alleviating traffic congestion, and this is due to be completed and be opened in 2019.  There are wastewater infrastructure issues for this site.	That the site be included in the Local Plan as a commitment.	The site will be completed within the plan period.
Land East of Warton (housing) – Formerly Site <b>H10</b> in the Preferred Option version	There is strong developer interest in the site.  The site is subject to an appeal which is scheduled for	The site is adjacent to the main urban area of Warton.  A minority of the site is situated within a sand	The Preston Western Distributor Road will contribute towards alleviating traffic congestion,	That the site be considered through the preparation of the Bryning with Warton <b>Neighbourhood Development Plan.</b>	N/A

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
	determination by July 2016.	and gravel Mineral Safeguarding Area.  The site is in close proximity to the Enterprise Zone at BAE Systems, Warton.	and this is due to be completed and be opened in 2019.  There are wastewater infrastructure issues for this site.		
Land North East of Warton (housing) – Formerly Site <b>H11</b> in the Preferred Option version	Would require <b>site H10</b> to be developed first.	The site is not currently connected to a settlement and is therefore the least sequentially preferable of the identified sites at Warton.  A minority of the site is situated within a sand and gravel Mineral Safeguarding Area.  The site is in close proximity to the Enterprise Zone at BAE Systems, Warton.	The Preston Western Distributor Road will contribute towards alleviating traffic congestion, and this is due to be completed and be opened in 2019.  There are wastewater infrastructure issues for this site.	That the site be considered through the preparation of the Bryning with Warton <b>Neighbourhood Development Plan</b> .	N/A
<b>AD2</b> – Land east of Kirkham Road, Freckleton - submitted	There is developer interest in the site.			This site is <b>NOT</b> included in the Local Plan because the site is located in the Green Belt.	N/A

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
during consultation into the Preferred Option version	The site is part greenfield and part previously developed land.				
<b>AD6</b> – Land North of Freckleton – submitted during consultation into the Preferred Option version	There is developer interest in the site.	<p>This greenfield site is remote from the rail, motorway and strategic road networks and is somewhat detached from existing services.</p> <p>The site is in close proximity to the Enterprise Zone at BAE Systems, Warton.</p>		This site is <b>NOT</b> included in the Local Plan because the site is located in the Green Belt.	N/A
<b>AD11</b> – Great Birchwood, Lytham Road, Warton - submitted during consultation into the Preferred Option version	There is developer interest in the site.	<p>The site is detached from Warton, which is to the east. The site is previously developed land, located in the Green Belt in Flood Risk Zones 2 and 3.</p> <p>The site is remote from the rail, motorway and strategic road networks and</p>		This site is <b>NOT</b> included in the Local Plan because the site is located in the Green Belt.	N/A

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		<p>is isolated from existing services.</p> <p>The site is close to the Enterprise Zone at BAE Systems, Warton.</p>			

## 11.0 Kirkham and Wesham Strategic Location for Development

### Strengths

- Kirkham is a Key Service Centre. It is a market town which provides services for the surrounding rural area.
- Wesham is a Local Service Centre, although it adjoins Kirkham with its range of services and facilities.
- Kirkham and Wesham Railway Station has the best and most frequent rail connections in the Borough, and there is easy access to the motorway network at Junction 3 of the M55.
- Good range of services in Kirkham, including shops, a supermarket, Kirkham Carr Hill High School and Kirkham Grammar School and a doctors' surgery.
- Accessible to key employers, including Fox's Biscuits, Kepak and Ribby Hall Village.
- The character of existing rural settlements will be more likely to remain unchanged if development is focused at the Strategic Location for Development.

### Challenges

- The capacity of the wastewater infrastructure is an issue in this area.
- There are sufficient school places available in the Kirkham and Wesham area within a five-year period. However, a number of schools are close to capacity, and should more housing come forward in this area and births continue to increase, more places will be required.
- The appearance of Kirkham town centre has deteriorated and requires investment.
- There is a lack of car parking facilities at Kirkham and Wesham Railway Station, and access is poor for those with limited mobility.

<b>Kirkham and Wesham Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>HSS8</b> – The Pastures, Fleetwood Road, Wesham (housing).	The site has planning permission for 262 homes.	Kirkham town centre and other services are readily accessible by public transport.  Within walking distance of the railway station.  Minority of site is situated within a sand and gravel Mineral Safeguarding Area.  Adjoins a Biological Heritage Site.	In terms of wastewater infrastructure, development on this side of Kirkham and Wesham is sequentially preferable to sites on the west side, as it is closer to Clifton Marsh Wastewater Treatment Works.	That the site be included in the Local Plan as a commitment.	Development commenced on site in 2015. It is expected that the site could be completed by 2025.
<b>HSS9</b> – Land North of Blackpool Road, Kirkham (housing).	Part of the site is also identified in the Employment Land and Premises Study.  Part of the site has planning permission for 297 homes.	Kirkham town centre and other services are readily accessible by public transport.  Half of the site is situated within a sand and gravel Mineral Safeguarding Area.  The site is lower and less visible than other potential strategic sites in this area, thus reducing the site's potential visual impact.	Access is available from Kirkham / Wesham Bypass and Blackpool Road.	That the site be included in the Local Plan as a commitment.  Kirkham Grammar School Playing Fields do not form part of this commitment.  The Development Management Committee resolved at the meeting on 9 <sup>th</sup> March 2016 to preclude the Playing Fields from strategic housing site <b>HSS9</b> , on the grounds that there would be an unacceptable loss of playing fields.	There are wastewater issues that need to be addressed for development to take place on this site.  Development commenced in 2015 and should be completed by 2026.

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		The site is well defined, with clear boundaries provided by Blackpool Road, the Kirkham Bypass and the railway line.			
<b>HSS10</b> – Willowfields, Derby Road, Wesham (housing)	This site has planning permission for 124 homes.	Kirkham town centre and other services are readily accessible by public transport.  Within walking distance of the railway station.	No major infrastructure issues.	That the site be included in the Local Plan as a commitment.	Development commenced before the start date of this Local Plan in 2011 and is expected to be completed by 2016.
<b>MUS3</b> – Mill Farm Sports Village, Fleetwood Road, Wesham (mixed use development).	The site is identified in the Employment Land and Premises Study.  Planning permission was granted in 2014 for a football stadium on this land, for use by AFC Fylde and other uses include an Aldi Foodstore and offices.	Good motorway access.  Kirkham and Wesham are readily accessible, enabling residents to walk or use public transport to the site.	Traffic congestion that would be created by development could be resolved with developer funded measures. Appropriate access will need to be considered from Fleetwood Road.	That the site be included in the Local Plan as a commitment.	The Local Plan does not set out phasing for employment sites.
Land North of Dowbridge, Kirkham (housing) –	The multiple owners of this site are interested in	Adjacent to Kirkham, which	Site is relatively accessible to Clifton Marsh	This site is <b>NOT</b> included in the Local Plan due to flood risk (Flood Risk Zones 2	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
Formerly Site <b>H7</b> in the Preferred Option version	progressing the site.	<p>is a Key Service Centre.</p> <p>Kirkham town centre and other services are readily accessible by public transport.</p> <p>There are no physical barriers between the site and Kirkham town centre.</p> <p>Minority of the site is within the sand and gravel Mineral Safeguarding Area.</p>	<p>Wastewater Treatment Works and a sewer runs through the site.</p> <p>Traffic congestion created by the development could be resolved with developer funded measures.</p>	and 3) and sub-surface archaeology.	
Land South of Weeton Road, Wesham (housing) – Formerly Site <b>H14</b> in the Preferred Option version	There is no developer interest in the site.	<p>Kirkham town centre and other services are readily accessible by public transport.</p> <p>Within walking distance of the railway station.</p> <p>The site is not a well-defined area, as there is no road, rail or other clear boundary on its western side.</p> <p>Minority of site is situated within a sand and gravel Mineral Safeguarding Area.</p>	<p>Wastewater infrastructure is more costly to implement for sites on the west side of Kirkham and Wesham, as it will need to connect to Clifton Marsh Wastewater Treatment Works at the east of the Borough.</p> <p>Traffic congestion that would be created by the development could partially be resolved with developer</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>There is no landowner or developer interest, the site is not well defined and development would create significant visual impacts.</p> <p>Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options</p>	N/A



Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			funded measures.	and Preferred Option.	
Land North of Weeton Road, Wesham (housing) – Formerly Site <b>H15</b> in the Preferred Option version	There is no developer interest in the site.	Kirkham town centre and other services are readily accessible by public transport.  Within walking distance of the railway station.  The site is not a well-defined area, as there is no road, rail or other clear boundary on its western side.	Wastewater infrastructure is more costly to implement for sites on the west side of Kirkham and Wesham, as it will need to connect to Clifton Marsh Wastewater Treatment Works at the east of the Borough.  Traffic congestion that would be created by the development could partially be resolved with developer funded measures.	This site is <b>NOT</b> included in the Local Plan.  There is no landowner or developer interest, the site is not well defined and the development would create significant visual impacts.  Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option.	N/A
Land at and adjacent Pitfield, Fleetwood Road, Wesham (housing) – Formerly Site <b>H16</b> in the Preferred Option version	There is developer interest in the site.	Kirkham town centre and other services are readily accessible by public transport.  Within walking distance of the railway station.  Minority of site is situated within a sand and gravel Mineral Safeguarding Area.	Traffic congestion that would be created by the development could partially be resolved with developer funded measures.	This site is <b>NOT</b> included in the Local Plan.  Taking account of the buffer that would be required to protect the adjacent Biological Heritage Site, the site would not be considered 'strategic' in the context of the Local Plan.  Too much development in this area would have negative impacts,	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		Adjoins a Biological Heritage Site.		development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option.	
Land East of Wesham (housing) – Formerly Site <b>H17</b> in the Preferred Option version	There is developer interest in the site.	<p>Minority of the site is situated within a sand and gravel Mineral Safeguarding Area.</p> <p>Due to the topography and scale of the site, it would be highly visible from the south and east.</p>	<p>Traffic congestion created by the development could partially be resolved with developer funded measures.</p> <p>The only potential access into the site is off Mowbreck Lane, where there are significant highway safety issues.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>There are access issues and the site would have a significant effect on the setting of Kirkham and Wesham. The site slopes upwards from west to east and is highly visible from the eastern edge of Wesham and Kirkham.</p> <p>Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option.</p>	N/A
Land South of Junction 3 of the M55, Greenhalgh (employment) – Formerly Site <b>E3</b> in the Preferred Option version	Site is identified in the Employment Land and Premises Study.	<p>Good motorway access.</p> <p>Isolated from Kirkham and Wesham.</p>	Traffic congestion that would be created by the development could partially be resolved with developer	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>The site is isolated from the built-up area and public</p>	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		Poor bus service into Kirkham and Wesham.  No rail access.	funded measures.	transport access is poor.	
<b>AD3</b> – Former Campbells Caravans, Blackpool Road, Kirkham - submitted during consultation into the Preferred Option version	There is developer interest in the site.	This site is located to the south west of Kirkham. The site would rely upon the services of Kirkham, but Blackpool Road provides a difficult barrier for pedestrian and cycle access to and from Kirkham.	The only potential access into the site is off Blackpool Road, where there are significant highway safety issues.	This site is <b>NOT</b> included in the Local Plan	N/A
<b>AD4</b> – Sunny Bank Mill, Kirkham - submitted during consultation into the Preferred Option version		Previously developed land. This site would rely upon the services of Kirkham		This site is <b>NOT</b> included in the Local Plan as there is no developer intention to develop the site.	N/A
<b>AD7</b> – Land adjacent HM Kirkham Prison, south of A583, Kirkham - submitted during consultation into the Preferred Option version	There is developer interest in the site.	This greenfield site is located to the south of Kirkham. The site would rely upon the services of Kirkham, but the A583 bypass provides a difficult barrier for pedestrian and cycle access to and from Kirkham.		This site is <b>NOT</b> included in the Local Plan because the site is located in the Green Belt.	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>AD10</b> – Land opposite Kirkham Trading Park, Freckleton Road, Kirkham - submitted during consultation into the Preferred Option version	There is developer interest in the site.	This greenfield site is located to the south of Kirkham. The site would rely upon the services of Kirkham, but the A583 bypass provides a difficult barrier for pedestrian and cycle access to and from Kirkham.		This site is <b>NOT</b> included in the Local Plan because the site is located in the Green Belt.	N/A

## 12.0 Land outside Strategic Locations for Development

### Introduction

Sections 7 to 11 of this Background Paper set out the Strategic Sites which have been both included and excluded from the Strategic Locations for Development in the Local Plan. Approximately 77% of the Borough's development will take place at the four Strategic Locations for Development, on both strategic and non-strategic sites via both commitments and allocations. Table 2 of the Publication version of the Local Plan sets out that 9.7% of development will take place at non-strategic locations. This is in accordance with the results of the Sustainability Appraisal of the Issues and Options and Preferred Option versions of the Local Plan, which both stated that development should be well distributed throughout the borough so that smaller sustainable **Tier 1: Larger Rural Settlements** and **Tier 2: Smaller Rural Settlements** could benefit from the provision of development (policy **S1** of the Publication version of the Local Plan). The following table forms policy **SL5** in the Publication version of the Local Plan.

<b>Development Sites outside the Strategic Locations for Development</b>		
Proposals for development of the sites in the following locations outside the Strategic Locations for Development, identified on the <b>Policies Map</b> accompanying this plan, will be supported as follows:		
<b>Site by settlement</b>	<b>Homes to be completed during Plan period</b>	<b>Projected Commencement date</b>
<b><u>Local Service Centres</u></b>		
<b>HS37</b> – The Refuge, Ruskin Road, <b>Freckleton</b>	13 (commitment)	2017/18
<b>HS38</b> – Land rear of High Meadows, Lower Lane, <b>Freckleton</b>	13 (allocation)	2020/21
<b><u>Tier 1: Larger Rural Settlements</u></b>		
<b>HS51</b> – Newton Hall, School Lane, <b>Newton</b>	86 (allocation)	2020/21
<b>HS52</b> – Cobweb Barn, Oak Lane, <b>Newton</b>	29 (allocation)	2020/21
<b>HS39</b> – Land South of Chain Lane, <b>Staining</b>	42 (commitment)	2015/16
<b>HS40</b> – Land at King's Close, <b>Staining</b>	30 (commitment)	2017/18

<b>HS41</b> – Thornfield Caravan Park, <b>Staining</b>	28 (allocation)	2020/21
<b>HS42</b> – Baines Farm, Mill Lane, <b>Staining</b>	11 (commitment)	Commenced 2011/12
<b>HS43</b> – Land adjacent to 18 Chain Lane, <b>Staining</b>	30 (commitment)	Commenced 2012/13
<b>HSS11</b> – Land off Willow Drive, <b>Wrea Green</b>	100 (commitment)	2017/18
<b>HS44</b> – Land adjacent Richmond Avenue, <b>Wrea Green</b>	54 (commitment)	Commenced 2014/15
<b>HS45</b> – Rear of 54 Bryning Lane, <b>Wrea Green</b>	25 (commitment)	2017/18
<b>HS46</b> – North View Farm, 22 Ribby Road, <b>Wrea Green</b>	42 (commitment)	2015/16
<b>HS47</b> – Land North of North View Farm, <b>Wrea Green</b>	15 (minded to approve)	2018/19
<b>HS48</b> – Former Wareings, Ribby Road, <b>Wrea Green</b>	13 (commitment)	Commenced 2011/12

<b><u>Tier 2: Smaller Rural Settlements</u></b>		
<b>HS49</b> – Land North of Preston Old Road, <b>Clifton</b>	74 (allocation)	2020/21
<b>HS50</b> – Land East of Rowan Close, Ash Lane, <b>Clifton</b>	30 (allocation)	2019/20
<b>Elswick</b>	50 (Neighbourhood Development Plan allocation)	2017/18
<b>HS53</b> – Singleton Village, <b>Singleton</b>	15 (minded to approve)	2018/19
<b>HS54</b> – The Laurels and Willow House, Mythop Road, <b>Weeton</b>	20 (commitment)	Commenced 2014/15
<b><u>Other locations</u></b>		
<b>HS55</b> – The Rowans (Former Blue Anchor Inn), Fleetwood Road, <b>Greenhalgh</b>	17 (commitment)	Commenced 2013/14
<b>HS56</b> – Sunnysdale Nurseries, Garstang Road, <b>Little Ecclestone</b>	25 (allocation)	2017/18
<b>Total</b>	<b>762 homes</b>	

# APPENDIX 1: Call for Sites

## Assessment of the proposed allocations received following the call for sites in January - February 2015

### **Methodology for site selection**

Following the call for non-strategic sites in January to February 2015, the details of approximately 140 sites were submitted to the council for due consideration, including both strategic and non-strategic sites. Non-strategic sites are capable of accommodating up to 99 new homes or 1000 metres of employment space. The uses listed in brackets are the uses suggested by the person / organisation who submitted the site.

The sites have been split into four Strategic Locations for Development:

- Lytham and St Annes;
- Fylde-Blackpool Periphery;
- Warton; and
- Kirkham and Wesham

and

- Potential Development Sites outside the four Strategic Locations for Development



Lytham and St Annes Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Graving Dock Road, Lytham</b> ( <i>residential and employment</i> ) ( <a href="#">site ref. 1</a> ).	Site is identified in the SHLAA, 2015 (LY28) as 'unsuitable'.  This site is identified in the Employment Land Study	The site is located within Lytham which is a Key Service Centre.  Lytham town centre and other services are readily accessible by public transport.	Access to the site is constrained by existing retail units including LIDL and industrial units and the United Utilities building on the adjoining plot of land.	This site is <b>NOT</b> included in the Local Plan.	N/A
<b>259 Inner Promenade, Ansdell</b> ( <i>residential</i> ) ( <a href="#">site ref. 9</a> ).	Site is identified in the SHLAA, 2015 (SA96) as a 'small site'.	The site is adjacent to Lytham which is a Key Service Centre  Lytham town centre and other services are readily accessible by public transport.		Windfall site for approximately 9 apartments	Within the plan period
<b>Underbank House, Graving Dock Road, Lytham</b> ( <i>residential</i> ) ( <a href="#">site ref. 15</a> ).	Site is identified in the SHLAA, 2015 (LY28) as 'unsuitable'.	The site is within Lytham which is a Key Service Centre.  Lytham town centre and other services are readily accessible by public transport.	Access to the site is constrained by an earth bank, which forms part of the flood defences.	This site is <b>NOT</b> included in the Local Plan.	N/A

Lytham and St Annes Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land off B5259 Saltcotes Road, Lytham</b> ( <i>residential, employment, retail, community facilities, sport / leisure, tourism and energy generation</i> ) ( <b>site ref. 26</b> ).	Site is identified in the SHLAA, 2015 (LY41) as 'unsuitable'.  This site is not identified in the Employment Land Study	The site is adjacent to Lytham which is a Key Service Centre  Lytham town centre and other services are readily accessible by public transport.	Adjacent to settlement boundary	This site is <b>NOT</b> included in the Local Plan as it is within a Site of Special Scientific Interest (SSSI) and on land at risk of flooding	N/A
<b>14 Wildings Lane, St Annes</b> ( <i>residential</i> ) ( <b>site ref. 39/73</b> ).	Site is identified in the SHLAA, 2015 (SA54) as 'potentially suitable'.	The site is adjacent to Lytham which is a Key Service Centre  Lytham town centre and other services are readily accessible by public transport.	Adjacent to settlement boundary	This site is <b>NOT</b> included in the plan, Development Management Committee decision 16 <sup>th</sup> September 2015.	N/A
<b>Land off Dock Road, Lytham</b> ( <b>site ref 56:</b> <i>residential</i> ) ( <b>site ref 115:</b> <i>employment</i> ).	There is developer interest in the site.  Site is identified in the SHLAA, 2015 (LY29a) as 'unsuitable'.  This site is identified in the	The site is within Lytham which is a Key Service Centre.  Lytham town centre and other services are readily accessible by public transport.	Access to the site is constrained by existing retail units including LIDL and industrial units and the United Utilities building on the adjoining plot of land.	This site, measuring 0.9 Ha, is allocated in the Local Plan for employment uses (RPO and the Publication version site ref. <b>ES2</b> Dock Road, Lytham).	

Lytham and St Annes Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
	Employment Land Study				
<b>Former Valentines Kennels, Wildings Lane, Lytham</b> <i>(residential)</i> <b>(site ref. 92).</b>	Site is identified in the SHLAA, 2015 (SA54) as 'potentially suitable'.  An outline planning application (14/0580) for up to 53 homes has been submitted to the council for determination	The site is adjacent to St Annes, which is a Key Service Centre.  St Annes town centre and other services are readily accessible by public transport.	M55- Heyhouses link road will be provided as part of the adjoining development of Queensway (site <b>HSS1</b> ), together with a new primary school and an east-west bypass.	This site is <b>NOT</b> included in the plan, the Development Management Committee took the decision to exclude it on 16 <sup>th</sup> September 2015.	N/A
<b>Former Government Offices, Heyhouses Lane, St Annes</b> <i>(residential)</i> <b>(site ref. 121).</b>	Two thirds of the site has planning permission for new homes.	Previously developed land.  The site is within St Annes which is a Key Service Centre.  St Annes town centre and other services are readily accessible by public transport.		This site be taken forward as a commitment in the Publication version.	Development commenced in 2015
<b>Land on corner of Church Road and St Alban's Road, St Annes</b> <i>(residential)</i> <b>(site ref. 129).</b>	Site is identified in the SHLAA, 2015 (SA96) as a 'small site'.	Previously developed land.  The site is within St Annes which is a Key	This site, measuring 0.3 hectares, is currently occupied by a church building and ancillary premises for	The site could come forward as a windfall <b>site</b> over the lifetime of the plan.	Within the plan period

Lytham and St Annes Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		Service Centre.  St Annes town centre and other services are readily accessible by public transport.	community use. Access to the site is available from St Albans Road and Curzon Road.		

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Former Pontins, Clifton Drive North, Squires Gate</b> ( <i>residential</i> ) ( <u>site ref. 3</u> ).	This site is an existing housing commitment included in the Local Plan – site <b>HSS4</b> : Coastal Dunes –The site is being developed for housing. This was site <b>H5</b> – Former Pontins Holiday Centre – in the Preferred Option version of the Local Plan which was assessed and taken forward for development	Previously developed land. Blackpool and St Annes town centres and other services are readily accessible by public transport. In close proximity to wildlife areas.	Rail and tram access.	The site is included in the plan as a commitment.	Development could be completed by 2019
<b>Land at Cropper Farm, Whitehills Road, Marton</b> ( <i>residential, employment and retail</i> ) ( <u>site refs'. 19/62/63/64</u> )	Site is identified in the SHLAA, 2015 (BP13 & BP16) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Good motorway access  Close proximity to employment at Whitehills  Isolated from settlements and services in Fylde	Improvements to Junction 4 of the M55 will be required.  No rail access  Poor bus service and there are no schools in this area  Development would create a critical mass, increasing demand for services, including schools and public transport provision,	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, with the physical barriers	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			currently lacking in the area.	and visual impact, this site should not be taken forward for development.	
<b>Land at Ridgeway Farm, Peel Road, Peel</b> <i>(residential, employment, retail, community facilities and sport / leisure) (site ref. 44).</i>	<p>This site is not identified in the SHLAA, 2015.</p> <p>This site is not identified in the Employment Land Study</p>	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p> <p>Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, with the physical barriers and visual impact, this site should not be taken forward for development.</p>	N/A
<b>Land West of Peel Road, Westby</b> <i>(residential) (site ref. 48).</i>	<p>Site is identified in the SHLAA, 2015 (BP12) as 'potentially suitable'.</p>	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no schools in this area</p> <p>Development would create a critical mass, increasing demand for</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads,</p>	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			services, including schools and public transport provision, currently lacking in the area.	motorway slip roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.	
<b>Land West of Peel Road, Westby (residential) (site ref. 49).</b>	Site is identified in the SHLAA, 2015 (BP12) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde.	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service and there are no schools in this area.  Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.	N/A
<b>Land East of Peel Road, Westby (residential) (site ref. 50).</b>	Site is identified in the SHLAA, 2015 (BP12) as 'potentially suitable'.	Good motorway access.  Close proximity to	Improvements to Junction 4 of the M55 will be required.  No rail access.	This site is <b>NOT</b> included in the Local Plan.  Too much development in this	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		<p>employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>Poor bus service and there are no schools in this area.</p> <p>Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	<p>area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.</p>	
<p><b>Land West of Peel Road, Westby</b> (<i>residential</i>) (<b>site ref. 51</b>).</p>	<p>Site is identified in the SHLAA, 2015 (BP12) as 'potentially suitable'.</p>	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p> <p>Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an</p>	<p>N/A</p>



Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
				unsustainable location and should not be allocated in the Local Plan.	
<b>Clifton Fields Caravan Park, Peel Road, Westby</b> <i>(residential)</i> <b>(site ref. 52).</b>	Site is identified in the SHLAA, 2015 (BP12) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde.	Improvements to Junction 4 of the M55 will be required.  No rail access  Poor bus service and there are no schools in this area.  Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, with the physical barriers and visual impact, this site should not be taken forward for development.	N/A
<b>Meadow Green and Stables, Moss House Lane, Westby</b> <i>(residential, employment, community facilities, sport, leisure and tourism)</i> <b>(site ref. 54).</b>	Site is identified in the SHLAA, 2015 (BP05) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde.	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service and there are no schools in this area  Development would create a critical mass, increasing demand for services,	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			including schools and public transport provision, currently lacking in the area.	roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.	
<b>Land to East of Bambers Lane, Westby</b> ( <i>residential and employment</i> ) ( <b>site ref. 55</b> ).	<p>Site is identified in the SHLAA, 2015 (BP10a) as 'potentially suitable'.</p> <p>This site is not identified in the Employment Land Study</p>	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p> <p>Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	<p>That the site be taken forward for as a proposed allocation for housing land in the Publication version. (<b>Site ref. HSS5 – Cropper Road West, Whitehills</b>).</p>	Development to commence in 2017/2018
<b>Land off Whitehills Road, Westby</b> ( <i>residential</i> ) ( <b>site ref. 57</b> ).	This site is not identified in the SHLAA, 2015.	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Too much development in this area could have negative implications on the Borough's</p>	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		Isolated from settlements and services in Fylde.	<p>schools in this area.</p> <p>Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	<p>settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.</p>	
<p><b>Land adjacent to Ridgeway Farm, Peel</b>  <i>(residential and employment)</i>  <b>(site ref. 66).</b></p>	<p>Site is identified in the SHLAA, 2015 (BP13) as 'potentially suitable'.</p>	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>Improvements to Junction 4 of the M55 will be required.</p> <p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p> <p>Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, with the physical barriers and visual impact, this site should not be taken forward for development.</p>	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land on corner of Queensway and Division Lane, Marton Moss</b> (residential) (site ref. 68).	Site is identified in the SHLAA, 2015 (SA88) as 'unsuitable'.	Good motorway access.  Close proximity to services and facilities in Blackpool town centre.	No rail access.	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A
<b>Land at Rattrick House Cropper Road, Westby</b> (residential) (site ref. 70).	Site is identified in the SHLAA, 2015 (BP10) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde.	No rail access.  Poor bus service and there are no schools in this area.	Windfall site for approximately 8 homes.	Within the plan period
<b>Junction 4, M55 Peel Hill, Peel</b> (residential) (site ref. 77)	Site is identified in the SHLAA, 2015 (BP05) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  The surrounding roads, including the motorway, form barriers to movement and the site is isolated from settlements and services in Fylde.  Development of the site would have a detrimental effect on landscape	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service and there are no schools in this area.	This site is <b>NOT</b> included in the Local Plan.  This site was dismissed at the Preferred Option stage ( <b>site H6</b> ) in summer 2013 (see the table in Section 9 above: Fylde-Blackpool Periphery Strategic Location for Development).  Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		<p>character and visual impact, as the site rises up and is prominent.</p> <p>Minority of the site is within the Peat Safeguarding Area.</p>		<p>main roads, motorway slip roads and the M55. The development of the site would have an adverse impact on an area of countryside.</p>	
<p><b>Site 3, Whitehills Business Park</b> (<i>retail, sport / leisure and tourism</i>) (<a href="#">site ref. 82</a>).</p>	<p>This site is identified in the Employment Land Study</p>	<p>Good motorway access.</p> <p>Close proximity to employment at Whitehills.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>No rail access</p> <p>Poor bus service and there are no schools in this area</p>	<p>That the site be taken forward for as a proposed allocation for employment land in the Publication version. (Site ref. <b>ES7</b> – Whitehills Business Park).</p>	
<p><b>Blackpool FC Training Ground, Martin Avenue, Squires Gate</b> (<i>residential</i>) (<a href="#">site ref. 84</a> and <a href="#">site AD9</a>) i.e. an additional Site submitted during the consultation into the Preferred Option version of the Local Plan in summer 2013).</p>	<p>Site is identified in the SHLAA, 2015 (BP17) as 'unsuitable'.</p>	<p>Previously developed land.</p> <p>Blackpool and St Annes town centres and other services are readily accessible by public transport.</p>	<p>Rail and tram access.</p>	<p>This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt and policy TREC14 of the adopted Fylde Borough Local Plan.</p>	<p>N/A</p>

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land and property in the vicinity of Peel Hill Farm, Peel Road, Westby</b> <i>(mixed use)</i> <b>(site ref. 86).</b>	Site is identified in the SHLAA, 2015 (BP13) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde	Improvements to Junction 4 of the M55 will be required.  No rail access. Poor bus service and there are no schools in this area  Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area would have negative impacts, development should be well distributed throughout the Borough in line with the sustainability appraisal of the Issues and Options and Preferred Option. Given that the site is detached from the built-up area, with the physical barriers and visual impact, this site should not be taken forward for development.	N/A
<b>Land to East of Wild Lane, Marton</b> <i>(residential, employment and open space)</i> <b>(site ref. 90).</b>	Site is identified in the SHLAA, 2015 (BP13) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde.	Improvements to Junction 4 of the M55 will be required.  No rail access. Poor bus service and there are no schools in this area.  Development would create a critical mass, increasing demand for services, including schools and public transport	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip roads and the M55. The development of the site would have an adverse	N/A

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			provision, currently lacking in the area.	impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.	
<b>Peel Hill Farm, Peel Road, Peel (residential) (site ref. 96).</b>	Site is identified in the SHLAA, 2015 (BP13) as 'potentially suitable'.	Good motorway access.  Close proximity to employment at Whitehills.  Isolated from settlements and services in Fylde.	Improvements to Junction 4 of the M55 will be required.  No rail access.  Poor bus service and there are no schools in this area.  Development would create a critical mass, increasing demand for services, including schools and public transport provision, currently lacking in the area.	This site is <b>NOT</b> included in the Local Plan.  Too much development in this area could have negative implications on the Borough's settlements. The site is detached from the built-up area. There are physical barriers to movement such as main roads, motorway slip roads and the M55. The development of the site would have an adverse impact on an area of open countryside. This site is an unsustainable location and should not be allocated in the Local Plan.	N/A
<b>Land East of DWP Building, Peel Park, Whitehills (employment, retail, community)</b>	This site is identified in the Employment Land Study	Good motorway access.  Isolated from settlements and services in Fylde.	No rail access.  Poor bus service and there are no schools in this area.	Part of this site, measuring 4.9 Ha, is allocated for employment land – Site <b>ES6</b> ITSA, Brunel Way, Whitehills in policy	

Fylde-Blackpool Periphery Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>facilities and sport / leisure) (site ref. 97).</i>				<p><b>EC1</b> of the Publication version.</p> <p>The land allocated for employment in the Local Plan excludes the land currently occupied by car parking to service the adjoining employment land. This land should be retained for employment use in accordance with policy <b>EC1</b>.</p>	
<p><b>Land at Cropper Road, Marton</b> (residential and tourism) (site ref. 108).</p>	Site is identified in the SHLAA, 2015 (BP25) as 'unsuitable'.	Improvements to Junction 4 of the M55 will be required.	<p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>This site is in beneficial economic use for tourism and is therefore excluded from the Local Plan.</p>	N/A
<p><b>Land South of Brunel Way, Peel Park, Whitehills</b> (employment, retail, community facilities and sport / leisure) (site ref. 122).</p>	This site is identified in the Employment Land Study	<p>Good motorway access.</p> <p>Isolated from settlements and services in Fylde.</p>	<p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p>	That the site be taken forward for as a proposed allocation for employment land in the Publication version (Site ref. <b>ES7</b> – Whitehills Business Park).	
<p><b>Site 5, West of Brooklands Way, Whitehills Business Park</b> (employment,</p>	This site is identified in the Employment Land Study	<p>Good motorway access.</p> <p>Isolated from settlements</p>	<p>No rail access.</p> <p>Poor bus service and there are no schools in this area.</p>	That the site be taken forward for as a proposed allocation for employment land in the Publication version. (Site ref.	



<b>Fylde-Blackpool Periphery Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<i>retail, sport / leisure and tourism</i> ) ( <a href="#"><u>site ref. 124</u></a> ).		and services in Fylde.		<b>ES7</b> – Whitehills Business Park).	
<b>Site 6, Land East of Woodside, Whitehills Business Park</b> ( <i>employment and community facilities</i> ) ( <a href="#"><u>site ref. 125</u></a> ).	This site is identified in the Employment Land Study	Good motorway access.  Isolated from settlements and services in Fylde.	No rail access.  Poor bus service and there are no schools in this area.	That the site be taken forward for as a proposed allocation for employment land in the Publication version. (Site ref. <b>ES7</b> – Whitehills Business Park).	
<b>Site 7, North of Thompson Road, Whitehills Business Park</b> ( <i>employment and community facilities</i> ) ( <a href="#"><u>site ref. 126</u></a> ).	This site is identified in the Employment Land Study	Good motorway access.  Isolated from settlements and services in Fylde.	No rail access.  Poor bus service and there are no schools in this area.	That the site be taken forward for as a proposed allocation for employment land in the Publication version. (Site Ref. <b>ES7</b> – Whitehills Business Park).	
<b>Site A, Lytham St Annes Way, Whitehills Business Park</b> ( <i>residential and retail</i> ) ( <a href="#"><u>site ref. 127</u></a> ).	This site is identified in the Employment Land Study	Good motorway access.  Isolated from settlements and services in Fylde.	No rail access.  Poor bus service and there are no schools in this area.	That the site be taken forward for as a proposed allocation for employment land in the Publication version (Site ref. <b>ES7</b> – Whitehills Business Park).	
<b>Site D3 and D4, Whitehills Business Park</b> ( <i>employment, retail, community facilities, sport / leisure</i> ) ( <a href="#"><u>site ref. 128</u></a> ).	This site is identified in the Employment Land Study	Good motorway access.  Isolated from settlements and services in Fylde.	No rail access.  Poor bus service and there are no schools in this area.	That the site be taken forward for as a proposed allocation for employment land in the Publication version (Site Ref. <b>ES7</b> – Whitehills Business Park).	

<b>Warton Strategic Location for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>Land East of Harbour Lane, Warton (site ref. 4).</b>	Site is identified in the SHLAA, 2015 (WA20) as 'potentially suitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton.	Windfall site for approximately 4 homes.	Within the plan period
<b>Land West of Snowdrop Grove, off Harbour Lane, Warton (residential) (site ref. 5).</b>	Site is identified in the SHLAA, 2015 (WA19a) as 'deliverable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton.	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>Land West of Harbour Lane, Warton (residential) (site ref. 6).</b>	Site is identified in the SHLAA, 2015 (WA19) as 'potentially suitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton.		
<b>Bryning Lane, Warton</b> (residential) ( <u>site ref. 13</u> ).	Site is identified in the SHLAA, 2015 (WA33) as 'unsuitable'.	The site is adjacent to Freckleton, which is a Local Service Centre	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt	N/A
<b>Oaklands Caravan Park, Lytham Road, Warton</b> (residential) ( <u>site refs. 17/74</u> ).	Site is identified in the SHLAA, 2015 (WA18) as 'potentially suitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton.	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan. A planning application has been submitted for 53 homes on part of the site.	
<b>Land between</b>	Site is identified in	The site is adjacent to	The Preston Western	This site should be considered	

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Riversleigh Farm and Beech Avenue, Warton</b> ( <i>residential</i> ) ( <a href="#">site ref. 18</a> ).	the SHLAA, 2015 (WA18) as 'potentially suitable'.	Warton, which is proposed to become a Local Service Centre over the lifetime of the plan.	Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton.	through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>258 Lytham Road, Warton</b> ( <i>residential, employment and retail</i> ) ( <a href="#">site ref. 27</a> ).	Site is identified in the SHLAA, 2015 (WA18) as 'potentially suitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton.	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>Holy Family Catholic Church, Warton</b> ( <i>residential, community facilities and new church</i> ) ( <a href="#">site ref. 35</a> ).	Site is identified in the SHLAA, 2015 (WA24) as a 'small site'.	This site, measuring 0.4 hectares, is currently open space and parish allotments.  The site is located within Warton, which is proposed to become a Local Service Centre over	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which	The site should be safeguarded on the <b>Policies Map</b> which will accompany the Publication version of the Local Plan for the construction of a replacement church.	The development should be implemented within the plan period.

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		the lifetime of the plan.	need to be resolved in Warton.		
<b>Land at Kirkham Road and Hillock Lane, Warton</b> <i>(residential and employment)</i> <b>(site ref. 37).</b>	Site is identified in the SHLAA, 2015 (WA34) as 'unsuitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>Land South of Hillock Lane and West of Kirkham Road, Freckleton</b> <i>(residential and employment)</i> – <b>(site ref. 38).</b>	Site is identified in the SHLAA, 2015 (FR42) as 'unsuitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A
<b>Land off Bank Lane, Warton</b> <i>(residential, employment and tourism)</i> <b>(site ref. 71).</b>	Site is identified in the SHLAA, 2015 (WA28) as 'unsuitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton		
<b>Land to the North of the A584 roundabout intersection with Lytham Road, Warton</b> ( <i>residential, employment and open space</i> ) ( <a href="#">site ref. 78</a> ).	Site is identified in the SHLAA, 2015 (WA20) as 'potentially suitable'.  This site is not identified in the Employment Land Study	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>Land at BAE Systems Warton Aerodrome</b> ( <i>employment and ancillary uses</i> ) ( <a href="#">site ref. 80</a> ).	This site is identified in the Employment Land Study	The site is located within BAE Systems, Warton Enterprise Zone. Warton is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site be safeguarded on the <b>Policies Map</b> which will accompany the Publication version of the Local Plan for employment and ancillary uses within the boundary of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone at BAE Systems, Warton.	

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land off Bryning Lane, Warton</b> ( <i>residential, sport / leisure and energy generation</i> ) ( <u>site ref. 83</u> ).	Site is identified in the SHLAA, 2015 (WA38) as 'unsuitable'.	The site is located outside Warton. Warton is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site is <b>NOT</b> included in the Local Plan as it is not a sustainable location for development as it is located within the countryside.	N/A
<b>Land adjacent to Sykes Hall Farm, Church Road, Warton</b> ( <i>residential</i> ) ( <u>site ref. 103</u> ).	Site is identified in the SHLAA, 2015 (WA29) as 'unsuitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>Land to rear of Kellamergh House, Bryning Lane, Warton</b> ( <u>site ref. 130</u> ).	Site is identified in the SHLAA, 2015 (WA35) as a 'small site'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater	Windfall site for approximately 3 homes	Within the plan period

Warton Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			infrastructure issues which need to be resolved in Warton		
<b>Land East of Bryning Lane, Kellamergh Park, Warton</b> ( <i>residential</i> ) ( <u>site ref. 132</u> ).	Site is identified in the SHLAA, 2015 (WA36) as 'unsuitable'.	The site is adjacent to Warton, which is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site should be considered through the preparation of the Bryning with Warton Neighbourhood Development Plan.	
<b>Land East of West End Lane, Warton</b> ( <i>residential</i> ) ( <u>site ref. 135/AD16</u> ).	Site is identified in the SHLAA, 2015 (WA37) as 'unsuitable'.	The site is located outside Warton. Warton is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A



Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>South of A583, between Dow Brook and Kirkham Road, Kirkham</b> <i>(residential, employment, retail, community facilities, sports, leisure and tourism)</i> <b>(site ref. 2).</b>	<p>Site is identified in the SHLAA, 2015 (KI40) as 'unsuitable'.</p> <p>This site is not identified in the Employment Land Study</p>	<p>This greenfield site is located to the south of Kirkham. The site would rely upon the services and facilities provided in Kirkham, but the A583 bypass provides a physical barrier for pedestrian and cycle access to and from Kirkham.</p>	<p>Improvements to Junction 3 of the M55 may be required.</p>	<p>This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.</p>	N/A
<b>Eagle Court, Kirkham</b> <i>(residential)</i> <b>(site ref. 23).</b>	<p>Site is identified in the SHLAA, 2015 (KI07) as 'not currently developable'.</p>	<p>Previously developed land within Kirkham, in close proximity to the town centre, with its associated services and facilities.</p> <p>Within walking distance of Kirkham and Wesham Railway Station.</p> <p>Access to a good bus service.</p> <p>Access to schools in the area.</p>	<p>Improvements to Junction 3 of the M55 may be required.</p>	<p>Windfall site - up to a maximum of 9 homes</p>	<p>Within the plan period</p>

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Pitfield, Fleetwood Road, Wesham</b> <i>(residential)</i> <b>(site ref. 30/72)</b> . This was site <b>H16</b> – Land at and adjacent Pitfield, Fleetwood Road – in the Preferred Option version of the Local Plan which was assessed but not included.	<p>The landowner is interested in developing this site.</p> <p>Site is identified in the SHLAA, 2015 (WS10) as ‘potentially suitable’.</p>	<p>Kirkham town centre and other services are readily accessible by public transport.</p> <p>Within walking distance of the Kirkham and Wesham Railway Station.</p> <p>Minority of the site is situated within a sand and gravel MSA.</p> <p>Adjoins a Biological Heritage Site.</p>	<p>Improvements to Junction 3 of the M55 may be required.</p> <p>Congestion that would be created by the development could partially be resolved with developer funded measures.</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Taking account of the buffer that would be required to protect the adjacent Biological Heritage Site, the site would not be considered ‘strategic’ in the context of the Local Plan.</p> <p>Inclusion of the site would result in an unsustainable amount of development at Wesham, rather than development being distributed throughout the Borough.</p>	N/A
<b>Fleetwood Road, Wesham</b> <i>(residential and employment)</i> <b>(site ref. 33)</b> .	<p>Site is identified in the SHLAA, 2015 (WS13) as ‘unsuitable’.</p> <p>This site is not identified in the Employment Land Study</p>	<p>Kirkham town centre and other services are readily accessible by public transport.</p> <p>Within walking distance of the Kirkham and Wesham Railway Station.</p>	<p>Improvements to Junction 3 of the M55 may be required.</p> <p>Congestion that would be created by the development could partially be resolved with developer funded measures.</p>	<p>This site is <b>NOT</b> included in the Local Plan. Inclusion of the site would result in an unsustainable amount of development at Wesham, rather than development being distributed throughout the Borough.</p>	N/A
<b>Land off Freckleton Road, Kirkham</b> <i>(residential, retail and community)</i>	<p>Site is identified in the SHLAA, 2015 (KI41) as ‘unsuitable’.</p>	<p>This greenfield site is located to the south of Kirkham. The site would rely upon the services and</p>	<p>Improvements to Junction 3 of the M55 may be required.</p>	<p>This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt. This site was submitted as an additional site during</p>	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>facilities) (site ref. 87).</i>		facilities provided in Kirkham, but the A583 bypass provides a physical barrier for pedestrian and cycle access to and from Kirkham.		the consultation at the Preferred Option stage in summer 2013 ( <b>site AD10</b> – Land opposite Kirkham Trading Park, Freckleton Road, Kirkham)	
<b>Land 250 metres South of Junction 3 of the M55, Wesham</b> ( <i>residential, employment, retail and tourism</i> ) ( <b>site ref. 88/123</b> ).	Site is identified in the SHLAA, 2015 (GR06) as 'unsuitable'.  This site is not identified in the Employment Land Study	Good motorway access  Kirkham town centre with its associated services and facilities are readily accessible by public transport, including Kirkham and Wesham Railway Station.	Improvements to Junction 3 of the M55 may be required.	This site is <b>NOT</b> included in the Local Plan. Inclusion of the site would result in an unsustainable amount of development north of Kirkham and Wesham, rather than development being distributed throughout the Borough.	N/A
<b>Land to South of Mowbreck Lane, Wesham</b> ( <i>residential</i> ) ( <b>site 95</b> ).	Site is identified in the SHLAA, 2015 (WS08) as 'potentially suitable'.	Kirkham town centre and other services are readily accessible by public transport.  Within walking distance of the Kirkham and Wesham Railway Station.  Minority of the site is situated within an MSA.	The site is adjacent to the settlement boundary  Congestion that would be created by the development could partially be resolved with developer funded measures.  The only potential access into the	This site is <b>NOT</b> included in the Local Plan. This site was discounted at the Preferred Option stage ( <b>Site H17</b> ) in summer 2013. There is a lack of accessibility to the site and it is in a visually prominent location and would have a significant effect on the setting of Kirkham and Wesham. The site slopes upwards from west to east and is	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		Due to the topography and scale of the site, it would be highly visible from the south and east.	site is off Mowbreck Lane, where there are significant highway safety issues.	highly visible from the eastern edge of Wesham and Kirkham. Inclusion of the site would result in an unsustainable amount of development at Wesham, rather than development being distributed throughout the Borough.	
<b>Land West of New Hey Lane, Dowbridge (residential) (site ref. 104).</b>	Site is identified in the SHLAA, 2015 (KI25) as 'potentially suitable'.  An outline planning application (15/0547) has been submitted for the erection of 170 homes on the site (site refs 104, 105 and 106). An outline application (15/0827) for the erection of up to 95 homes on the southern part of the site is also pending.	Adjacent to Kirkham, which is a Key Service Centre.  Kirkham town centre and other services are readily accessible by public transport.  There are no physical barriers between the site and Kirkham town centre.	The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  Congestion created by the development could be resolved with developer funded measures.	This site is <b>NOT</b> included in the Local Plan due to flood risk.	N/A
<b>Land North of Brook Farm, Dowbridge (residential) (site ref. 105).</b>	Site is identified in the SHLAA, 2015 (KI25) as 'potentially suitable'.  An outline planning application (15/0547) has been submitted	Adjacent to Kirkham, which is a Key Service Centre.  Kirkham town centre and other services are readily accessible by	The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  Congestion created by the development	This site is <b>NOT</b> included in the Local Plan due to flood risk.	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
	for the erection of 170 homes on the site (site refs 104, 105 and 106). An outline application (15/0827) for the erection of up to 95 homes on the southern part of the site is also pending.	public transport.  There are no physical barriers between the site and Kirkham town centre.	could be resolved with developer funded measures.		
<b>Land North of Brook Farm, Dowbridge (residential) (site ref. 106).</b>	Site is identified in the SHLAA, 2015 (KI25) as 'potentially suitable'.  An outline planning application (15/0547) has been submitted for the erection of 170 homes on the site (site refs 104, 105 and 106). An outline application (15/0827) for the erection of up to 95 homes on the southern part of the site is also pending.	Adjacent to Kirkham, which is a Key Service Centre.  Kirkham town centre and other services are readily accessible by public transport.  There are no physical barriers between the site and Kirkham town centre.	The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  Congestion created by the development could be resolved with developer funded measures.	This site is <b>NOT</b> included in the Local Plan due to flood risk.	N/A
<b>Land at Fleetwood Road, Wesham (residential, employment, retail, community facilities, sport and leisure,</b>	Site is identified in the SHLAA, 2015 (WS14) as 'unsuitable'.  This site is identified in the Employment Land Study.	Good motorway access  Kirkham town centre with its associated services and facilities are readily accessible by public transport,	Improvements to Junction 3 of the M55 may be required.	This site is <b>NOT</b> included in the Local Plan. The northern part of this site was dismissed at the Preferred Option stage ( <b>site E3</b> ) in summer 2013. Inclusion of the site would result in an unsustainable amount of development at	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>tourism</i> ) ( <a href="#">site ref. 112</a> ).		including Kirkham and Wesham Railway Station.		Wesham, rather than development being distributed throughout the Borough.	
<b>Land surrounding Carr Farm, Kirkham</b> ( <i>residential, employment, community facilities and sport / leisure</i> ) ( <a href="#">site ref. 116</a> ).	<p>Site is identified in the SHLAA, 2015 (KI26) as 'unsuitable'.</p> <p>This site is not identified in the Employment Land Study.</p>	<p>Adjacent to Kirkham, which is a Key Service Centre.</p> <p>Kirkham town centre and other services are readily accessible by public transport.</p> <p>There are no physical barriers between the site and Kirkham town centre.</p>	<p>The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.</p> <p>Congestion created by the development could be resolved with developer funded measures.</p>	This site is <b>NOT</b> included in the Local Plan due to flood risk.	N/A
<b>Land South East of Carr Lane, Kirkham</b> ( <i>residential, employment and community facilities</i> ) ( <a href="#">site ref. 120</a> ).	<p>Site is identified in the SHLAA, 2015 (KI26) as 'unsuitable'.</p> <p>This site is not identified in the Employment Land Study</p>	<p>Adjacent to Kirkham, which is a Key Service Centre.</p> <p>Kirkham town centre and other services are readily accessible by public transport.</p> <p>There are no physical barriers between the site and Kirkham town centre.</p>	<p>The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.</p> <p>Congestion created by the development could be resolved with developer funded measures.</p>	This site is <b>NOT</b> included in the Local Plan due to flood risk.	N/A

Kirkham and Wesham Strategic Location for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land South West of Junction 3 of the M55 - Corner Hall Farm, Wesham</b> <i>(employment and retail)</i> <b>(site ref. 137).</b>	This site is not identified in the Employment Land Study	Good motorway access.  Kirkham town centre with its associated services and facilities are readily accessible by public transport, including Kirkham and Wesham Railway Station.	Improvements to Junction 3 of the M55 may be required.	This site is <b>NOT</b> included in the Local Plan as it is outside the settlement boundary. The site is isolated from the built-up area and public transport access is poor. Inclusion of the site would result in an unsustainable amount of development north of Kirkham and Wesham, rather than development being distributed in urban extensions throughout the Borough.	N/A

<b>Potential Development Sites outside the Strategic Locations for Development</b>					
<b>Site</b>	<b>Deliverability in relation to the planning process</b>	<b>Sustainability</b>	<b>Deliverability in relation to infrastructure</b>	<b>Recommendation</b>	<b>Delivery timescale</b>
<b>FRECKLETON</b>					
<b>ES8 – Naze Lane, Freckleton (employment)</b>	The site is included in the Employment Land and Premises Study.	The site is some distance south of Freckleton and the BAE Systems Airfield. Access is very poor and is a major constraint with respect to this site.	Highway access is poor from Freckleton By-Pass.  The completion of the Preston Western Distributor Road in 2019 will enhance accessibility to the site from the main road network.	That the site be included in the Local Plan as an allocation.	The Local Plan does not set out phasing for employment sites.
Land rear of High Meadows, Lower Lane, Freckleton	There is developer interest in the site.	The site is in close proximity to the Enterprise Zone at BAE Systems, Warton.	The completion of the Preston Western Distributor Road in 2019 will enhance accessibility to the site from the main road network.	That the site be included in the Local Plan as an allocation.	Development is expected to be completed by 2032.
197 Kirkham Road, North of Bypass, Freckleton	There is developer interest in the site.	The site is in close proximity to the Enterprise Zone at BAE Systems, Warton.	The completion of the Preston Western Distributor Road in 2019 will enhance accessibility to the site from the main road network.	That the site be included in the Local Plan as an allocation.	Development is expected to be completed by 2032.
<b>Croft Court Naze Lane, Freckleton</b>	Site is identified in the SHLAA, 2015 (FR41) as	Freckleton is a Local (Retail) Centre in the	The Preston Western Distributor road	This site be taken forward as an allocation for approximately 11	2016/18



Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>(residential)</i> <b>(site ref. 16).</b>	'potentially suitable'.	Retail Hierarchy in Fylde, which includes a post office. There is a school and an indoor community facility. There is a doctors' surgery, but no indoor sports or leisure facility in Freckleton.	will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	homes in the Publication version of the Local Plan.	
<b>Land to West of Waxy Lane, Freckleton</b> <i>(residential)</i> <b>(site ref. 28).</b>	Site is identified in the SHLAA, 2015 (FR40) as 'unsuitable'.	Freckleton is a Local (Retail) Centre in the Retail Hierarchy in Fylde, which includes a post office. There is a school and an indoor community facility. There is a doctors' surgery, but no indoor sports or leisure facility in Freckleton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A
<b>Land East of Waxy Lane, Freckleton</b> <i>(residential)</i> <b>(site ref. 31).</b>	Site is identified in the SHLAA, 2015 (FR20) as 'unsuitable'.	Freckleton is a Local (Retail) Centre in the Retail Hierarchy in Fylde, which includes a post	The Preston Western Distributor road will contribute towards alleviating traffic	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		office. There is a school and an indoor community facility. There is a doctors' surgery, but no indoor sports or leisure facility in Freckleton.	congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.		
<b>Land East of Kirkham Road, Freckleton</b> <i>(residential and employment)</i> <b>(site ref. 42).</b>	Site is identified in the SHLAA, 2015 (FR43) as 'unsuitable'.  This site is not identified in the Employment Land Study	The site is located outside Warton. Warton is proposed to become a Local Service Centre over the lifetime of the plan	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which need to be resolved in Warton	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A
<b>Land adjacent to 164 Kirkham Road, Freckleton</b> <i>(residential)</i> <b>(site ref. 58).</b>	Site is identified in the SHLAA, 2015 (FR21) as 'unsuitable'.	Freckleton is a Local (Retail) Centre in the Retail Hierarchy in Fylde, which includes a post office. There is a school and an indoor community facility. There	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		is a doctors' surgery, but no indoor sports or leisure facility in Freckleton.	The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.		
<b>Lamaleach Mobile Home Park, Lamaleach Drive, Freckleton</b> <i>(residential)</i> <b>(site ref. 101).</b>	Site is identified in the SHLAA, 2015 (FR44) as 'not currently developable'.	Freckleton is a Local (Retail) Centre in the Retail Hierarchy in Fylde, which includes a post office. There is a school and an indoor community facility. There is a doctors' surgery, but no indoor sports or leisure facility in Freckleton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan as it is in beneficial use as a mobile home park.	N/A
<b>Land at Lower Lane, Freckleton</b> <i>(residential, employment and retail)</i> <b>(site ref. 113).</b>	Site is identified in the SHLAA, 2015 (FR45) as 'unsuitable'.  This site is not identified in the Employment Land Study.	Freckleton is a Local (Retail) Centre in the Retail Hierarchy in Fylde, which includes a post office. There is a school and an indoor community facility. There is a doctors' surgery, but no indoor sports	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		or leisure facility in Freckleton.	accessible to Clifton Marsh Wastewater Treatment Works.		
<b>Land off A584 Preston New Road, Freckleton</b> <i>(residential)</i> <b>(site ref. 114).</b>	Site is identified in the SHLAA, 2015 (FR46) as 'unsuitable'.	Freckleton is a Local (Retail) Centre in the Retail Hierarchy in Fylde, which includes a post office. There is a school and an indoor community facility. There is a doctors' surgery, but no indoor sports or leisure facility in Freckleton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan. This site is not adjacent to a settlement. It is an unsustainable location.	N/A
<b>Land West of Kirkham Road - Cooper House Farm, Freckleton</b> <i>(residential, employment, retail and energy generation)</i> <b>(site ref. 136).</b>	Site is identified in the SHLAA, 2015 (FR47) as 'unsuitable'.  Is this site identified in the Employment Land Study?	The site is located outside Warton. Warton is proposed to become a Local Service Centre over the lifetime of the plan.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  There are wastewater infrastructure issues which	This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			need to be resolved in Warton		
<b>ELSWICK</b>					
<b>Land North of Beech Road, Elswick</b> ( <i>residential and energy generation</i> ) ( <u>site refs. 14 and 46</u> ).	Site is identified in the SHLAA, 2015 (EL19) as a 'small site'.	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>Land North of Mill Lane, Elswick</b> ( <i>residential</i> ) ( <u>site ref. 21</u> ).	Site is identified in the SHLAA, 2015 (EL10) as 'potentially suitable'.	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>Mirfield Poultry Farm, Copp Lane, Elswick</b>	Site is identified in the SHLAA, 2015 (EL09) as	Elswick has a local store but does not have a post office.	The site is located outside defined settlement	This site should be considered through the preparation of a	

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>(residential, employment, retail, community facilities, sport, leisure and tourism)</i> <b>(site ref. 40).</b>	'potentially suitable'.  This site is not identified in the Employment Land Study	There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	boundary and Other Locations	Neighbourhood Development Plan.	
<b>Land at Beech Road, Elswick – Option B</b> <i>(residential)</i> <b>(site ref. 47).</b>	Site is identified in the SHLAA, 2015 (EL18) as 'potentially suitable'.	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>Land adjoining Mansergh Dale, Elswick</b> <i>(residential)</i> <b>(site ref. 60).</b>	Site is identified in the SHLAA, 2015 (EL16) as 'potentially suitable'.	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		or leisure facility in Elswick.			
<b>Land at Meadow Farm, Elswick</b> ( <i>residential, employment, retail, community facilities, sport / leisure, tourism, open space and energy generation</i> ) ( <u>site ref. 76</u> ).	Site is identified in the SHLAA, 2015 (EL16) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>Land to the East of Copp Lane, Elswick</b> ( <i>residential</i> ) ( <u>site ref. 79</u> ).	Site is identified in the SHLAA, 2015 (EL09) as 'potentially suitable'.	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>Land adjacent to Grange Road, Elswick</b> ( <i>residential, employment and community</i> )	Site is identified in the SHLAA, 2015 (EL14) as 'potentially suitable'.	Elswick has a local store but does not have a post office. There is no school, but it does have an	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>facilities) (site ref. 117).</i>	This site is not identified in the Employment Land Study	indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.			
<b>Land located between Grange Road and High Street, Elswick</b> <i>(residential, employment and community facilities) (site ref. 118).</i>	Site is identified in the SHLAA, 2015 (EL15) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>Land South of Roseacre Drive and West of Roseacre Road, Elswick</b> <i>(residential, employment and community facilities) (site ref. 119).</i>	Site is identified in the SHLAA, 2015 (EL13) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is adjacent to the settlement boundary	This site should be considered through the preparation of a Neighbourhood Development Plan.	



Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land off Roseacre Road, Elswick</b> ( <i>residential, sport / leisure and tourism</i> ) ( <a href="#">site ref. 131</a> ).	Site is identified in the SHLAA, 2015 (EL21) as 'unsuitable'.	Elswick has a local store but does not have a post office. There is no school, but it does have an indoor community facility.  There is no doctors' surgery or indoor sports or leisure facility in Elswick.	The site is located outside defined settlement boundary and Other Locations	This site should be considered through the preparation of a Neighbourhood Development Plan.	
<b>NEWTON</b>					
<b>Vicarage Lane – Moor Hall Lane, Newton</b> ( <i>residential</i> ) ( <a href="#">site ref. 12</a> ).	Site is identified in the SHLAA, 2015 (NE08) as 'unsuitable'.	Newton has a local store and a post office. There is a school and a public house, which has been included as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>Blackpool Road, Newton</b> ( <i>residential and</i>	Site is identified in the SHLAA,	Newton has a local store and a post office. There is a	The Preston Western Distributor road will contribute	This site is <b>NOT</b> included in the Local Plan as it is located	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>employment</i> ) ( <u>site ref. 32</u> ).	2015 (NE09) as 'unsuitable'.  This site is not identified in the Employment Land Study	school and a public house, which has been included as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	in a proposed Area of Separation.	
<b>Church Farm, Blackpool Road, Newton</b> ( <i>residential, employment and sport / leisure</i> ) ( <u>site ref. 36/110</u> ).	Site is identified in the SHLAA, 2015 (NE10) as 'unsuitable'.  This site is not identified in the Employment Land Study	Newton has a local store and a post office. There is a school and a public house, which has been included as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan as it is located in a proposed Area of Separation.	N/A
<b>Land at Thames Street, Newton</b> ( <i>residential, Gypsy and Travellers and</i>	Site is identified in the SHLAA, 2015 (NE12) as 'unsuitable'.	Newton has a local store and a post office. There is a school and a public house, which has been included	The Preston Western Distributor road will contribute towards alleviating traffic congestion and	This site is <b>NOT</b> included in the Local Plan as the site is not adjacent to the defined settlement boundary of Newton.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>open space</i> ) ( <u>site ref. 65</u> ).		as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  The site is located outside defined settlement boundary and Other Locations		
<b>Land North of Blackpool Road, Newton</b> <i>(residential and employment)</i> ( <u>site ref. 75</u> ).	Site is identified in the SHLAA, 2015 (NE11) as 'unsuitable'.  Is this site identified in the Employment Land Study?	Adjacent to Kirkham, which is a Key Service Centre.  Kirkham town centre and other services are readily accessible by public transport.  There are no physical barriers between the site and Kirkham town centre.	Improvements to Junction 3 of the M55 may be required.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan as it is located in a proposed Area of Separation.	N/A
<b>Land South of School Lane, Newton</b>	Site is identified in the SHLAA, 2015 (NE05) as	Newton has a local store and a post office. There is a	The Preston Western Distributor road will contribute	That the site be included as a proposed allocation in the Local Plan as it	Development is expected to be

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
(residential) (site ref. 94).	'potentially suitable'.	school and a public house, which has been included as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  The site is adjacent to the settlement boundary	forms a natural rounding-off of development along the southern boundary at Newton.	completed by 2032.
<b>Land West of Woodlands Close, Newton</b> (residential) (site ref. 107).	Site is identified in the SHLAA, 2015 (NE06) as 'unsuitable	Newton has a local store and a post office. There is a school and a public house, which has been included as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.	This site is <b>NOT</b> included in the Local Plan as it is located in a proposed Area of Separation.	N/A
Cobweb Barn, Oak Lane, Newton (housing) (site ref. AD12)	There is developer interest in the site.	Newton provides small scale essential local services, and a primary	No major infrastructure issues. The completion of the Preston	That the site be included in the Local Plan as an allocation for 29 homes.	Development is expected to be completed by 2032.

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
(see SHLAA ref. <b>NE06</b> )		school, other facilities are provided at the nearby Key service centre of Kirkham.	Western Distributor Road in 2019 will enhance accessibility to the sites.		
<b>Land adjacent New Hey Lane, Newton</b> ( <i>residential and employment</i> ) ( <b>site ref. 109</b> ).	Site is identified in the SHLAA, 2015 (NE13) as 'unsuitable'.  This site is not identified in the Employment Land Study	Newton has a local store and a post office. There is a school and a public house, which has been included as a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Newton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  The site is located outside defined settlement boundary and Other Locations	This site is <b>NOT</b> included in the Local Plan. The site is located within the countryside outside and not adjacent to any defined settlement boundary; it is an unsustainable location for development.	N/A
<b>Land at Woodlands Close, Newton</b> ( <i>residential</i> ) ( <b>site ref. 111 and AD12</b> ).	Site is identified in the SHLAA, 2015 (NE06) as 'unsuitable'.	Newton has a local store and a post office. There is a school and a public house, which has been included as a community facility. There	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and	This site is <b>NOT</b> included in the Local Plan as it is located in a proposed Area of Separation.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		is no doctors' surgery or indoor sports or leisure facility in Newton.	opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.		
<b>STAINING</b>					
<b>Land at Mill Lane / Smithy Lane, Staining</b> ( <i>residential</i> ) ( <u>site ref. 45</u> ).	Site is identified in the SHLAA, 2015 (ST13) as 'unsuitable'.	Staining has a local store but does not have a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Staining.		This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A
<b>Land at 138 Staining Road, Staining</b> ( <i>residential, employment, sport / leisure and tourism</i> ) ( <u>site ref. 53</u> ).	Site is identified in the SHLAA, 2015 (ST14) as 'unsuitable'.  This site is not identified in the Employment Land Study	Staining has a local store but does not have a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Staining.		This site is <b>NOT</b> included in the Local Plan as it is located in the Green Belt.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Land at Thornfield Holiday Camp, Staining</b> <i>(residential, employment, retail, community facilities, sport / leisure and tourism)</i> ( <a href="#">site ref. 138</a> ).	Site is identified in the SHLAA, 2015 (ST06 & ST15) as 'developable'.  This site is not identified in the Employment Land Study	Previously developed land  Staining has a local store but does not have a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Staining.		That the site be included as a proposed allocation for 28 homes in the Local Plan as it constitutes the re-development of previously developed land.	With the plan period
<b>Showman's Ground, Chain Lane, Staining</b> <i>(residential, employment, retail, community facilities, sport / leisure and tourism)</i> ( <a href="#">site ref. 139</a> ).	Site is identified in the SHLAA, 2015 (ST08) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Staining has a local store but does not have a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Staining.		This site is <b>NOT</b> included in the Local Plan.  In beneficial use as a Travellers site, included as supply in the Fylde Coast GTAA.	N/A
<b>Land at Chain Lane, opposite Community Centre, Staining</b> <i>(residential, employment, retail, community facilities, sport / leisure and</i>	Site is identified in the SHLAA, 2015 (ST08) as 'potentially suitable'.  This site is not identified in the Employment Land Study	Staining has a local store but does not have a post office. There is a school and community facilities.  There is no doctors' surgery or	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan. Inclusion of the site adjoining the settlement of Staining would result in an unsustainable amount of development, adversely affecting	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>tourism</i> ) (site ref. 140).		indoor sports or leisure facility in Staining.		the size and scale of the settlement.	
<b>WREA GREEN</b>					
<b>Land North of Mill Lane, Wrea Green</b> ( <i>residential</i> – SHLAA ref. WG16) (site ref. 10).	Site is identified in the SHLAA, 2015 (WG16) as 'potentially suitable'.	Wrea Green has a local store and a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Wrea Green.	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan.  Wrea Green is a Tier 1: Larger Rural Settlement and already has a commitment for 250 homes.  There is no need for further allocations at Wrea Green.	N/A
<b>Land at Willow Drive, Wrea Green</b> ( <i>residential</i> ) (site ref. 29).	Site is identified in the SHLAA, 2015 (WG19) as 'potentially suitable'.	Wrea Green has a local store and a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Wrea Green.	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan.  Wrea Green is a Tier 1: Larger Rural Settlement and already has a commitment for 250 homes.  There is no need for further allocations at Wrea Green.	N/A
<b>Land North of Ribby Road, Wrea Green</b> ( <i>residential and</i>	Site is identified in the SHLAA, 2015 (WG12) as 'unsuitable'.	Wrea Green has a local store and a post office. There is a		This site is <b>NOT</b> included in the Local Plan as it is located in a proposed Area of Separation. Wrea	N/A



Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>employment</i> ) ( <u>site ref. 91</u> ).	This site is not identified in the Employment Land Study	school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Wrea Green.		Green is a Tier 1: Larger Rural Settlement and already has a commitment for 250 homes.  There is no need for further allocations at Wrea Green.	
<b>Land to the South of Moss Side Lane, Wrea Green</b> ( <i>residential</i> ) ( <u>site refs. 102 and 133</u> ).	Site is identified in the SHLAA, 2015 (WG15a) as 'not currently developable'.	Wrea Green has a local store and a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Wrea Green.	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan.  Wrea Green is a Tier 1: Larger Rural Settlement and already has a commitment for 250 homes.  There is no need for further allocations at Wrea Green.	N/A
<b>Land North of Mill Lane, Wrea Green</b> ( <i>residential</i> ) ( <u>site ref. 134</u> ).	This site is not identified in the SHLAA, 2015	Wrea Green has a local store and a post office. There is a school and community facilities.  There is no doctors' surgery or indoor sports or leisure facility in Wrea Green.	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan.  Wrea Green is a Tier 1: Larger Rural Settlement and already has a commitment for 250 homes.  There is no need for further allocations at Wrea Green.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>CLIFTON</b>					
<b>Land off Blackpool Road, Clifton</b> ( <i>residential</i> ) ( <u>site ref. 20</u> ).	<p>Site is identified in the SHLAA, 2015 (CL08) as 'potentially suitable'.</p> <p>This site is not identified in the Employment Land Study</p>	<p>Clifton has a local store combined with a post office. There is no school or community facility.</p> <p>There is no doctors' surgery or indoor sports or leisure facility in Clifton.</p>	<p>The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.</p> <p>The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.</p> <p>The site is adjacent to the settlement boundary</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Inclusion of the site would result in an unsustainable amount of development at Clifton, adversely affecting the size and scale of the settlement.</p>	N/A
<b>Land to West of Clifton Lane, Clifton</b> ( <i>residential, employment, retail, community facilities, sport and leisure</i> ) ( <u>site ref. 43</u> ).	<p>Site is identified in the SHLAA, 2015 (CL09) as 'unsuitable'.</p> <p>This site is not identified in the Employment Land Study</p>	<p>Clifton has a local store combined with a post office. There is no school or community facility.</p> <p>There is no doctors' surgery or indoor sports or leisure facility in Clifton.</p>	<p>The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.</p> <p>The site is relatively accessible to Clifton Marsh Wastewater</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Inclusion of the site would result in an unsustainable amount of development at Clifton, adversely affecting the size and scale of the settlement.</p>	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			<p>Treatment Works.</p> <p>The site is located outside defined settlement boundary and Other Locations.</p>		
<p><b>Land at Ash Lane, Clifton</b> (<i>residential</i>) (part of <u>site ref. 67</u>).</p>	<p>Site is identified in the SHLAA, 2015 (CL10) as 'deliverable'.</p>	<p>Clifton has a local store combined with a post office. There is no school or community facility.</p> <p>There is no doctors' surgery or indoor sports or leisure facility in Clifton.</p>	<p>The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.</p> <p>The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.</p> <p>The site is adjacent to the settlement boundary.</p> <p>A high voltage electricity pylon follows a south easterly direction along the boundary of the site. The site's most easterly boundary corresponds</p>	<p>This site is <b>NOT</b> included in the Local Plan.</p> <p>Inclusion of the site would result in an unsustainable amount of development at Clifton, adversely affecting the size and scale of the settlement.</p>	<p>N/A</p>

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
			with the line of the pylons and relates closely to the boundary of Clifton Hall, which is across the road. Taking the boundary any further out would extend Clifton into a new tract of countryside.		
Land East of Rowan Close, Ash Lane, Clifton (housing) (part of <b>site ref. 67</b> )	There is developer interest in the site which came forward through the call for sites.  Site is identified in the SHLAA, 2015 (CL10) as 'deliverable'.	Clifton, as a Tier 2: Smaller Rural Settlement has fewer essential services than Tier 1: Larger Rural Settlements; and has fewer transport connections with the larger settlements; but has employment opportunities at Westinghouse Springfields (Salwick).	No major infrastructure issues.  The completion of the Preston Western Distributor Road in 2019 will enhance accessibility to the site.	That the site be included in the Local Plan as an allocation.	Development is expected to be completed by 2032.
<b>Land off Preston Old Road, Clifton (residential) (site ref. 81).</b>	Site is identified in the SHLAA, 2015 (CL06) as 'potentially suitable'.	Clifton has a local store combined with a post office. There is no school or community facility.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and	That the north eastern part of the site be included as a proposed allocation in the Local Plan as it forms a natural rounding-off of development at the	

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		There is no doctors' surgery or indoor sports or leisure facility in Clifton.	opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  The site is adjacent to the settlement boundary.	western boundary of Clifton.  The remainder of the site is <b>NOT</b> included in the Local Plan. The boundary of the allocated site is surrounded on two sides by built development. It does not extend Clifton further than existing development along Clifton Green.	
<b>Land off Ash Lane, Clifton</b> ( <i>residential</i> ) ( <u>site ref. 85</u> ).	Site is identified in the SHLAA, 2015 (CL10) as 'deliverable'.	Clifton has a local store combined with a post office. There is no school or community facility.  There is no doctors' surgery or indoor sports or leisure facility in Clifton.	The Preston Western Distributor road will contribute towards alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  The site is adjacent to the settlement boundary.	That the site be included as a proposed allocation in the Local Plan as it forms a natural rounding-off of development at the eastern boundary of Clifton.	Within the plan period
<b>Land off Clifton Lane, Clifton</b>	Site is identified in the SHLAA, 2015 (CL06) as	Clifton has a local store combined with a post office. There is no	The Preston Western Distributor road will contribute towards	This site is <b>NOT</b> included in the Local Plan.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
(residential) (site ref. 93).	'potentially suitable'.	school or community facility.  There is no doctors' surgery or indoor sports or leisure facility in Clifton.	alleviating traffic congestion and this is due to be completed and opened in 2019.  The site is relatively accessible to Clifton Marsh Wastewater Treatment Works.  The site is adjacent to the settlement boundary.	Inclusion of the site would result in an unsustainable amount of development at Clifton, adversely affecting the size and scale of the settlement.	
SINGLETON					
Land adjacent to Pool Foot Lane, Singleton (residential) (site ref. 59).	Site is identified in the SHLAA, 2015 (SI11) as 'unsuitable'.	The local store and post office in Singleton are not currently trading. There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Singleton.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
Land to North of North Lodge, Lodge	Site is identified in the SHLAA,	The local store and post office in Singleton		This site is <b>NOT</b> included in the Local Plan.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>Lane, Singleton</b> ( <i>residential</i> ) ( <u>site ref. 69</u> ).	2015 (SI12) as 'unsuitable'.	are not currently trading. There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Singleton.		The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	
<b>Pool Brow Caravan Park, Pool Foot Lane, Singleton</b> ( <i>residential</i> ) ( <u>site ref. 141</u> )	Site is identified in the SHLAA, 2015 (SI13) as 'unsuitable'.	The local store and post office in Singleton are not currently trading.  There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Singleton.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>WEETON</b>					
<b>Little Orchard Caravan Park, Weeton</b> ( <i>residential</i> ) ( <u>site ref. 34</u> ).	Site is identified in the SHLAA, 2015 (WE09) as 'unsuitable'.	Weeton does not have a local store or a post office. There is a school and a community facility.  There is no doctors' surgery or		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside any defined settlement boundary. It is an unsustainable	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		indoor sports or leisure facility in Weeton.		location for development.	
<b>Land to North of St Michael's Close, Weeton</b> ( <i>residential</i> ) ( <a href="#">site ref. 98</a> ).	Site is identified in the SHLAA, 2015 (WE10) as 'potentially suitable'.	Weeton does not have a local store or a post office. There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Weeton.		This site is <b>NOT</b> included in the Local Plan.  Weeton is a Tier 2: Smaller Rural Settlement and already has a commitment for 20 homes. There is no need for further development at Weeton; it is not needed and it would be unsustainable.	N/A
<b>Land to East of Church Road / West of Kirkham Road, Weeton</b> ( <i>residential</i> ) ( <a href="#">site ref. 99</a> ).	Site is identified in the SHLAA, 2015 (WE11) as 'potentially suitable'.	Weeton does not have a local store or a post office. There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Weeton.	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan.  Weeton is a Tier 2: Smaller Rural Settlement and already has a commitment for 20 homes. There is no need for further development at Weeton; it is not needed and it would be unsustainable.	N/A
<b>Land to South of Mythop Road, Weeton</b> ( <i>residential</i> ) ( <a href="#">site ref. 100</a> ).	Site is identified in the SHLAA, 2015 (WE12) as 'potentially suitable'.	Weeton does not have a local store or a post office. There is a school and a community facility.	The site is adjacent to the settlement boundary	This site is <b>NOT</b> included in the Local Plan.  Weeton is a Tier 2: Smaller Rural Settlement and already has a commitment for 20 homes. There is no	N/A



Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		There is no doctors' surgery or indoor sports or leisure facility in Weeton.		need for further development at Weeton; it is not needed and it would be unsustainable.	
<b>LITTLE SINGLETON</b>					
<b>West Selcourt, Garstang Road East, Little Singleton</b> ( <i>residential, employment and tourism</i> ) ( <a href="#">site ref. 7</a> ).	Site is identified in the SHLAA, 2015 (SI06) as 'unsuitable'.  This site is not identified in the Employment Land Study.	Little Singleton does not have a local store or a post office. There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Little Singleton.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>Garstang Road East, Little Singleton</b> ( <i>residential and employment</i> ) ( <a href="#">site ref. 8</a> ).	The site is identified in the SHLAA, 2015 (SI10) as 'unsuitable'.  This site is not identified in the Employment Land Study.	Little Singleton does not have a local store or a post office. There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Little Singleton.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>Silver Ridge, Lodge Lane, Little Singleton</b>	The site is identified in the SHLAA, 2015	Little Singleton does not have a local store or a post office.		Windfall site for approximately 1-2 homes.	Within the plan period

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<i>(residential)</i> <b>(site ref. 11).</b>	(SI05) as a 'small site'.	There is a school and a community facility.  There is no doctors' surgery or indoor sports or leisure facility in Little Singleton.		The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	
<b>Mains Lane, Little Singleton</b> <i>(residential)</i> <b>(site ref. 32A).</b>	The site is not identified in the SHLAA.	Little Singleton does not have a local store or a post office. There is a school and a community facility. There is no doctors' surgery or indoor sports or leisure facility in Little Singleton.		Windfall site for approximately 5/6 homes.	Within the plan period

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>HIGHER BALLAM</b>					
<b>Land to North West of Bridge Farm and East of Ballam Road, Higher Ballam</b> ( <i>residential, employment and open space</i> ) ( <a href="#">site ref. 89</a> ).	Site is identified in the SHLAA, 2015 (LY58) as 'unsuitable'.  This site is not identified in the Employment Land Study.	Higher Ballam does not have a local store or a post office. There are no schools or community facilities, or indoor sports or leisure facilities, or doctor's surgery.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>WESTBY</b>					
<b>Mere Cottage, Fox Lane Ends, Westby</b> ( <i>residential</i> ) ( <a href="#">site ref. 142</a> ).	Site is identified in the SHLAA, 2015 (WB03) as 'unsuitable'.	Westby does not have a local store or a post office. There are no schools or indoor sports or leisure facilities, or doctor's surgery.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
<b>MOSS SIDE</b>					
<b>Land South of B5259 Lytham Road, Moss Side</b> ( <i>residential</i> ) ( <a href="#">site ref. 24</a> ).	Site is identified in the SHLAA, 2015 (LY57) as a 'small site'.	Mythop does not have a local store or a post office. There are no schools or community facilities, or indoor sports or leisure facilities, or doctor's surgery.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>Land North of B5259 Lytham Road, Moss Side</b> ( <i>residential</i> ) ( <a href="#">site ref. 25</a> ).	Site is identified in the SHLAA, 2015 (LY56) as 'unsuitable'.	Mythop does not have a local store or a post office. There are no schools or community facilities, or indoor sports or leisure facilities, or doctor's surgery.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A
<b>MYTHOP</b>					
<b>Land at Mythop Road, Mythop</b> ( <i>residential</i> ) ( <a href="#">site ref. 61</a> ).	Site is identified in the SHLAA, 2015 (WE13) as 'unsuitable'.	Mythop does not have a local store or a post office. There are no schools or community facilities, or indoor sports or leisure facilities, or		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an	N/A

Potential Development Sites outside the Strategic Locations for Development					
Site	Deliverability in relation to the planning process	Sustainability	Deliverability in relation to infrastructure	Recommendation	Delivery timescale
		doctor's surgery.		unsustainable location for development.	
<b>WHARLES</b>					
<b>Land East of Hogarth Crescent, Wharles (residential) (site ref. 41).</b>	Site is identified in the SHLAA, 2015 (WH06) as 'potentially suitable'.	Wharles does not have a local store or a post office. There are no schools or community facilities, or indoor sports or leisure facilities, or doctor's surgery.		This site is <b>NOT</b> included in the Local Plan.  The site is located within the countryside, outside and not adjacent to any defined settlement boundary. It is an unsustainable location for development.	N/A









